SAN FRANCISCO
PLANNING DEPARTMENT

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June 22, 2011

San Francisco Planning Commission
Linda Avery
Commission Secretary
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Re: Notice of Availability of an EIR and Draft Environmental Impact Report for the **801 Brannan and One Henry Adams Streets Project,** Case File No. **2000.618E**

Dear Ms. Avery:

The Planning Department has prepared a Notice of Availability of an EIR and Draft Environmental Impact Report (DEIR) for the 801 Brannan and One Henry Adams Streets Project, Department File No. 2000.618E, which is being published today, Wednesday, June 22, 2011. This item is scheduled for a public hearing before the Planning Commission on Thursday, July 28, 2011. **Public comment on the analysis in the DEIR will be accepted at the Planning Department until August 8, 2011, as specified on the DEIR and in the enclosed notice.**

The notice and DEIR are being provided to you for distribution to the Commissioners. The document is also available at the Planning Department Web site under Case number 2000.618E on-line at http://tinyurl.com/meacases.

If you have any questions related to this project's environmental evaluation, please contact me at 415-575-9031 or debra.dwyer@sfgov.org.

Sincerely,

Debra Dwyer
Environmental Planner

cc: Planning Commissioners

enclosures

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PUBLIC NOTICE

Availability of Draft Environmental Impact Report for the 801 Brannan and One Henry Adams Streets Project

Planning Department Case No. 2000.618E

State Clearinghouse No. 2003112070

A Draft Environmental Impact Report (EIR) has been prepared by the San Francisco Planning Department in connection with this project. The report is available for public review and comment on the Planning Department's Negative Declarations & EIRs webpage (http://tinyurl.com/meacases) under case number 2000.618E. CDs and paper copies are also available at the Planning Information Center (PIC) at 1660 Mission Street, 1st Floor. Referenced materials are available for review at the Planning Department's office at 1650 Mission Street, 4th Floor. Please contact Debra Dwyer at 575-9031.

Project Description: The proposed project is located in Showplace Square in the Eastern Neighborhoods. The proposed project contains two project sites, one at 801 Brannan Street (Assessor's Block 3783, Lot 1) and the other at One Henry Adams Street (Assessor's Block 3911, Lot 1).

The rectangular 801 Brannan site is on the south side of Brannan Street, extending from Seventh Street to Eighth Street. The 226,875-square-foot site (approximately 5.21 acres) currently contains the 137,000-square-foot, 33-foot-high Concourse Exhibit Hall, and an approximately 390-space surface parking lot. The proposed project would demolish the existing structure and parking lot and construct two mixed-use buildings containing 364 residential units and 23,367 square feet of retail. In addition, the eastern portion of the 801 Brannan site would be dedicated to the City for development of up to 150 affordable housing units and approximately 7,050 square feet of retail in partial fulfillment of the project's Inclusionary Affordable Housing requirement pursuant to Planning Code Section 419. Under the proposed project there would be up to 585 residential units, 30,417 square feet of retail space, and 571 parking spaces developed at the 801 Brannan site.

Two variants are also proposed for the 801 Brannan site. Neither variant would include the land dedication to the City mentioned above; instead, the project sponsor would develop the entire 801 Brannan site and would provide all of the required affordable housing units for both sites at the 801 Brannan site. Variant 1 would construct two 68-foot-tall mixed-use buildings on the 801 Brannan site containing up to 570 residential units, 34,928 square feet of retail space, and 638 parking spaces. Variant 2 would construct three 68-foot-tall mixed-use buildings at the 801 Brannan site containing up to 585 residential units, 31,777 square feet of retail space, and 613 parking spaces.

The rectangular One Henry Adams site occupies the entire block bounded by Division, Rhode Island, Alameda, and Henry Adams Streets. The 72,000-square-foot (approximately 1.65 acre) site contains surface parking and three buildings: 55 Division Street; 40 Rhode Island Street, aka the Ice House; and the showroom building at Three and Five Henry Adams Street. The proposed project would demolish the buildings and surface parking and construct two 68-foot-tall mixed-use buildings containing up to 239 residential units and up to 19,670 square feet of retail space with 225 parking spaces.

Total development that would result from the proposed project, or either variant, would be up to 1,187,943 gross square feet (gsf) including up to 824 residential units, 54,598 gsf of retail space, and 866 parking spaces. The two properties are within the UMU (Urban Mixed Use) zoning district and a 68-X height and bulk district. The proposed project would require Large Project Authorization pursuant to Planning Code Section 329 with consideration of exceptions for rear yard, street frontage and mass reduction. In addition, Conditional Use Authorization would be required for the 71 of the 225 parking spaces being provided at the One Henry Adams site.

A **public hearing** on this Draft EIR and other matters has been scheduled by the San Francisco Planning Commission for July 28, 2011, in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 12:00 p.m. or later. (Call 558-6422 the week of the hearing for a recorded message giving a more specific time.)

Public comments will be accepted from June 23, 2011 to 5:00 p.m. on August 8, 2011. Written comments should be addressed to Bill Wycko, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. Comments received at the public hearing and in writing will be responded to in a Summary of Comments and Responses document.

If you have any questions about the **environmental review** of the proposed project, please contact Debra Dwyer at debra.dwyer@sfgov.org or 415-575-9031.

DRAFT ENVIRONMENTAL IMPACT REPORT

801 Brannan and One Henry Adams Streets Project

PLANNING DEPARTMENT CASE NO. 2000.618E

STATE CLEARINGHOUSE NO. 2003112070

Draft EIR Publication Date:	**June 22, 2011**
Draft EIR Public Hearing Date:	**July 28, 2011**
Draft EIR Public Comment Period:	**June 23, 2011 – August 8, 2011**

SAN FRANCISCO
PLANNING
DEPARTMENT

Written comments should be sent to:
Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103

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DATE: June 22, 2011

TO: Distribution List for the 801 Brannan and One Henry Adams Streets Project Draft Environmental Impact Report

FROM: Bill Wycko, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 801 Brannan and One Henry Adams Streets Project (Case No. 2000.618E)

This is the Draft Environmental Impact Report (EIR) for the 801 Brannan and One Henry Adams Streets Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document entitled "Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments, along with copies of the letters received and a transcript of the public hearing. The Comments and Responses document may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR or provide written comments will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Comments and Responses document, will be considered by the Planning Commission in an advertised public meeting, and then certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Comments and Responses document have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR, in Adobe Acrobat format on a compact disk (CD), to private individuals only if they request them. Therefore, if you would like a copy of the Final EIR, please fill out and mail the postcard provided inside the back cover to the Environmental Planning division of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy.

Thank you for your interest in this project.

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City and County of San Francisco
Planning Department

801 BRANNAN AND ONE HENRY ADAMS STREETS PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

Planning Department Case No. 2000.618E

State Clearinghouse No. 2003112070

Draft EIR Publication Date: June 22, 2011
Draft EIR Public Hearing Date: July 28, 2011
Draft EIR Public Comment Period: June 23, 2011 – August 8, 2011

Send written comments on this document to:

Environmental Review Officer
Re: 801 Brannan and One Henry Adams Streets Project Draft EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

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801 Brannan and One Henry Adams Streets Project
Draft Environmental Impact Report

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List of Acronyms and Abbreviations

°F	Degrees Fahrenheit
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos Containing Material
AC Transit	Alameda Contra Costa Transit District
ADRP	Archeological Data Recovery Program
ARB	Air Resources Board
AMP	Archeological Monitoring Program
AQTR	Air Quality Technical Report
ATP	Archeological Testing Plan
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BCDC	San Francisco Bay Conservation and Development Commission
BERM	Bureau of Environmental Regulation and Management
bgs	Below Ground Surface
BMP	Best Management Practice
BMR	Below Market Rate (housing)
C&R	Comments and Responses
CAA	Clean Air Act
CAC	Citizen Advisory Committee
CAL3QHCR	A Dispersion Model for Predicting Carbon Monoxide Levels Near Highways and Arterial Streets
California Register	California Register of Historic Resources
CARB	California Air Resources Board
CCR	Central Contractor Registration
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CH_4	Methane
CHRIS	California Historical Resources Information System
CMP	Congestion Management Program
CO	Carbon Monoxide
CO2	Carbon Dioxide
CO2-E	Carbon Dioxide Equivalents
Corps	U.S. Army Corps of Engineers
CWA	Clean Water Act
dB	Decibels
dBA	Decibels, A-weighted Scale
DBH	Diameter at Breast Height
DBI	San Francisco Department of Building Inspection
DEIR	Draft Environmental Impact Report
DHS	Department of Health Services
DPH	San Francisco Department of Public Health
DPM	Diesel Particulate Matter
DPR	California Department of Parks and Recreation

List of Acronyms and Abbreviations

DPW	San Francisco Department of Public Works
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EISA	Energy and Independence Security Act
EN	Eastern Neighborhood
EPA	Environmental Protection Agency
ERO	Environmental Review Officer
EPCA	Energy Policy and Conservation Act
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FARR	Final Archeological Resources Report
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Maps
GHG	Greenhouse Gas
gpd	Gallons per Day
gpf	Gallons per Flush
gpm	Gallons per Minute
HRA	Health Risk Analysis
HVAC	Heating, Ventilation and Air Conditioning
I-280, I-80	Interstate 280, Interstate 80
IS	Initial Study
ISCST-PRIME	An Air Dispersion Model
IWMP	Integrated Waste Management Plan
KVP	Kelly & VerPlanck Historical Resources Consulting
Ldn	Day-Night 24-hour Average Noise Measure
LEED®	Leadership in Energy and Environmental Design
Leq	Time Average Sound Level
LID	Low Impact Design
Lmax	Maximum Noise Level
LOS	Level of Service
MEI	Maximally Exposed Individual
$\mu g/m^3$	Micrograms Per Cubic Meter
MBTA	Migratory Bird Treaty Act
MLD	Most Likely Descendent
MMTCO2E	Million Metric Tons CO2E
MOH	Mayor's Office of Housing
Mpg	Miles Per Gallon
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Separate storm sewer
MTC	Metropolitan Transportation Commission
MTS	Metropolitan Transportation System
NAAQS	National Ambient Air Quality Standards

List of Acronyms and Abbreviations

NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHTSA	National Highway Traffic Safety Administration
NI	No Impact
N2O	Nitrous Oxide
NO2	Nitrogen Dioxide
NOx	Nitrogen Oxide
NOP/IS	Notice of Preparation/Initial Study
NPDES	National Pollution Discharge Elimination System
NWIC	California Archeological Site Survey Northwest Information Center
OPR	California Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PCB	Polychlorinated Biphenyl
PDR	Production, Distribution, and Repair
PM10	Particulate Matter (10 microns)
PM2.5	Particulate Matter (2.5 microns)
ppm	parts per million by volume
pphm	parts per hundred million
ppm	parts per million by volume
ROG	Reactive Organic Gas
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SAAQS	State Ambient Air Quality Standards (California)
SCP	Stormwater Control Plan
SDG	Stormwater Design Guidelines
SFBAAB	San Francisco Bay Area Air Basin
SFCTA	San Francisco County Transportation Authority
SFGBO	San Francisco Green Building Ordinance
SFHA	Special Flood Hazard Area
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SFUSD	San Francisco Unified School District
SLR	Service/Light Industrial/Residential Land Use District
SMO	Stormwater Management Ordinance
SMP	Stormwater Management Plan
SoMa	South of Market Street
SO2	Sulfur Dioxide
SPEAC	Bureau of Systems Planning, Environment and Compliance
SRO	Single Residential Occupancy
SS	Sustainable Sites
SU	Significant and Unavoidable
TAC	Toxic Air Contaminant

List of Acronyms and Abbreviations

TASC	Traffic Advisory Staff Committee
TDR	Transfer of Development Rights
TEP	Transit Effectiveness Project
UMU	Urban Mixed-Use Land Use District
URBEMIS	Air Pollution Land Use Emissions Model
UST	Underground Storage Tank
UWMP	Urban Water Management Plan
WET	Waste Extraction Test
WSA	Water Supply Assessment

I. SUMMARY

This chapter provides a brief summary of the proposed 801 Brannan and One Henry Adams Streets project ("proposed project") and its potential environmental consequences. Two variants for the 801 Brannan site are also proposed by the project sponsor. This chapter includes a synopsis of the proposed project and its two variants; a summary of potential environmental impacts, proposed mitigation measures, and proposed improvement measures; a summary of alternatives to the proposed project, or either variant, and a comparison of their significant environmental effects; and a summary of environmental issues to be resolved.

This summary should not be relied upon for a thorough understanding of the proposed project, its two variants, individual impacts, mitigation measures, or alternatives. Please refer to Chapter III for a more complete description of the proposed project, Chapter V for a more complete description of associated impacts and mitigation measures, and Chapter VII for a more complete description of identified alternatives to the proposed project, or either variant, including a comparison of significant impacts between the proposed project, the two project variants, and the alternatives.

A. PROJECT SYNOPSIS

LOCATION AND SETTING

The proposed project consists of two project sites, one at 801 Brannan Street and the other at One Henry Adams Street—hereafter referred to as the 801 Brannan site and the One Henry Adams site. The proposed project is located in Showplace Square in the Eastern Neighborhoods.[1] The project sites are one

[1] The Eastern Neighborhoods is an area in the southeast quadrant of the City with the last remaining concentration of industrially zoned land. It is comprised of four neighborhoods, Central Waterfront, East SoMa, Showplace Square/Potrero Hill, and the Mission. The Planning Department conducted a rezoning and community plan program for the Eastern Neighborhoods that culminated in the adoption of new zoning and four area plans effective January 19, 2009.

block from each other along Eighth Street and several blocks north of Potrero Hill, east of the elevated I-80 Freeway and its junction with U.S. 101.[2] Both sites, and the surrounding area, are relatively flat and level. The project sites are located within the Urban Mixed Use (UMU) Land Use district and a 68-X Height and Bulk district. The rectangular 801 Brannan site is on the south side of Brannan Street, extending from Seventh Street to Eighth Street (Assessor's Block 3783, Lot 1). The 226,875-square-foot site (approximately 5.21 acres) currently contains the 137,000-square-foot, 33-foot-high Concourse Exhibit Hall, which was constructed as a railroad freight depot in approximately 1909, and is currently used as an exhibition space for trade shows and similar events. An approximately 390-space surface parking lot is located on the southernmost portion of this site with an entrance and exit on Eighth Street. It occupies about 40 percent of the lot area, or 90,750 square feet.

The rectangular One Henry Adams site occupies the entire block (Assessor's Block 3911, Lot 1) bounded by Division, Rhode Island, Alameda, and Henry Adams Streets. The 72,000-square-foot (approximately 1.65 acres) site contains three buildings. The two-story building at 55 Division Street (secondary address and entrance internal to the One Henry Adams site) with approximately 8,549 square feet of showroom space and 1,615 square feet of office space was constructed in the 1950s. The 40 Rhode Island Street building (aka the Ice House) is a vacant 13,000-square-foot, one-story industrial building constructed in the late 19th century and altered between 1900 and 1920. The long, rectangular 20-foot-high, 6,000-square-foot, one-story showroom building at 3 & 5 Henry Adams Street was constructed in the 1970s. In addition, there are about 127 surface parking spaces in three different locations on the site (northwest, southeast, southwest).

Eastern Neighborhood (EN) Historic Resource Surveys conducted as part of the Eastern Neighborhoods Community Planning Process had not been completed at the time of the Certification of the Eastern Neighborhoods Environmental Impact Report (EIR). However, through the surveys, two potential historic districts have been identified near the project area: (1) the Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District; and (2) a larger, general-purpose industrial buildings district for buildings constructed during the 1893-1955 period of significance, the Northeast Mission Industrial Employment District. Two individually listed National Register properties are located in the blocks surrounding the project sites: the Baker & Hamilton Building at 601 Townsend Street and

[2] To simplify the discussion of the direction of City streets south of and including Market Street, the convention of calling northwest-to-southeast streets "north-south" and northeast-to-southwest streets "east-west" is used in this document. Thus, this report will reference Brannan Street as east and west, and Seventh and Eighth Streets as north and south.

the National Carbon Company Building at 599 Eighth Street. Project-level historic resource evaluations for the buildings at the project sites were completed as part of the proposed project.[3]

The San Francisco Design Center, located at Two and 101 Henry Adams Street, is the visible core of Showplace Square showrooms. Business support functions for the showrooms (such as furniture and interior design and repair, shipping, business services restaurants, fabric stores, etc.) are located on surrounding blocks. The majority of its showroom space is located in two buildings. The 65-foot-high, four-story San Francisco Design Center Showplace Square Building at Two Henry Adams Street is located immediately west of the One Henry Adams site. The four-story Galleria building at 101 Henry Adams Street is located immediately south of the One Henry Adams site. The southern portion of Showplace Square is a commercial/industrial neighborhood with a variety of industrial, retail, multimedia, and office uses, in addition to home furnishings and interior decoration businesses. Further south and east of the project sites is the Potrero Hill neighborhood with predominantly two- and three-story single-family residences. The Mission Bay Redevelopment area is to the east and the South of Market and Mission neighborhoods are to the west and southwest of the project sites.

Between the two project sites and on the southern half of the 801 Brannan site's block and across the street from the One Henry Adams site, is the approximately 65-foot-high, five-story Townsend Center office building at 650 Townsend Street (and 899 Eighth Street). The adjacent complex to the east consists of a 65-foot-high, five-story office building at 600 Townsend Street and a seven-story, 65-foot-high parking structure. The building on the northwest corner of Townsend and Seventh Streets is an approximately 57-foot-high, three-story office building. The historic Baker & Hamilton Building (City Landmark #193), a 56-foot-high, three-story office building (601 Townsend) is located on the southwestern corner of Townsend and Seventh Streets. The 60- to 72-foot tall Gift Center/Jewelry Mart lies across Brannan Street from the 801 Brannan site to the north of site at the intersection with Eighth Street.

PROJECT CHARACTERISTICS

The project sponsor, Bay West Showplace Investors, LLC, proposes to demolish the existing four buildings on both sites and construct four 68-foot-tall, six-story mixed-use residential and retail buildings

[3] Architectural Resources Group; (1) *Western Pacific Railroad Freight Depot, 801 Brannan Street, San Francisco, Historic Resource Evaluation Report* (801 Brannan HRE), June 24, 2010; (2) *National Ice and Cold Storage Company, 40 Rhode Island/55 Division Streets, San Francisco, Historic Resource Evaluation Report* (One Henry Adams HRE), June 24, 2010. These reports are available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

on the two sites. Two buildings would be constructed by the project sponsor at the 801 Brannan site and two at the One Henry Adams site. In addition, the easternmost portion of the 801 Brannan site would be dedicated to the City in partial fulfillment of the project's Inclusionary Affordable Housing requirement as described in more detail below.[4] Future development of up to 150 units of affordable housing on that portion of the 801 Brannan site would be the responsibility of the Mayor's Office of Housing (MOH).[5] Development at the 801 Brannan site would include 799,171 square feet of building area, with up to 585 residential units, (150 units to be developed by MOH), 30,417 square feet of retail space, and 571 parking spaces. The 801 Brannan site also would include the new two-way, publicly accessible Brannan Alley connecting Seventh and Eighth Streets and providing access to the proposed project's parking garages. The alley would include a sidewalk adjacent to the building and a linear landscaped strip at its southernmost edge bordering the property line.

Development at the One Henry Adams site would include 349,923 square feet of building area, up to 239 residential units, 19,670 square feet of retail space, and 225 parking spaces.

Total development would be approximately 1,149,094 square feet and include up to approximately 824 dwelling units (including the 150 units to be developed by MOH at the 801 Brannan site), 50,087 square feet of retail space, and 799 parking spaces. There would be 425 one-bedroom units, 325 two-bedroom units, 50 three-bedroom units, and 24 lofts.

Currently there are 72 parking spaces provided at the 801 Brannan site for the benefit of the office building at 690 Townsend Street pursuant to an easement agreement, dated December 29, 1988. There is also a Notice of Special Restrictions recorded against the property, reserving these 72 spaces in perpetuity. In addition, 23 parking spaces are provided at the 801 Brannan site for the benefit of the office building at 600 Townsend Street pursuant to an easement agreement, dated April 3, 1996. At the One Henry Adams site 71 parking spaces are provided for the benefit of Two Henry Adams and 101 Henry Adams Street pursuant to a parking license agreement, dated February 16, 2006. The project sponsor intends to uphold its legal obligations under these existing easements and agreements by providing one-for-one replacement parking for a total of 166 spaces in the proposed project parking garages at the 801 Brannan site and One Henry Adams site. These will be referred to as replacement parking in this EIR. The

[4] *Planning Code* Section 419.5(a)(2) allows applicants of projects within in the Urban Mixed Use District to elect to fulfill the Inclusionary Affordable Housing requirement using a land dedication alternative. The dedicated land would subsequently be developed by the City with affordable housing units.

[5] While specific details regarding the development of the affordable housing portion of the project site are unknown at this time, conservative assumptions regarding this development have been included in the analysis for this project.

Zoning Administrator has determined that the 95 replacement parking spaces at the 801 Brannan site would be permitted. Seventy-two of those spaces would not count toward the site's parking maximum. However, the 71 replacement parking spaces at the One Henry Adams site would be considered a public parking garage and would require conditional use authorization.[6,7]

Pursuant to *Planning Code* section 419.5(a)(2), for projects located within the Urban Mixed Use District (UMU), an applicant may elect to fulfill the City's Inclusionary Affordable Housing requirement using a land dedication alternative. For the purpose of this section of the *Planning Code*, the proposed project is considered a Tier B project site (a site in the UMU district where heights were increased by one to two stories under the Eastern Neighborhoods program).[8] As such, the project sponsor would be required to dedicate a minimum of 35 percent of the developable area on the project sites to the City in order to fulfill the Inclusionary Affordable Housing requirement using the land dedication alternative.[9]

The project sponsor proposes to meet part of the Inclusionary Affordable Housing requirement for both project sites through the dedication of the easternmost portion of the 801 Brannan site to the City, which will be referred to throughout this EIR as the "BMR parcel." BMR stands for below-market-rate. The BMR parcel would be dedicated as specified in *Planning Code* Section 419 to the City for future development of up to 150 affordable housing units by MOH. Throughout this EIR, analysis for the proposed project includes the development on the BMR parcel.

The BMR parcel is approximately 37,800 square feet (sq. ft.) which represents approximately 16.6 percent of the developable area for both sites. As the BMR parcel is less than thirty-five percent of the project's developable area, the land dedication would only partially fulfill the proposed project's Inclusionary

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6 Scott Sanchez, Zoning Administrator, City of San Francisco, e-mail communication to Neil Sekhri, Gibson, Dunn & Crutcher, March 22, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

7 At the 801 Brannan site, 72 spaces are permitted as "replacement parking" under the 690 Townsend approval (Planning Commission Motion 11369; File No. 88.231D). An additional 23 spaces (for a total of 95 replacement parking spaces) would be allowed as "replacement parking" or obligations to the 600 Townsend property under the recorded April 3, 1996 Amended and Restated Grant of Easements (also permitted under the *Planning Code* for new commercial uses up to 45 spaces, Section 153); however, these 23 spaces would count against the parking maximums at 801 Brannan. The 71 replacement spaces at the One Henry Adams site could be provided as a non-accessory parking garage pursuant to a conditional use authorization under Section 157.1.

8 *Planning Code*, Section 419.2-Definitions.

9 Developable area refers to the portion of the project site on which new construction is permitted. The developable area for proposed project is approximately 227,800 sq.ft. x 35% is 79,730 sq.ft. This number will be verified during the Planning Department review of the project's entitlements.

Affordable Housing requirement.[10] The project sponsor would supplement the land dedication with the provision of on-site BMR units. The balance of 71 units would be provided in the two project-sponsor-constructed buildings at the 801 Brannan site and would fulfill the Inclusionary Affordable Housing requirement for both project sites.[11]

There would be up to a total of approximately 73,507 square feet of open space developed in the internal courtyards of the proposed project's four buildings and the passageways between buildings, all of which would qualify as usable open space under *Planning Code* Section 135(g)(2). Beyond the *Planning Code* requirement, the project sponsor would design and construct some residential units with private balconies. These private balconies will be approximately 8 feet by 10 feet or 80 square feet and would be in excess of the required common usable and publicly accessible open space described previously. In addition, the *Planning Code* does not require nor provide an option for private open space provision in the UMU land use district or Eastern Neighborhoods more generally.

Variants for the 801 Brannan Site

The project sponsor also is proposing consideration of two project variants for development at the 801 Brannan site that would vary somewhat from the proposed project's 799,171 square feet of building area, 585 residential units (221 affordable), 172 bicycle parking spaces, 6 off-street loading spaces, and 51,697 square feet of common open space at the 801 Brannan site. The variants will be referred to as Variant 1

[10] The formula for determining the housing requirement for the proposed project based on the 35 percent land dedication is as follows: x/.20 + y/.25 + z/.35 = 1. For the purposes of this formula, "x" equals the percentage of required on-site units, "y" equals the percentage of required off-site units (or fee equivalent), and "z" equals the percentage of "total developable site area" that would be required to be dedicated to the City to comply with Section 419.5(a)(2). Based on the project sponsor's calculations, the total developable site area is 227,800 square feet (163,800 sf at the 801 Brannan site + 64,000 sf at the One Henry Adams site). Because the project sponsor proposes to dedicate 37,800 square feet of land to comply with Section 419.5(a) (2), "z" in the above-stated formula equals 0.166 or 16.6%. (37,800 sq.ft. divided by 227,800 sq.ft. of total developable area). The proposed project would not include any off-site housing, so "y" in the above-stated formula equals zero. By plugging in these figures, the formula is as follows: x/.20 + 0/.25 + .166/.35 = 1. The variable "x" therefore equals 0.105 or 10.5%, which means that 10.5% of the on-site 674 market rate housing units (or 71 units) must be affordable. Based on the total developable site area as determined by the Planning Department during review for entitlements, the number of BMR affordable units may increase somewhat. However, in no event would the overall unit count analyzed in this EIR be increased.

[11] Neil Sekhri, Gibson Dunn, Project Attorney, Memorandum to Debra Dwyer, Environmental Planning, June 1, 2011. This memorandum is available for public review in Project File No.2000.618E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA. Because the proposed project would provide a total of 674 market rate housing units (excluding the 150 units that would be constructed by MOH on the BMR parcel), the proposed project would be required to provide 71 on-site affordable housing units (10.5% of 674 units = 70.77 units, rounded up to 71 units).

and Variant 2 and are described below. Neither variant would change the proposed project's development at the One Henry Adams site.

Building heights under both variants would be 68 feet, the same as under the proposed project, and consistent with the 68-X Height and Bulk district. Both variants would have a similar footprint as the proposed project at the 801 Brannan site, and would include the proposed two-way, publicly accessible Brannan Alley connecting Seventh and Eighth Streets. Variant 1 would not include land dedication of the BMR parcel at the easternmost portion of the 801 Brannan site to the City. Variant 1 would consist of two separate buildings covering the project site instead of the proposed project's two market-rate buildings and a third building constructed under the jurisdiction of MOH on the BMR parcel. Variant 1 would include one mid-block passageway and would include 838,011 square feet of building area, 570 residential units (162 affordable), 638 parking spaces, 158 bicycle spaces, six off-street loading spaces, and 46,064 square feet of common open space.

Variant 2 also would not include land dedication of the BMR parcel on the easternmost portion of the 801 Brannan site to the City. The three separate buildings included in Variant 2 would have two public mid-block passageways separating them and would include 820,468 square feet of building area, 585 residential units (165 affordable), 613 parking spaces, 162 bicycle spaces, six off-street loading spaces, and 47,506 square feet of common open space.

Because of different building layout and structure at the 801 Brannan site, Variant 1 would have five percent more total building area than the proposed project, and Variant 2 would have three percent more. These proportional differences are the same for development proposed only at the 801 Brannan Site and for total development proposed at both sites.

Cost and Construction Schedule

Under the proposed project, or either variant, the new project addresses would be 801 Brannan Street and One Henry Adams Street. The proposed project would cost approximately $195 million to construct, excluding the MOH-developed building on the BMR parcel. The two market-rate buildings of the proposed project for the 801 Brannan site would cost approximately $130 million to construct and would be built in 24 months between 2012 and 2014. The two buildings proposed for the One Henry Adams site would cost approximately $65 million and would be constructed in 18 months, beginning in the fall of 2012. As described above, the BMR parcel would be developed at such time as determined by MOH, dependent upon its resources and priorities. Variant 1's two buildings on the full 801 Brannan site would

cost $155 million for a total project cost of $220 million, while Variant 2's three buildings would cost $150 million for a total project cost of $215 million. The project architect is David Baker and Partners.

B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This EIR provides information on potential impacts of the proposed project as well as the impacts that may result from either Variant 1 or Variant 2 on land use, aesthetics, transportation and circulation, noise, air quality, and greenhouse gas (GHG) emissions. The Notice of Preparation and Initial Study (NOP/IS) (Appendix A) and the subchapter of this document V.H. CEQA Checklist Update provide information on all other potential impacts including the additional areas of population and housing, wind, recreation, utilities and service systems, public services, biological resources, geology and soils, hydrology and water quality, hazards and hazardous materials, mineral and energy resources, and agricultural and forest resources.

Since the publication of the NOP/IS on November 13, 2003, the Planning Department has revised its CEQA Initial Study Checklist. First, on May 23, 2006, the San Francisco Board of Supervisors adopted Ordinance 116-06, directing the City to use a CEQA Initial Study Checklist based on Appendix G of the state *CEQA Guidelines.*[12] Accordingly, the Planning Department adopted a new Initial Study Checklist consistent with Appendix G, but which also incorporated additional questions specific to the urban environment of San Francisco. Second, effective March 18, 2010, Senate Bill 97 (SB 97) required the State Office of Planning and Research (OPR) to amend the State *CEQA Guidelines* to provide guidance for analyzing GHG emissions. Among other changes to the *CEQA Guidelines*, the amendments changed sections of the CEQA Checklist (*CEQA Guidelines* Appendix G) related to the topics of GHGs, Agriculture and Forestry, and Transportation. These additional checklist items have been addressed for this project within the EIR subchapters V.D. Transportation, V.E. Noise, V.G. Greenhouse Gas Emissions, and V.H. CEQA Checklist Update.

Table S-1, Summary of Impacts and Mitigation Measures from the EIR, page S-10, below, does not include all of the individual impacts identified in Section V.H. CEQA Checklist Update. Only those impacts from the Section V.H. CEQA Checklist Update subchapter for which mitigation measures would be required are included in Table S-1. Table S-2 lists the Improvement Measures identified for the proposed project's, or either variant's, less-than-significant impacts. The impacts found to be significant in the Initial Study and for which mitigation measures were identified to reduce the impacts to less-than-

[12] *CEQA Guidelines*, http://ceres.ca.gov/ceqa/guidelines/.

significant levels are included in Table S-3. Other impacts found to be less than significant in the Initial Study were focused out of the EIR.

The Draft EIR identifies 27 significant and unavoidable impacts that may result from the proposed project, or either variant, (land use, transportation, and air quality): 23 without feasible mitigation and four with mitigation but which would remain significant after mitigation (one transportation and three air quality). The Draft EIR identifies four significant impacts of the proposed project, or either variant, for which mitigation measures would reduce the impacts to a less-than-significant level (three cultural resources and one noise). The CEQA Checklist Update subchapter and Initial Study identify four impacts of the proposed project, or either variant, for which routine mitigation measures reduce the impact to less-than-significant levels (one noise, and three hazardous materials). The Draft Environmental Impact Report (DEIR) identifies 13 transportation and circulation-related improvement measures that would apply to the proposed project, or either variant.

As described above, Table S-1 summarizes all impacts identified for the proposed project, or either variant, addressed in the environmental review for this EIR, whether their level of significance was found to be no impact, less-than-significant impact, or significant. For any impacts found to be significant before mitigation, the full text of the corresponding mitigation measures is included and the level of significance after mitigation is indicated. As discussed above, the table does not include less-than-significant impacts identified in the Initial Study or subchapter V.H. CEQA Checklist Update. Table S-3, page S-61, summarizes the significant impacts identified by the Initial Study and lists associated mitigation measures.

VARIANTS FOR THE 801 BRANNAN SITE

As discussed above in Project Characteristics, the project sponsor is considering two variations in the development proposal for the 801 Brannan site. These two proposals do not differ from the proposed project in building height and only slightly in building footprint. Other differences from the proposed project are minor. As a result, impact levels would vary slightly between the proposed project and either variant, but each impact's level of significance would remain the same. The summary table identifies level of significance before and after mitigation individually for the proposed project as well as for Variants 1 and 2.

Text continues on page S-68

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
LAND USE							
LU-1: The proposed project, or either variant, would not disrupt or divide the physical arrangement of the land uses and activities of the surrounding established community.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
LU-2: The proposed project, or either variant, would not conflict with applicable plans, policies, or regulations.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
LU-3: While changing and intensifying uses on the project site, the proposed project, or either variant, would not substantially or adversely change the pattern of land use in the project vicinity, and would be compatible with existing and new PDR, residential, and	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
retail uses in Showplace Square.							
C-LU-4: The proposed project, or either variant, would demolish existing PDR space and its non-PDR land uses would preclude future PDR use of the site.	**Significant**	**Significant**	**Significant**	No feasible mitigation measures have been identified for the proposed project's, or either variant's, cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact, and the proposed project's, or either variant's, contribution would be significant and unavoidable.	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**
AESTHETICS							
AE-1: The proposed project's, or either variant's, up to five buildings at the two sites would add mass and visual density to Showplace Square's urban form but would not substantially alter the existing pattern of heights, disrupt the visual continuity of existing buildings, have a substantial adverse affect on a scenic vista, or degrade the existing	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
visual context.							
AE-2: The proposed project, or either variant, would not damage scenic resources, except for the removal of existing trees, which would be removed and replaced, as required, in compliance with the City's Urban Forestry Ordinance.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
AE-3: The proposed project, or either variant, would not emit excessive light and glare and would comply with Planning Commission Resolution 9212.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
CULTURAL AND PALEONTOLOGICAL RESOURCES							
CP-1: The limited excavation associated with the proposed project, or either variant, would not destroy, directly or indirectly,	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
either a unique paleontological resource or site or unique geologic feature.							
CP-2: Excavation for the proposed project, or either variant, could result in extensive physical effects on any archeological deposits that may be present beneath the surface of the two project sites.	**Significant**	**Significant**	**Significant**	**M-CP-2a: Archeological Testing for the 801 Brannan Site.** Based on a reasonable presumption that archeological resources may be present within the 801 Brannan 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 archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). 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	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in *CEQA Guidelines* Section 15064.5 (a)(c). ***Consultation with Descendant Communities*** On discovery of an archeological site[13] associated with descendant Native Americans or the Overseas Chinese an appropriate representative[14] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the 801 Brannan site and to consult with ERO regarding appropriate archeological treatment of the 801 Brannan site, of recovered data from the 801 Brannan site, and, if applicable, any interpretative			

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

[14] 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.

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group. ***Archeological Testing Program*** The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the 801 Brannan site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. ***Archeological Monitoring Program*** If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program (AMP) shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the 801 Brannan site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO. ***Archeological Data Recovery Program*** The archeological data recovery program shall be			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological 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 archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				procedures. • *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report.* Description of proposed report format and distribution of results. • *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. ***Human Remains 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			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				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 (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. ***Final Archeological Resources Report*** The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				separate removable insert within the final report. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound, and one unlocked, searchable PDF copy on CD, of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest 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. **M-CP-2b: Accidental Discovery at the One Henry Adams Site** The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c) at the One Henry Adams site. The project sponsor			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet. Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project at the One Henry Adams site, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken. If the ERO determines that an archeological resource may be present within the One Henry Adams site, the project sponsor shall retain the services of an archeological consultant from the			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor. Measures might include: preservation in situ of the archeological resource; an archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions. The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.			
CP-3: Excavation during construction for the proposed project, or either variant, could disturb or remove human remains.	**Significant**	**Significant**	**Significant**	Implementation of **Mitigation Measures M-CP-2a (Archeological Testing for the 801 Brannan Site)**, and **M-CP-2b (Accidental Discovery at the One Henry Adams Site)**, above, would reduce this impact to a less-than-significant level for the proposed project, or either variant.	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
CP-4: Neither the proposed project, nor its variants, would have a substantial adverse effect to on-site historic architectural resources.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
CP-5: The design and new construction resulting from the proposed project, or either variant, may result in an adverse impact to off-site historical resources in the vicinity of the two project sites.	**Significant**	**Significant**	**Significant**	**M-CP-5: Off-Site Resources – New Building Design.** A detailed building envelope design shall be submitted for further review by Department preservation planning staff prior to issuance of any building permit or scheduling of any hearing regarding project entitlements. The proposed design will be reviewed for conformance with the Planning Department Industrial Design Guidelines and the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* for compatibility with the character and context of surrounding historic, former industrial buildings. Without imitating the features of the historic buildings (or contemporary buildings in the area), the design should: • use similar or complimentary materials, • repeat and/or respect the heights of floors and rhythms and depths of bays, • use compatible window/door types and sizes/shapes of openings, • use compatible roof shapes,	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				• respect relationship of solids to voids and planar quality of massing at street-facing façades, and • reference character-defining features of the surrounding historical resources. Character-defining features of the surrounding historical resources include: • heavy timber or steel-framing, exterior brick construction—typically American common bond, or reinforced concrete construction • granite or molded brick water tables • heights ranging from one to seven stories • grid-like arrangement of punched window openings with either flat lintels or segmental arched headers • a classic tripartite façade arrangement consisting of base, shaft, and capital • flat or gable roofs • wood double-hung or steel casement windows • corbelled brick or concrete or terra cotta ornament - including door and window surrounds, stringcourses, quoins, window arches, friezes, and cornices. With application of the mitigation measure, it does not appear that design of proposed new construction would result in material alteration of the adjacent historical resources in manner that would constitute a substantial adverse change to a historical resource or its immediate surroundings. Therefore, implementation of Mitigation Measure M-CP-5 would reduce potential off-site historical resource impacts to a less-than-significant level.			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
TRANSPORTATION AND CIRCULATION – Traffic							
TR-1: Implementation of the **proposed project** would result in a significant traffic impact at the signalized intersection of **Division/Brannan/ Potrero/Tenth**.	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**
TR-2: Implementation of the **proposed project** would result in a significant traffic impact at the signalized intersection of **Eighth/ Brannan.**	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified	**Significant and Unavoidable**	**NA**	**NA**
TR-3: Implementation of the **proposed project** would have less-than-significant traffic impacts at **two unsignalized study intersections** where one or more approaches would operate at LOS E or LOS F under Existing	**Less than Significant**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
plus Project conditions.							
TR-4: Implementation of the **proposed project** would have less-than-significant traffic impacts at **12 study intersections** that would operate at LOS D or better under Existing plus Project conditions.	**Less than significant**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**
TR-5: Implementation of the **proposed project** would have less-than-significant traffic impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets.**	**Less than Significant**	**NA**	**NA**	None required. **Improvement Measure I-TR-5**, listed below in Table S-2, has been identified for this less-than-significant impact.	**Less than Significant**	**NA**	**NA**
TR-6: Implementation of the proposed project with 801 Brannan **Variant 1** would result in a significant traffic impact at the signalized intersection of **Division/Brannan/Potre**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
ro/ Tenth.							
TR-7: Implementation of the proposed project with 801 Brannan **Variant 1** would result in a significant traffic impact at the signalized intersection of **Eighth/Brannan.**	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**
TR-8: Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant traffic impacts at **two unsignalized study intersections** where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions.	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**Less than Significant**	**NA**
TR-9: Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant traffic impacts at **12**	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**Less than Significant**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
study intersections that would operate at LOS D or better under Existing plus Project conditions							
TR-10: Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant traffic impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets**.	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measure I-TR-5**, listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**
TR-11: Implementation of the proposed project with 801 Brannan **Variant 2** would result in a significant traffic impact at the signalized intersection of **Division/ Brannan/Potrero/Tenth.**	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**
TR-12: Implementation of the proposed project with 801 Brannan **Variant 2** would result in a significant traffic	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
impact at the signalized intersection of **Eighth/Brannan.**							
TR-13: Implementation of the proposed project with 801 Brannan **Variant 2** would have less-than-significant traffic impacts at **two unsignalized study intersections** where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions.	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**Less than Significant**
TR-14: Implementation of the proposed project with 801 Brannan **Variant 2** would have less-than-significant traffic impacts at **12 signalized study intersections** that would operate at LOS D or better under Existing plus Project conditions.	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**Less than Significant**
TR-15: Implementation	**NA**	**NA**	**Less than**	None required. Improvement Measure I-TR-5,	**NA**	**NA**	**Less than**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
of the proposed project 801 Brannan **Variant 2** would have less-than-significant traffic impacts at the intersection of the proposed **Brannan Alley with Seventh and Eighth Streets.**			**Significant**	listed below in Table S-2, has been identified for this less-than-significant impact.			**Significant**
TRANSPORTATION AND CIRCULATION – Transit, Bicycle, Pedestrian, Loading, Emergency Vehicle Access, and Construction							
TR-16: Implementation of the **proposed project** would not cause a substantial increase in transit demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs.	**Less than Significant**	**NA**	**NA**	None required. **Improvement Measure I-TR-16**, listed below in Table S-2, has been identified for this less-than-significant impact.	**Less than Significant**	**NA**	**NA**
TR-17: Implementation of the proposed project with 801 **Brannan Variant 1** would not cause a substantial increase in transit	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measure I-TR-16**, listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs.							
TR-18: Implementation of the proposed project with 801 Brannan **Variant 2** would not cause a substantial increase in **transit** demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs.	**NA**	**NA**	**Less than Significant**	None required. **Improvement Measure I-TR-16**, listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**
TR-19: Implementation of the **proposed project** would not create potentially hazardous conditions for **bicyclists** or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas.	**Less than Significant**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
TR-20: Implementation of the proposed project with 801 Brannan **Variant 1** would not create potentially hazardous conditions for **bicyclists** or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas.	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**Less than Significant**	**NA**
TR-21: Implementation of the proposed project with 801 Brannan **Variant 2** would not create potentially hazardous conditions for **bicyclists** or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas.	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**Less than Significant**
TR-22: Implementation of the **proposed project** would not result in substantial overcrowding on public sidewalks, create	**Less than Significant**	**NA**	**NA**	None required**. Improvement Measures I-TR-22a and 22b,** listed below in Table S-2, have been identified for this less-than-significant impact.	**Less than Significant**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.							
TR-23: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measures I-TR-22a and 22b**, listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**
TR-24: Implementation of the proposed project 801 Brannan **Variant 2** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or	**NA**	**NA**	**Less than Significant**	None required. **Improvement Measures I-TR-22a and 22b**, listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.							
TR-25: Implementation of the **proposed project** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**Less than Significant**	**NA**	**NA**	None required. **Improvement Measures I-TR-25a 25b, and 25c,** listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**
TR-26: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measures I-TR-25a 25b, and 25c,** listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
TR-27: Implementation of the proposed project 801 Brannan **Variant 2** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**NA**	**NA**	**Less than Significant**	None required. **Improvement Measures I-TR-25a 25b, and 25c,** listed below in Table S-2, have been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**
TR-28: Implementation of the **proposed project** would not result in a significant **emergency vehicle access** impact.	**Less than Significant**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**
TR-29: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in a significant **emergency vehicle access** impact.	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**Less than Significant**	**NA**
TR-30: Implementation of the proposed project with 801 Brannan **Variant 2** would not result in a significant **emergency vehicle access** impact.	**NA**	**NA**	**Less than Significant**	None required.	**NA**	**NA**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
TR-31: Implementation of the **proposed project** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	**Less than Significant**	**NA**	**NA**	None required. **Improvement Measure I-TR-31,** listed below in Table S-2, has been identified for this less-than-significant impact.	**Less than Significant**	**NA**	**NA**
TR-32: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	**NA**	**Less than Significant**	**NA**	None required. **Improvement Measure I-TR-31,** listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**Less than Significant**	**NA**
TR-33: Implementation of the proposed project with 801 Brannan **Variant 2** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	**NA**	**NA**	**Less than Significant**	None required. **Improvement Measure I-TR-31,** listed below in Table S-2, has been identified for this less-than-significant impact.	**NA**	**NA**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
TRANSPORTATION AND CIRCULATION – Cumulative Traffic							
C-TR-34: Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impacts at the intersection of **Division/Brannan/Potrero/ Tenth** under 2025 Cumulative conditions.	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**
C-TR-35: Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impacts at the intersection of **Eighth/Brannan** under 2025 Cumulative conditions.	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**
C-TR-36:	**Significant**	**NA**	**NA**	No feasible mitigation measures have been	**Significant and**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Seventh/Townsend** under 2025 Cumulative conditions.				identified.	**Unavoidable**		
C-TR-37: Implementation of the **proposed project**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Sixteenth/Kansas/Henry Adams** under 2025 Cumulative conditions.	**Significant**	**NA**	**NA**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**NA**	**NA**
C-TR-38: Implementation of the **proposed project**, in combination with other foreseeable projects,	**Significant**	**NA**	**NA**	**M-C-TR-38: Signalization of the Intersection of Division/Rhode Island.** To mitigate poor operating conditions at this intersection, the intersection could be signalized. With signalization, the intersection would operate at	**Significant and Unavoidable with Mitigation**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
would result in a significant cumulative traffic impact at the intersection of **Division/Rhode Island** F under 2025 Cumulative conditions.				LOS B during the 2025 Cumulative weekday p.m. peak hour conditions. Due to the proximity of this intersection to the intersection of Eighth/ Townsend/Division/Henry Adams, improvements at Division/Rhode Island must be coordinated with any improvements implemented by Mission Bay. If SFMTA determines that signalization is appropriate for the intersection of Division/Rhode Island, the project sponsor shall pay a fair share contribution towards the costs of design and implementation of the signal. Based on the 2025 Cumulative conditions, the proposed project-generated traffic represents 14 percent of the growth in weekday p.m. peak hour traffic volumes (119 proposed project vehicles, and an increase of 853 weekday p.m. peak hour vehicles between existing and 2025 Cumulative conditions). The amount and schedule for payment shall be set forth in a Traffic Mitigation Agreement between the project sponsor and SFMTA. Implementation of this Mitigation Measure and the proposed project's contribution to the fair share of the intersection improvements would reduce the project's cumulative impact at this intersection to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				Island intersection, the proposed project's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered significant and unavoidable.			
C-TR-39: Implementation of the **proposed project**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **six study intersections** that would operate at LOS E or LOS F under 2025 Cumulative conditions.	**Less than Significant**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**
C-TR-40: Implementation of the **proposed project**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **five study intersections** that would operate at LOS D or better under 2025 Cumulative conditions.	**Less than Significant**	**NA**	**NA**	None required.	**Less than Significant**	**NA**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
C-TR-41: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Division/ Brannan/Potrero/Tenth**under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**
C-TR-42: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Eighth/Brannan** under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
C-TR-43: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Seventh/ Townsend** under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**
C-TR-44: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Sixteenth/Kansas/Henry Adams** under 2025 Cumulative conditions.	**NA**	**Significant**	**NA**	No feasible mitigation measures have been identified.	**NA**	**Significant and Unavoidable**	**NA**
C-TR-45: Implementation of the proposed project with	**NA**	**Significant**	**NA**	Implementatino of **Mitigation Measure M-C-TR-38**, identified above, would reduce this impact, but not to a less-than-significant level. As	**NA**	**Significant and Unavoidable**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
801 Brannan **Variant 1**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Division/ Rhode Island** under 2025 Cumulative conditions.				described under M-C-TR-38, because it is not known that SFMTA would recommend this measure, the impact would remain significant and unavoidable.		**with Mitigation**	
C-TR-46: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **six study intersections** that would operate at LOS E or LOS F under 2025 Cumulative conditions.	**NA**	**Less than Significant**	**NA**	None required.	**NA**	**Less than Significant**	**NA**
C-TR-47: Implementation of the proposed project with 801 Brannan **Variant 1**, in combination with	**NA**	**Less Than Significant**	**NA**	None required.	**NA**	**Less than Significant**	**NA**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
other foreseeable projects, would have less-than-significant traffic impacts at **five study intersections** that would operate at LOS D or better under 2025 Cumulative conditions.							
C-TR-48: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative impact at the intersection of **Division/ Brannan/Potrero/Tenth** under 2025 Cumulative conditions.	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**
C-TR-49: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
a significant cumulative traffic impact at the intersection of **Eighth/Brannan** under 2025 Cumulative conditions.							
C-TR-50: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Seventh/ Townsend** under 2025 Cumulative conditions.	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**
C-TR-51: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of	**NA**	**NA**	**Significant**	No feasible mitigation measures have been identified.	**NA**	**NA**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
Sixteenth/Kansas/ Henry Adams under 2025 Cumulative conditions.							
C-TR-52: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of **Division/ Rhode Island** under 2025 Cumulative conditions.	**NA**	**NA**	**Significant**	Implementation of **Mitigation Measure M-C-TR-38**, identified above, would reduce this impact, but not to a less-than-significant level. As described under M-C-TR-38, because it is not known that SFMTA would recommend this measure, the impact would remain significant and unavoidable.	**NA**	**NA**	**Significant and Unavoidable with Mitigation**
C-TR-53: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **six study intersections** that would operate at LOS E	**NA**	**NA**	**Less Than Significant**	None required.	**NA**	**NA**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
or LOS F under 2025 Cumulative conditions.							
C-TR-54: Implementation of the proposed project with 801 Brannan **Variant 2**, in combination with other foreseeable projects, would have less-than-significant traffic impacts at **five study intersections** that would operate at LOS D or better under 2025 Cumulative conditions.	**NA**	**NA**	**Less Than Significant**	None required.	**NA**	**NA**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
NOISE							
NO-1: Construction activities (other than pile driving) associated with implementation of the proposed project, or either variant, would cause a substantial temporary or periodic increase in ambient noise levels and expose people to or generate noise levels in excess of those specified in the San Francisco *General Plan* or Noise Ordinance.	**Significant**	**Significant**	**Significant**	**M-NO-1 (EN-F-2): Construction Noise Reduction**. This Mitigation Measure originated during the Eastern Neighborhoods EIR process, identified as EN Mitigation Measure F-2. The project sponsors shall develop a set of site-specific construction noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible: • Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses; • Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site; • Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses; • Monitor the effectiveness of noise attenuation measures by taking noise measurements; and • Post signs on-site pertaining to permitted construction days and hours and complaint procedures.	**Less Than Significant with Mitigation**	**Less Than Significant with Mitigation**	**Less Than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
NO-2: Residents of the proposed project, or either variant, would not be substantially affected by existing noise levels in excess of standards established in the San Francisco *General Plan* or Noise Ordinance.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
C-NO-3: The proposed project, or either variant, would not result in a substantial cumulative permanent increase in ambient noise levels in the project vicinity above levels existing without the project or either variant.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
AIR QUALITY							
AQ-1: Construction of the proposed project, or either variant, would not expose sensitive receptors to substantial dust and pollutant	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
concentrations.							
AQ-2: Construction emissions of criteria air pollutants under the proposed project, or either variant, would not violate an air quality standard or contribute significantly to an existing or projected air quality violation.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
C-AQ-3: Construction of the proposed project, or either variant, would not violate air quality standards or generate a cumulatively considerable increase in criteria air pollutant emissions.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
AQ-4: Operation of the proposed project, or either variant, would violate air quality standards with respect to, or generate a cumulatively	**Significant**	**Significant**	**Significant**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
considerable increase in, criteria air pollutants.							
C-AQ-5: Operation of the proposed project, or either variant, would violate air quality standards, resulting in a cumulative impact with respect to criteria air pollutants.	**Significant**	**Significant**	**Significant**	No feasible mitigation measures have been identified.	**Significant and Unavoidable**	**Significant and Unavoidable**	**Significant and Unavoidable**
AQ-6: Operations under the proposed project, or either variant, would not generate levels of CO emissions that would violate air quality standards or contribute substantially to an existing or projected air quality violation.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
AQ-7: Construction of the proposed project, or either variant, would expose sensitive receptors to substantial levels of PM2.5 and other TACs, including	**Significant**	**Significant**	**Significant**	**M-AQ-7: Construction Health Risk – TACs, including PM2.5 and DPM.** To reduce the potential health risk resulting from exposure to construction-related TAC exhaust emissions, including DPM, under the proposed project or either variant, the project sponsor shall	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
DPM, resulting in increased health risk				include a requirement for the following BAAQMD-recommended measures in project construction contract specifications: • Prohibit use of diesel generators when it is possible to plug into the electric grid. • Use of Tier 3 equipment for all equipment where tier 3 is available and best available control technology. • All on-road haul trucks utilized during construction would be model year 2007 or later and equipped with diesel particulate filters or newer engines. • All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM; and • All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines. The implementation of **Mitigation Measure M-AQ-7** could potentially reduce the construction health risk impacts. However, the effectiveness of these mitigation measures in reducing health risks is unknown at this time. Since it cannot be stated with certainty that cancer risk, non-cancer, or PM2.5 concentrations would be reduced to below the BAAQMD-recommended significance			

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				thresholds, this impact is conservatively judged as **significant and unavoidable** for the proposed project, or either variant.			
AQ-8: Operation of the proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer and non-cancer health risks, which would exceed the BAAQMD project-level cancer risk threshold of significance of 10 in one million.	**Significant**	**Significant**	**Significant**	**Mitigation Measure M-AQ-8 (Operational Health Risk– TACs, including PM2.5):** To minimize residents' exposure to TAC-related health risks while indoors, the project sponsor has indicated that the proposed project, or either variant, would install the filtration system as required by DPH with a system whose air intake is located on the roof of the buildings and capable of removing 80 percent of PM2.5. The intake for the filtered air handling systems for the three residential buildings at the 801 Brannan site and two buildings at the One Henry Adams site shall be located to minimize exposure of residents to diesel particulate, TOG and PM2.5. Minimum exposure will be accomplished by placing filters as close as possible to the northern corner of each structure at the 801 Brannan site (Brannan Street side, towards Seventh Street) and as close as possible to the northeast corner of each structure at One Henry Adams (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 59/million to 96/million, which is 40-63% lower than the maximally exposed individual (MEI) risk of	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**	**Significant and Unavoidable with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
				159/million. At the One Henry Adams site, the intake for the filtered air handling system will be designed such that it is located as close as possible to the northeast corners of buildings (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 64/million to 77/million, which is 28-40 percent lower than the MEI risk of 106/million. However, the mitigation measure would not improve outdoor air quality. The air filtration systems, together with strategic location of air intakes, would reduce the cancer risk for exposure while indoors substantially. When incorporating the implementation of air filtration systems at each site, indoor risks at the 801 Brannan site would decrease to 11.8-19.2/million for cancer after mitigation and at One Henry Adams around 12.7-15.4/million for cancer risk after mitigation. However, health risk impacts under either the proposed project, or either variant, are conservatively judged to remain significant after mitigation.			
C-AQ-9: Operation of the proposed project, or either variant, would	**Significant**	**Significant**	**Significant**	Implementation of **Mitigation Measure M-AQ-8 (Operational Health Risk– TACs, including PM2.5)**, above, would not reduce risks to a less-	**Significant and Unavoidable with**	**Significant and Unavoidable with**	**Significant and Unavoidable with**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD cumulative cancer risk threshold of significance of 100 in one million.				than-significant impact.	**Mitigation**	**Mitigation**	**Mitigation**
AQ-10: The proposed project, or either variant, would be consistent with applicable air quality plans.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
AQ-11: The proposed project, or either variant, would not result in objectionable odors, either during construction or operations.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
GREENHOUSE GASES							
C-GG-1: The proposed project, or either variant, would generate greenhouse gas emissions (GHGs), but not in levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing cumulative GHG emissions.	**Less than Significant**	**Less than Significant**	**Less than Significant**	None required.	**Less than Significant**	**Less than Significant**	**Less than Significant**
CEQA CHECKLIST UPDATE (Significant Impacts Only)							
Hazards and Hazardous Materials							
HZ-1: Neither the proposed project nor its variants would create a substantial hazard through routine transport, use, disposal, handling, or emission of hazardous materials	**Significant**	**Significant**	**Significant**	**M-HZ-1 (EN-K-1): Other Hazardous Building Materials.** This Mitigation Measure originated during the Eastern Neighborhoods EIR process, identified as Mitigation Measure K-1. The project sponsor would ensure that building surveys for PCB- and mercury-containing	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**	**Less than Significant with Mitigation**

Table S-1
Summary of Impacts and Mitigation Measures from the EIR

Impact Summaries	Impact Significance Without Mitigation Measure			Mitigation Measures	Impact Significance With Mitigation Measure		
	Proposed Project	*Variant 1*	*Variant 2*		*Proposed Project*	*Variant 1*	*Variant 2*
during project operation.				equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of renovation under either the proposed project or its variants. Any hazardous materials so discovered would be abated according to federal, State, and local laws and regulations. The implementation of this mitigation measure would reduce the potential impact to a less-than-significant level.			

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and Both Variants

Applicable Impact Summaries	Improvement Measures
TRANSPORTATION AND CIRCULATION – Traffic	
TR-5: Implementation of the **proposed project** would have less-than-significant impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets.** **TR-10:** Implementation of the proposed project with 801 Brannan **Variant 1** would have less-than-significant impacts at the intersections of the proposed **Brannan Alley with Seventh and Eighth Streets**. **TR-15:** Implementation of the proposed project 801 Brannan **Variant 2** would have less-than-significant traffic impacts at the intersection of the proposed **Brannan Alley with Seventh and Eighth Streets.**	**I-TR-5: Keep Clear Striping on Seventh Street at Brannan Alley.** As a means to improve traffic flow in the vicinity of the project site, SFMTA could consider establishing a "Keep Clear" zone on Seventh Street at Brannan Alley. This striping would allow vehicles to enter and exit the 801 Brannan site if southbound queues from the intersection of Seventh/Townsend extend upstream past the driveway. The "Keep Clear" striping, if approved, would be paid for by the project sponsor.
TRANSPORTATION AND CIRCULATION – Transit, Bicycle, Pedestrian, Loading, Emergency Vehicle Access, and Construction	
TR-16: Implementation of the **proposed project** would not cause a substantial increase in transit demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs. **TR-17:** Implementation of the proposed project with 801 **Brannan Variant 1** would not cause a substantial increase in transit demand that could not be accommodated by adjacent **transit** service, or cause a substantial increase in transit delays or operating costs. **TR-18:** Implementation of the proposed project with 801 Brannan **Variant 2** would not cause a substantial increase in **transit** demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs.	**I-TR-16: Conversion of Muni Pole Stop to Curb Stop on Rhode Island Street.** As an improvement measure to better accommodate transit passengers, SFMTA could reconfigure the existing pole stop on southbound Rhode Island Street at the approach to Alameda Street to a curbside bus stop. This stop serves the 10-Townsend and 19-Polk bus lines. SFMTA could designate approximately 80 feet of the new curb parking lane that would be created on Rhode Island Street adjacent to the One Henry Adams site as a bus stop.
TR-22: Implementation of the **proposed project** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**I-TR-22a: Striping pedestrian crosswalks at nearby intersections.** As an improvement measure to enhance the pedestrian environment, SFMTA would stripe crosswalks at the unsignalized intersections of Division/Rhode Island, Alameda/Henry Adams, and Alameda/Rhode Island. The striping of crosswalks and subsequent repainting would be paid for by the project sponsor.

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and Both Variants

Applicable Impact Summaries	Improvement Measures
TR-23: Implementation of the proposed project with 801 Brannan **Variant 1** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. **TR-24:** Implementation of the proposed project 801 Brannan **Variant 2** would not result in substantial overcrowding on public sidewalks, create hazardous conditions for **pedestrians**, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas.	**I-TR-22b: Corner sidewalk bulbout at northwest corner of intersection of Alameda/Rhode Island.** As an improvement measure to enhance the pedestrian environment, a corner sidewalk bulbout at the northwest corner of intersection of Alameda/Rhode Island Street would be constructed as part of the One Henry Adams site. The corner bulbout would be constructed as part of the new sidewalk improvements adjacent to the One Henry Adams site on Rhode Island Street (that are currently included as part of the proposed project). The project sponsor would be responsible for the cost of constructing the corner bulbout at this location.
TR-25: Implementation of the **proposed project** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones. **TR-26:** Implementation of the proposed project with 801 Brannan **Variant 1** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones. **TR-27:** Implementation of the proposed project 801 Brannan **Variant 2** would not result in a loading demand during the peak hour of **loading activities** that could not be accommodated within the proposed loading supply, or within on-street loading zones.	**I-TR-25a: Designate On-street Commercial Vehicle Loading/Unloading Zones.** To minimize the potential for double parking of delivery vehicles, SFMTA could designate about 80 feet of the curb parking lane on Brannan Street, 60 feet on Rhode Island Street, and 40 to 60 feet on Alameda Street as yellow commercial vehicle loading/unloading zones. The change in curb regulations would need to be approved at a public hearing by the SFMTA. **I-TR-25b: Designate Curbside Passenger Loading/Unloading Zones.** To accommodate curbside passenger loading/unloading activity, SFMTA could designate about 55 feet of the parking lane adjacent to the west midblock pedestrian passage/courtyard on Brannan Street, and 40 feet of the curb parking lane adjacent to the midblock passage/courtyard on Rhode Island Street to a white passenger loading/unloading zone. The change in curb regulations would need to be approved at a public hearing by the SFMTA. **I-TR-25c: Reservation of Curb Parking for Move-In and Move-Out.** To ensure that residential move-in and move-out activities do not impede on adjacent travel lanes, move-in and move-out operations, as well as larger deliveries should be scheduled and coordinated through building management. Curb parking should be reserved through the local station of the San Francisco Police Department.
TR-31: Implementation of the **proposed project** would not result in **construction-related** transportation impacts because of their temporary and limited duration. **TR-32:** Implementation of the proposed project with 801 Brannan	**I-TR-31: Construction Hours.** As an improvement measure to minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods, the construction contractor could be required to limit truck movements to the hours between 9:00 a.m. and 3:30 p.m., or other times, if approved by SFMTA.

Table S-2
Summary of Improvement Measures Identified for Less-than-Significant Impacts
Applicable for the Proposed Project and Both Variants

Applicable Impact Summaries	Improvement Measures
Variant 1 would not result in **construction-related** transportation impacts because of their temporary and limited duration. **TR-33:** Implementation of the proposed project with 801 Brannan **Variant 2** would not result in **construction-related** transportation impacts because of their temporary and limited duration.	
PARKING (for information only)	
San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this EIR presents a parking analysis for information purposes.	**I-TR-Parking A: (Transit Information).** As an improvement measure to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor could provide a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where FastPasses could be purchased, and information on the 511 Regional Rideshare Program. **I-TR-Parking B: Parking Meters.** As an improvement measure to accommodate short-term parking demand, SFMTA could seek legislation for the installation of parking meters on the west side of Seventh Street between Brannan and Townsend Streets, on the south side of Brannan Street between Seventh and Eighth Streets, on the west side of Rhode Island Street between Division and Alameda Streets, and on the north side of Alameda Street between Henry Adams and Rhode Island Streets.

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study Applicable to the Proposed Project and Both Variants

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
NOISE			
Noise (Pile Driving). The proposed project, or either variant, would result in a significant pile driving noise impact.	**Significant**	**Mitigation Measure 1 (EN-F-1): Noise (Pile Driving)** Mitigation Measure 1 identified by the Initial Study has been replaced by the Eastern Neighborhood EIR Mitigation Measure EN-F-1, below, which is different from, but similar to, Mitigation Measure 1 identified by the Initial Study. The project sponsor shall ensure that piles be pre-drilled wherever feasible to reduce construction-related noise and vibration. No impact pile drivers shall be used unless absolutely necessary. Contractors would be required to use pile-driving equipment with state-of-the-art noise shielding and muffling devices. To reduce noise and vibration impacts, sonic or vibratory sheetpile drivers, rather than impact drivers, shall be used wherever sheetpiles are needed. Individual project sponsors shall also require that contractors schedule pile-driving activity for times of the day that would minimize disturbance to neighbors.	**Less than Significant with Mitigation**
HAZARDS			
Hazards (Contaminated Soil). The proposed project, or either variant, would result in a significant impact related to contaminated soil on-site.	**Significant**	**Mitigation Measure 3(a): Hazards (Contaminated Soil)** ***Step 1: Preparation of Site Mitigation Plan*:** The project sponsor shall prepare a Site Mitigation Plan (SMP) for both project sites. The SMP for both sites shall include a discussion of the level of contamination of soils on the project sites and mitigation measures for managing contaminated soils on the sites, including, but not limited to: 1) the alternatives for managing	**Less than Significant with Mitigation**

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study
Applicable to the Proposed Project and Both Variants

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
		contaminated soils on the sites (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the sites and a brief justification; 3) the specific practices to be used to separate, handle, haul, and dispose of contaminated soils on the sites; 4) health and safety procedures to minimize worker and public exposure to hazardous materials during construction; and 5) measures to mitigate the long-term environmental and health and safety risks caused by the presence of contaminants in the soil. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. ***Step 2: Handling, Hauling, and Disposal of Contaminated Soils:*** (a) *Specific Work Practices*. The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the sites (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to separate, handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the sites. (b) *Dust Suppression.* Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours. (c) *Surface Water Runoff Control*. Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.	

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study
Applicable to the Proposed Project and Both Variants

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
		(d) *Soils Replacement*. If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project sites, where contaminated soils have been excavated and removed, up to construction grade. (e) *Hauling and Disposal*. Contaminated soils shall be hauled off the project sites by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California. ***Step 3: Preparation of Closure/Certification Report*** After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project sites, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.	
Hazards (Underground Storage Tanks). The project sites may contain underground storage tanks (USTs), which could contaminate soils and groundwater during excavation, resulting in a significant hazards impact for the proposed project, or	**Significant**	**Mitigation Measure 3(b): Hazards (Underground Storage Tanks):** The project sponsor shall investigate whether an UST (underground storage tank) is associated with the uncovered pipe that enters the subsurface vertically in the paving along Brannan Street at the Brannan Site, in parking space 13 near the electrical transformer. The project sponsor shall also assess the possible presence of USTs at the Henry Adams Site, including the approximately four USTs at the Henry Adams Site along Rhode Island Street that are identified in existing environmental documents. The investigations at both sites shall use backhoe test pits if necessary to assess whether any	**Less than Significant with Mitigation**

Table S-3
Summary of Significant Impacts and Mitigation Measures from the Initial Study
Applicable to the Proposed Project and Both Variants

Impact Summaries	Impact Significance Without Mitigation Measure	Mitigation Measures	Impact Significance With Mitigation Measure
either variant.		USTs remain at the sites. Any USTs so discovered shall be abated, and any contaminated soils so discovered shall be remediated, according to federal, state, and local laws and regulations, and in conformity with Mitigation Measure 2a above.	

C. ALTERNATIVES

This section summarizes the alternatives to the proposed project capable of reducing or avoiding the significant environmental impacts of either the proposed project or its two variants.

The three environmental alternatives evaluated in this EIR are: Alternative A: No Project Alternative; Alternative B: Reduced Project Alternative; and Alternative C: Mixed Residential and PDR Alternative; they are summarized and compared below and in Table S-4, page S-75.

ALTERNATIVE A — THE NO PROJECT ALTERNATIVE

Alternative A, the CEQA-required No-Project Alternative, would involve no change on either project site and would not result in environmental impacts. The existing four buildings on the two sites, one at the 801 Brannan site, three at the One Henry Adams site, would remain standing, and the existing exhibition, industrial, showroom, and office uses would continue. Neither the proposed project nor either variant would be built, including their five (or four buildings under Variant 1), six-story, 68-foot-tall buildings, three at the 801 Brannan site (or two under Variant 1), two at the One Henry Adams site, with a total of 824 dwelling units (Variant 1: 809; Variant 2: 824), 50,087 square feet of retail space (Variant 1: 54,598; Variant 2: 51,447), and 799 parking spaces (Variant 1: 866; Variant 2: 841). The No Project Alternative would not construct either Brannan Alley at the 801 Brannan site or the Henry Adams Street improvements at the One Henry Adams site. This alternative, however, would not preclude future proposals for redevelopment of the project sites for uses allowed in the UMU use district and structures allowed within the 68-X height and bulk district. For the purposes of this analysis, it is assumed that the existing structures and uses would not change.

This alternative would not have either the proposed project's, or either variant's, contribution to the Eastern Neighborhood (EN) project's significant and unavoidable cumulative Production, Distribution, and Repair (PDR) land supply impact. It would also avoid the significant and unavoidable project-level traffic impacts at Division/Brannan/Potrero/Tenth and at Eighth/Brannan and the five significant and unavoidable cumulative intersection impacts at Division/Brannan/Potrero/Tenth, Eighth/Brannan, Seventh/Townsend, Sixteenth/Kansas/ Henry Adams, and Division/Rhode Island of the proposed project, or either variant. It would not have the five significant and unavoidable air quality impacts that would occur under the proposed project, or either variant. The No Project Alternative would avoid three significant cultural and paleontological resources impacts, one significant noise impact, and one

significant hazards impact identified in the EIR that would be less than significant with mitigation measures under the proposed project, or either variant. The No Project Alternative would avoid the one significant noise impact and two significant hazards impacts identified in the Initial Study that would be less than significant with mitigation incorporated under the proposed project, or either variant. The No Project Alternative would not have the proposed project's or either variant's other less-than-significant impacts assessed in the EIR or the less-than-significant impacts identified in the Initial Study

ALTERNATIVE B — THE REDUCED PROJECT ALTERNATIVE

Alternative B, the Reduced Project Alternative, would involve demolition of the existing four buildings and construction of two 40-foot-tall mixed-use buildings with a mid-block passageway at the 801 Brannan site and two 40-foot-tall mixed-use buildings with a mid-block passageway at the One Henry Adams site, for a total of 497 residential units, 21,500 square feet of retail/showroom space, and 561 parking spaces, of which 166 would be replacement parking spaces (as described on page S-21). Unlike the proposed project, or either variant, this alternative would construct one-level subterranean parking garages at both the 801 Brannan and One Henry Adams sites. This alternative would include construction of Brannan Alley at 801 Brannan site and the Henry Adams Street improvements at the One Henry Adams site, as would be the case under the proposed project, or either variant. Overall, this alternative would have 22 percent less built area than the proposed project.

Although this alternative would not avoid the proposed project's cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact, it would replace 14,549 square feet of existing PDR showroom space lost as a result of the demolition of the three One Henry Adams Street buildings with 18,500 square feet of showroom space, a net gain of 3,951 square feet of showroom space, or 27 percent at the One Henry Adams site. In contrast, the proposed project would not replace any of the demolished PDR space nor add any new PDR uses. The UMU does not require PDR replacement. In addition, and like the proposed project or either variant, this alternative would involve demolition of the Concourse Exhibition Hall building's 137,000 square feet of PDR use at the 801 Brannan site. The proposed residential and retail uses at the 801 Brannan site would not replace the demolished PDR space and would preclude future PDR use. As a result, even after consideration of the net increase in showroom space at the One Henry Adams site, this alternative would result in a loss of 133,049 square feet of PDR space. Accordingly, the Reduced Project Alternative would still result in a cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact, as under the proposed project, or either variant.

Unlike the proposed project, Alternative B would not require Board of Supervisors' approval of a land dedication because Alternative B would not include a land dedication. Alternative B would require the Planning Commission's approval of large project authorization under *Planning Code* Section 329, including approval of exceptions for rear yard and mass reduction.

Alternative B would generate 65 percent fewer daily person trips and 55 percent fewer p.m. peak-hour vehicle trips, and would have less-than-significant project traffic impacts and cumulative impacts at Division/Brannan/Potrero/Tenth, unlike the proposed project's, or either variant's significant and unavoidable impacts at this intersection. This alternative would have the same significant and unavoidable project traffic impacts at and at Eighth/Brannan as the proposed project, or either variant, and the same significant and unavoidable cumulative impacts at four intersections as the proposed project, or either variant: Eighth/Brannan, Seventh/Townsend, Sixteenth/Kansas/Henry Adams, and Division/Rhode Island.[15]

With 55 percent fewer vehicle trips under this alternative, impacts on operational air quality would be lower than under the proposed project, or either variant. This Reduced Project Alternative would avoid the significant and unavoidable air quality impacts AQ-4 (operational criteria air pollutant emissions) and C-AQ-5 (cumulative operational criteria air pollutant emissions).[16] However, this alternative's health risk impacts related to toxic air contaminant (TAC) emissions during construction and exposure of residents to TAC during operation would be significant and unavoidable, as they would be under the proposed project, or either variant (AQ-7 construction health risk – TACs, including PM2.5 and DPM**,** AQ-8 operational health risk– TACs, including PM2.5, and C-AQ-9 cumulative health risk – TACs, including PM2.5), even after feasible mitigation measures were implemented.

With excavation of approximately 63,600 cubic yards of soil (47,300 at the 801 Brannan site and 16,300 at the Henry Adams site), for subterranean parking garages (one at each site to a depth of 10 feet below grade), the Reduced Project Altnernative would have an increased level of soils disturbance and more excavation than the proposed project, or either variant, which would result in 13,000 cubic yards of excavation (2,612 cubic yards at the 801 Brannan site and 10,388 cubic yards at the One Henry Adams site). Therefore, like the proposed project, or either variant, the Reduced Project Alternative would have

[15] Luba C. Wyznyckyj, LCW Consulting, email to Susan Mickelsen and Debra Dwyer, June 15, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

[16] Donald Ballanti, Certified Consulting Meteorologist, Memorandum to Stu During, March 25, 2011. This document is available for public review at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, as part of Case File 2000.618E.

significant archeological resources and human remains impacts (Impacts CP-2 and CP-3, respectively), which would be reduced to a less-than-significant level with implementation of M-CP-2a and M-CP-2b at the 801 Brannan site and the One Henry Adams site, respectively. This alternative would have the same significant cultural resource impact (CP-5), the same significant construction noise – other thandriving impact (NO-1), and significant hazards and hazardous materials impact (HZ-1), as the proposed project, or either variant, which would be reduced to less-than-significant levels with mitigation measures. Like the proposed project, or either variant, this alternative would have a significant noise (pile driving) impact and significant hazards impacts (contaminated soil and underground storage tanks) identified in the Initial Study, which would be reduced to less-than-significant levels with mitigation measures (see Table S-3, page S-64).

Due to the excavation required for this alternative, it would have greater impacts on geology and soils, hydrology and water quality, and hazards and hazardous materials than the proposed project, or either variant, which would remain less than significant or less than significant with incorporation of mitigations measures identified, as they would under the proposed project, or either variant. This alternative would have the proposed project's, or either variant's, other less-than-significant impacts assessed in the EIR or the less-than-significant impacts identified in the Initial Study and in subchapter V.H. CEQA Checklist Update.

ALTERNATIVE C — THE MIXED RESIDENTIAL AND PDR ALTERNATIVE

Alternative C, the Mixed Residential and PDR Alternative, would involve the demolition of the four existing buildings at both project sites, and the construction of two 50-foot-tall, four-story, residential-PDR buildings with designer showroom space at the 801 Brannan site and two 55-foot-tall, four-story, PDR buildings with designer showroom space at the One Henry Adams site. In total, there would be 264 residential units, all located at the 801 Brannan site, 442,875 square feet of space, most of which would be wholesale showroom, but some of which would be ground-floor retail. Alternative C would have 784 parking spaces (of which 166 spaces would be replacement parking spaces and 618 spaces would be for residents and showroom customers). Unlike the proposed project, this alternative would construct one-level subterranean parking garages at both the 801 Brannan and One Henry Adams sites. This alternative would include construction of Brannan Alley at 801 Brannan site and the Henry Adams Street improvements at the One Henry Adams site, and a mid-block passageway at the One Henry Adams site, as would be the case under the proposed project, or either variant. Overall, this alternative would have 14 percent less built area than the proposed project.

Unlike the proposed project, Alternative C would not require Board of Supervisors' approval of a land dedication because Alternative C would not include a land dedication. Alternative C would require the Planning Commission's approval of large project authorization under *Planning Code* Section 329, including approval of exceptions for rear yard and mass reduction.

Although this Alternative would demolish 137,000 square feet of PDR space at the 801 Brannan site and 14,549 square feet at the One Henry Adams site, as would the proposed project, or either variant, the Mixed Residential and PDR Alternative's net addition of 428,326 square feet of PDR space, including 226,875 square feet of PDR space at the 801 Brannan site, would avoid the proposed project's cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact for the 801 Brannan site.

Compared to the proposed project, the Mixed Residential and PDR Alternative would have less transportation impacts because of its smaller size. The alternative, comprising both sites, would generate about 10,294 daily person trips and 511 vehicle trips in the weekday p.m. peak hour compared to the proposed project's 14,632 new weekday daily person trips and 762 weekday p.m. peak hour vehicle trips, or 30 and 33 percent fewer trips, at each site respectively. This alternative would have less-than-significant project traffic impacts and cumulative traffic impacts at Division/Brannan/Potrero/Tenth, unlike the proposed project's, or either variant's significant and unavoidable impacts at this intersection. This alternative would have the same significant and unavoidable project traffic impacts at and at Eighth/Brannan as the proposed project, or either variant, and the same significant and unavoidable cumulative impacts at four intersections as the proposed project, or either variant: Eighth/Brannan, Seventh/Townsend, Sixteenth/ Kansas/Henry Adams, and Division/Rhode Island.[17]

With 33 percent fewer vehicle trips under this alternative, impacts on operational air quality would be lower than under the proposed project, or either variant. The Mixed Residential and PDR Alternative would avoid the significant and unavoidable air quality impacts AQ-4 (operational criteria air pollutant emissions) and C-AQ-5 (cumulative operational criteria air pollutant emissions).[18] However, this alternative's health risk impacts related to toxic air contaminant (TAC) emissions during construction and exposure of residents to TACs during operation would be significant and unavoidable, as they would be under the proposed project, or either variant, (AQ-7 – construction health risk– TACs, including PM2.5 and DPM, AQ-8 – operational

[17] Luba C. Wyznyckyj, email to Susan Mickelsen and Debra Dwyer, June 15, 2011, *op. cit*.

[18] Donald Ballanti, Certified Consulting Meteorologist, Memorandum to Stu During, March 25, 2011, *op. cit.*

health risk – TACs, including PM2.5, and C-AQ-9 – cumulative health risk – TACs, including PM2.5), even after feasible mitigation measures were implemented.

With excavation of approximately 95,400 cubic yards of soil to a depth of 12 feet below grade (71,000 cubic yards at the 801 Brannan site and 24,400 cubic yards at the One Henry Adams site) for the subterranean parking garages (one at each site), the Mixed Residential and PDR Alternative would have an increased level of soils disturbance and more excavation than the proposed project, or either variant, which would result in 13,000 cubic yards of excavation (2,612 cubic yards at the 801 Brannan site and 10,388 cubic yards at the One Henry Adams site). Therefore, like the proposed project, or either variant, the Mixed Residential and PDR Alternative would have significant archeological resources and human remains impacts (Impacts CP-2 and CP-3, respectively), which would be reduced to a less-than-significant level with implementation of Mitigation Measures M-CP-2a and M-CP-2b at the 801 Brannan site and the One Henry Adams site, respectively. This alternative would have the same significant cultural resource impact (CP-5), the same significant construction noise – other than pile driving impact (NO-1), and significant hazards and hazardous materials impact (HZ-1), as the proposed project, or either variant, which would be reduced to less-than-significant levels with mitigation measures. Like the proposed project, or either variant, this alternative would have a significant noise (pile driving) impact and significant hazards impacts (contaminated soil and underground storage tanks) identified in the Initial Study, which would be reduced to less-than-significant levels with mitigation measures (see Table S-3, page S-64).

Due to the excavation required for this alternative, it would have greater impacts on geology and soils, hydrology and water quality, and hazards and hazardous materials than the proposed project, or either variant, which would remain less than significant or less than significant with incorporation of mitigations measures identified, as they would under the proposed project, or either variant. This alternative would have the proposed project's, or either variant's, other less-than-significant impacts assessed in the EIR or the less-than-significant impacts identified in the Initial Study and in subchapter V.H. CEQA Checklist Update.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table S-4, p. S-75, compares the impacts of the alternatives to the significant impacts of the proposed project and its two variants. The table also compares the less-than-significant transportation impacts of the alternatives, the proposed project, and its variants, for ease of comparison. Alternative C, The Mixed Use and PDR Alternative, would be the environmentally superior alternative. It would avoid the same

two significant and unavoidable air quality impacts of the proposed project, either variant, as Alternative B, the Reduced Project Alternative. However, both Alternatives B and C would have the same three unavoidable and significant health risk air quality impacts related to TAC emissions during construction and operation as the proposed project, or either variant: AQ-7 (construction health risk – TACs, including PM2.5 and DPM), AQ-8 (operational health risk – TACs, including PM2.5), and C-AQ-9 (cumulative health risk, including PM2.5). Alternative C would avoid the same two significant and unavoidable traffic impacts of the proposed project, or either variant, as Alternative B. The Mixed Use and PDR Alternative, with its reduced residential and substantial PDR components, would avoid the proposed project's, or either variant's, significant and unavoidable cumulative PDR land supply impact, while the Reduced Project Alternative would not.

Text continues on page S-79.

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
-Building(s) (Number of buildings at 801 Brannan / Number of buildings at One Henry Adams)	Demolish 4; build 5 (3/2)	Demolish 4; build 4 (2/2)	Demolish 4; build 5 (3/2)	Existing 4 (1/3) Remain	Demolish 4; Build 2 (1/1)	Demolish 4; Build 2 (1/1)
-BMR (parcel dedication/City-built)	Yes	No	No	No	No	No
-Height	5 buildings: all 6-stories, 68 feet	4 buildings: all 6-stories, 68 feet	5 buildings: all 6-stories, 68 feet	1 building, 33 ft; 1 building, 30 ft.; 2 buildings, 20 ft.	4 buildings: two at each site, all 4 stories, 40 feet	4 buildings: two at each site, 2 buildings, 50 feet and two buildings, 55 feet; all 4 stories
-Residential	824 units	809 units	824 units	0 sq.ft.	497 units	264 units
-Retail	50,087 sq.ft.	54,598 sq.ft.	51,447 sq.ft.	0 sq.ft.	3,000 sq.ft.	1,000 sq.ft.
-Office	none	none	none	1,615 sq.ft.	none	none
-Showroom	none	none	none	14,549 sq.ft.	18,500 sq.ft.	442,875 sq ft.
-Exhibition	none	none	none	137,000 sq.ft.	none	none
-Industrial (vacant manufacturing)	none	none	none	13,000 sq.ft.	none	none
-Parking	799 spaces	866 spaces	841 spaces	580 spaces	561 spaces	784 spaces
-Building GSF (with parking)	1,149,094 sq.ft.	1,187,943 sq.ft	1,170,391 sq.ft.	166,204 sq.ft.	898,872 sq.ft.	992,660 sq.ft.
Impacts:						
LU-1 Physical Community	LTS	LTS	LTS	Avoided	LTS	LTS
LU-2 Adopted Plans and Regulations	LTS	LTS	LTS	Avoided	LTS	LTS
LU-3 Land Use Character	LTS	LTS	LTS	Avoided	LTS	LTS
C-LU-4 Cumulative PDR Land Supply	SU	SU	SU	Avoided	SU	LTS

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
AE-1 Views and Visual Character	LTS	LTS	LTS	Avoided	LTS	LTS
AE-2 Scenic Resources	LTS	LTS	LTS	Avoided	LTS	LTS
AE-3 Light and Glare	LTS	LTS	LTS	Avoided	LTS	LTS
CP-1 Paleontological Resources	LTS	LTS	LTS	Avoided	LTS	LTS
CP-2 Archeological Resources	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-3 Human Remains	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-4 Historic Architectural Resources	LTS	LTS	LTS	Avoided	LTS	LTS
CP-5 Off-Site Resources – New Building Design	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
TR-1 (V1: TR-6; V2: TR-11) Intersection: Division/ Brannan/Potrero/Tenth	SU	SU	SU	Avoided	LTS	LTS
TR-2 (V1: TR-7; V2: TR-12) Intersection: Eighth/Brannan	SU	SU	SU	Avoided	SU	SU
TR-3 (V1: TR-8; V2: TR-13) Intersections: Sixteenth/Rhode Island; Division/Rhode Island	LTS	LTS	LTS	Avoided	LTS	LTS
TR-4 (V1: TR-9; V2: TR-14) 12 study intersections	LTS	LTS	LTS	Avoided	LTS	LTS
TR-5 (V1: TR-10; V2: TR-15) Intersections: Brannan Alley/ Seventh and Eighth Streets	LTS	LTS	LTS	Avoided	LTS	LTS
TR-16 (V1: TR-17; V2: TR-18) Transit	LTS	LTS	LTS	Avoided	LTS	LTS
TR-19 (V1: TR-20; V2: TR-21) Bicycle	LTS	LTS	LTS	Avoided	LTS	LTS
TR-22 (V1: TR-23; V2: TR-24) Pedestrian Movement	LTS	LTS	LTS	Avoided	LTS	LTS
TR-25 (V1: TR-26; V2: TR-27) Loading	LTS	LTS	LTS	Avoided	LTS	LTS
TR-28 (V1: TR-29; V2: TR-30) Emergency Vehicle Access	LTS	LTS	LTS	Avoided	LTS	LTS
TR-31 (V1: TR-32; V2: TR-33) Construction	LTS	LTS	LTS	Avoided	LTS	LTS

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
C-TR-34 (V1: C-TR-41; V2: C-TR-48) Cumulative: Division/Brannan/Potrero/Tenth	SU	SU	SU	Avoided	LTS	LTS
C-TR-35 (V1: C-TR-42; V2: C-TR-49) Cumulative: Eighth/Brannan	SU	SU	SU	Avoided	SU	SU
C-TR-36 (V1: C-TR-43; V2: C-TR-50) Cumulative: Seventh/Townsend	SU	SU	SU	Avoided	SU	SU
C-TR-37 (V1: C-TR-44; V2: C-TR-51) Cumulative: Sixteenth/Kansas/ Henry Adams	SU	SU	SU	Avoided	SU	SU
C-TR-38 (V1: C-TR-45; V2: C-TR-52) Cumulative: Division/ Rhode Island	SU	SU	SU	Avoided	SU	SU
C-TR-39 (V1: C-TR-46; V2: C-TR-53) Cumulative: Six Study Intersections	LTS	LTS	LTS	Avoided	LTS	LTS
C-TR-40 (V1: C-TR-47; V2: C-TR-54) Cumulative: Five Study Intersections	LTS	LTS	LTS	Avoided	LTS	LTS
NO-1 Construction Noise-Other Than Pile Driving	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
NO-2 Location of Sensitive Receptors	LTS	LTS	LTS	Avoided	LTS	LTS
C-NO-3 Cumulative Traffic and Building Operations	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-1 Construction Dust and Pollutant Concentrations	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-2 Construction – Criteria Air Pollutant Emissions	LTS	LTS	LTS	Avoided	LTS	LTS
C-AQ-3 Construction – Cumulative Criteria Air Pollutant Emissions	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-4 Operational Criteria Air Pollutant Emissions	SU	SU	SU	Avoided	LTS	LTS

Table S-4
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
C-AQ-5 Cumulative Operational Criteria Air Pollutant Emissions	SU	SU	SU	Avoided	LTS	LTS
AQ-6 Project Vehicle Local CO Emissions	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-7 Construction Health Risk—TACs, including PM2.5 and DPM	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
AQ-8 Operational Health Risk—TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
C-AQ-9 Cumulative Health Risk - TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
AQ-10 Policy and Plan Consistency	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-11 Objectionable Odors	LTS	LTS	LTS	Avoided	LTS	LTS
C-GG-1 Greenhouse Gas Emissions	LTS	LTS	LTS	Avoided	LTS	LTS
FROM CEQA Checklist Update Section V.H. (sig. impacts only):						
HZ-1 Other Hazardous Building Materials	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
FROM Initial Study				Avoided		
Noise (Pile Driving)	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Contaminated Soil)	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Underground Storage Tanks)	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.

Notes: S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; NA=Not Applicable; w Mit.=with mitigation measure(s).

Source: During Associates, 2011.

D. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The Planning Department held a public scoping meeting for this project on June 3, 2003. On November 15, 2003, the Planning Department issued a "Notice of Preparation of an Environmental Impact Report" and Initial Study (NOP/IS) for the 801 Brannan and One Henry Adams Streets project (see Appendix A for a copy of the NOP/IS). In response to the public scoping meeting and the NOP/IS, the Planning Department received oral comments from 15 people and approximately 14 letters and emails from both public agencies and individuals identifying environmental concerns. The comments are summarized in Section VI.D. Other CEQA Issues. The summary includes the location where they were addressed in the DEIR.

On the basis of public comments received at the public scoping meeting and during the NOP/IS public comment period, potential areas of controversy or unresolved issues for this project include the type and scale of project development, and in particular, the proposed project's, or either variant's, associated land use, aesthetic, transportation, noise, air quality, and utilities, and public service effects. Some of these issues, including cumulative effects and alternatives, are discussed in this EIR. Other issues, such as the socio-economic effects of demolishing the Concourse Exhibition Center, are not environmental issues analyzed here, but will be considered by the decision-makers during the project approval process.

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II. INTRODUCTION

A. PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) has been prepared by the City of San Francisco Planning Department, the Lead Agency for the proposed project, in conformance with the provisions of the California Environmental Quality Act (CEQA) and the *CEQA Guidelines* (California Public Resources Code Sections 21000 et seq., and California Code of Regulations Title 14, Sections 1500 et seq., "*CEQA Guidelines*"), both as amended. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project. This focused EIR assesses potentially significant impacts in the areas of land use, aesthetics, cultural and paleontological resources, transportation, noise, air quality, and GHG emissions. As defined in *CEQA Guidelines* Section 15382, a "significant effect on the environment" is:

> …a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

As stated in the *CEQA Guidelines*, an Environmental Impact Report (EIR) is an informational document intended to inform public agency decision-makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The City and County of San Francisco (the City) must consider the information in this EIR and respond to each significant effect identified in this EIR. The City will use the certified EIR, along with other information and public processes, to determine whether to approve, modify, or

disapprove the proposed project, or either variant, and to specify any applicable environmental conditions as part of project approvals.

The purpose of this EIR is to provide the City, public agencies and the public in general with detailed information about the environmental effects of implementing the proposed project, or either variant, to examine and institute methods of mitigating any adverse environmental impacts should the project, or either variant, be approved, and to consider alternatives to the project as proposed. Once certified, no further environmental review would be required under CEQA unless the proposed project were to change or environmental conditions were to change substantially prior to project construction. CEQA provides that public agencies should not approve projects until all feasible means available have been employed to substantially lessen the significant environmental effects of such projects. "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time taking into account economic, environmental, social, and technological factors.[19]

This EIR assesses the proposed project's, or either variant's, potentially significant impacts in the areas of cumulative Production, Distribution, and Repair (PDR) land supply, aesthetics, cultural and paleontological resources, transportation and circulation, noise, air quality, and GHGs. An assessment of other potential environmental impacts in the areas of land use, population and housing, cultural (paleontological) resources, 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 resources is contained in the Initial Study (Appendix A). In addition, analysis for the environmental topics addressed in the Initial Study has been updated in Chapter V.H. CEQA Checklist Update, to address all checklist items in the current Planning Department's CEQA Initial Study Checklist. The Initial Study found that impacts in these areas would be less than significant.

B. PROJECT SUMMARY

The project sponsor, Bay West Showplace Investors, LLC, proposes to demolish the existing four buildings on two non-contiguous sites located at 801 Brannan Street and One Henry Adams Street and construct four mixed-use residential and retail buildings on the two sites (two at the 801 Brannan site and two at the One Henry Adams site). In addition, the easternmost portion of the 801 Brannan site would be dedicated to the City in partial fulfillment of the project's Inclusionary Affordable Housing requirement

[19] *Public Resources Code* Section 21061.1.

and will be referred to as the Below-Market-Rate parcel or the BMR parcel. The BMR parcel would contain a single mixed-use residential and retail building with up to 150 dwelling units, to be developed by the Mayor's Office of Housing (MOH). The analysis for the proposed project provided in this EIR includes the development by MOH. The proposed project would include creation of the proposed two-way, publicly accessible Brannan Alley connecting Seventh and Eighth streets.

Total development at the two sites approximates 1,149,094 square feet and includes up to about 824 dwelling units, including the 150 residential units to be developed by MOH, 50,087 square feet of retail space, and 799 parking spaces.

The project sponsor also is proposing consideration of two variants for development at the 801 Brannan site. Both variants would have a similar footprint on the site as the proposed project, and would include the proposed two-way, publicly accessible Brannan Alley connecting Seventh and Eighth Streets.

C. ENVIRONMENTAL REVIEW PROCESS

An application for environmental evaluation of the proposed project was filed on June 19, 2000. The Planning Department held an associated public scoping meeting on June 3, 2003. On November 15, 2003, the Planning Department issued a "Notice of Preparation of an Environmental Impact Report" and Initial Study (NOP/IS) for the 801 Brannan/1 Henry Adams Mixed use project (see Appendix A for a copy of the NOP/IS), and now called the 801 Brannan and One Henry Adams Streets Project. The Planning Department requested public comment on the scope of the analysis to be included in the EIR through that NOP/IS. In response to the public scoping meeting and the NOP/IS, the Planning Department received oral comments identifying environmental concerns from 15 individuals at the public hearing held on June 3, 2003 and in approximately 14 written letters from both public agencies and individuals during the NOP/IS public review period.[20] This EIR is intended to provide information on the environmental effects concerning the proposed project to allow the San Francisco Planning Commission to make an informed decision on the project. Comments received by the public are summarized below, under D. Public Comments, page 4.

The environmental effects of implementing the proposed project are analyzed in this Draft EIR under each major topic as listed above in accordance with *CEQA Guidelines*. The *CEQA Guidelines* define the

[20] The transcript of oral comments received at the June 3, 2003 public scoping meeting as well as the written comments received during the NOP/IS public comment period are on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

effects of a project as changes from the environmental setting (existing conditions) that are attributable to the project. Short-term construction impacts as well as the long-term operational impacts are analyzed as appropriate for the various topics as listed.

This Draft EIR is prepared in accordance with CEQA, as amended, and the *CEQA Guidelines*. The EIR is a public informational document intended to disclose to public agency decision makers and the public the significant environmental effects of a project and to present mitigation measures and feasible alternatives to avoid or reduce the significant environmental effects of that project. This Draft EIR provides a physical impact analysis for construction and operation of the proposed project.

Following publication of this Draft EIR, there will be a public hearing before the Planning Commission during a 45-day public review and comment period to solicit public comment on the adequacy and accuracy of information presented in this Draft EIR. The Planning Department will prepare and publish a document titled "Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and the City's responses to those comments, along with copies of the letters received and a transcript of the Planning Commission public hearing on this Draft EIR. This Draft EIR, together with the Comments and Responses document, will be considered by the Planning Commission in an advertised public meeting, and then certified as a Final EIR if deemed adequate.

D. PUBLIC COMMENTS

The Planning Department received comments identifying environmental concerns at the public scoping meeting held on June 3, 2003 and in written letters from both public agencies and individuals during the public review period for the NOP/IS which was from November 15, 2003 to December 19, 2003. The comments are summarized below along with where they were addressed in the DEIR or the Initial Study (Appendix A).

Public agencies that submitted comment letters include the following issues, and these are addressed in the IS and/or are included in this EIR where appropriate, as indicated below in parentheses:

- The State Department of Transportation (Caltrans) provided comments pertaining to the content and need to prepare a traffic impact analysis. (See EIR, V.D. Transportation, p. 147).
- The San Francisco Public Utilities Commission (SFPUC) provided comments regarding notification of the authority responsible for enforcing the Industrial Waste Ordinance. (See EIR, V.H.15. Hydrology and Water Quality, p. 352).

- The San Francisco Department of Public Works (DPW) provided comments regarding permits for public right-of-way improvements. (See EIR, III.D. Approvals Summary, page 49.)

Private groups and individuals raised the following concerns and issues regarding the environmental review. Commenters stated that the proposed project would:

- Add housing to an industrial neighborhood without sufficient residential amenities. (EIR, IV.A. Planning Code, page 58; V.A. Land Use, p. 71).
- Include retail uses to meet local needs, reduce vehicle trip generation, and build community. (EIR, IV.A. Planning Code, page 58; V.A. Land Use, p. 71).
- Include an insufficient amount of family units. (EIR, IV.A. Planning Code, page 58).
- Propose buildings that are too tall, too large and out of scale with surrounding buildings, and with walls that are too massive, that in combination, could produce a high-rise tunneling effect. (EIR, IV.A. Planning Code, page 58; V.B. Aesthetics, p. 91; (IS, B.6. Air Quality, Shadow, p. 26-27).
- Give the neighborhood a cluttered appearance with the project's density and design. (EIR, IV.A. Planning Code, page 58; V.A. Land Use, p. 71; V.B. Aesthetics, p. 91).
- Create negative economic and cultural effects from demolishing the SF Concourse Exhibition building and losing a center for events and trade shows; and inadequately assessing the effects on the local design industry. Undermine the economic viability of the Showplace Design Center. (EIR, IV.A. Planning Code, page 58; V.A. Land Use, p. 71).
- Generate more traffic, transit riders, parking demand, and congestion in an area that is already crowded and whose transportation infrastructure is already overburdened, particularly during special events, and the resulting need for a traffic impact study. (EIR, V.D. Transportation, page 147).
- Provide an insufficient amount of on-site parking, with the need for two spaces per unit, visitor spaces, and the replacement of displaced existing parking. (EIR, V.D. Transportation, page 147).
- Create shadows. (IS, B.6. Air Quality, Shadow, page 26).
- Increase wind. (IS, B.6. Air Quality, Shadow, pages 26-27).
- Add new residents to an area with insufficient existing open space and parks, particularly dog parks. (EIR, V.H.10. Recreation, page 330, and IS, B.7 Utilities/Public Services, Recreation Facilities, page 29).
- Incorporate advanced energy management tools into project buildings, such as renewable energy or load control devices. (EIR, V.H.17. Mineral and Energy Resources, page 359, and IS, B.11 Energy/Natural Resources, page 36).
- Increase water users in an area with existing low water pressure and inadequate existing sewer capacity. (EIR, V.H.11. Utilities and Service Systems, page 334, and IS, B.7 Utilities/Public Services, Water Supply Facilities, page 30).
- Add new students to the local school system, particularly not having a junior or senior high school nearby. (EIR, V.H.12. Public Services, page 338, and IS, B.7. Public Services/School Facilities, pages 28-29).

- Build in an area with soils that are prone to settlement**.** (EIR, V.H.14. Geology and Soils, page 345, and IS, B.9. Geology/Topography, pages 31-35).
- Develop a new project on a site and in an area with existing potentially hazardous soil, groundwater, or building materials. (EIR, V.H.16. Hazards and Hazardous Building Materials, page 356, and IS, B.12. Hazards, pages 37-45).

E. LOCATION OF DRAFT EIR AND REFERENCE MATERIALS

A copy of the Draft EIR is available for public review and comment at the Planning Department offices at 1650 Mission Street, Suite 400, San Francisco, California 94103, from the Planning Information Counter, at 1660 Mission Street, 1st Floor, or available to review or download from the Department's website, http://tinyurl.com/meacases, under General CEQA Projects.

The distribution list for the Draft EIR and any materials referenced in the document are available for review at the Planning Department's office at 1650 Mission Street, 4th Floor. You may also contact the EIR coordinator, Debra Dwyer, at 415-575-9031 or debra.dwyer@sfgov.org.

F. HOW TO COMMENT ON THE DRAFT EIR

During the 45-day public review and comment period on the adequacy and accuracy of information presented in this Draft EIR (from June 23, 2011 to August 8, 2011), readers are invited to submit either oral comments at the public hearing before the Planning Commission or written comments. An adequate EIR is one that identifies and analyzes all possible environmental impacts and specifies appropriate mitigation measures. Comments are most helpful when they suggest additional measures and/or specific alternatives that would better reduce significant environmental effects.

CEQA Guidelines Section 15096(d) calls for responsible agencies to provide comments on those project activities within those agencies' areas of expertise and to support those comments with either oral or written documentation.[21]

Oral comments on this Draft EIR can be made at the public hearing before the Planning Commission. The public hearing on this Draft EIR has been scheduled by the City Planning Commission for July 28, 2011 in Room 400 City Hall, Dr. Carlton B. Goodlett Place, beginning at 12:00 pm or later. Please call 415-558-6422 the week of the hearing for a recorded message giving a more specific time.

[21] CEQA Section 21069 defines a responsible agency as a public agency, other than the lead agency, which has responsibility for carrying out or approving a project.

Written comments should be submitted no later than 5:00 p.m., August 8, 2011 to,

Environmental Review Officer
RE: 801 Brannan and One Henry Adams Streets Project Draft EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Comments received at the public hearing and in writing will be responded to in a Comments and Responses document. Following the Planning Department's publication and distribution of written responses to all comments received on the Draft EIR, the Planning Commission will render a decision on certification of the Final EIR.

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III. PROJECT DESCRIPTION

The project sponsor, Bay West Showplace Investors, LLC, proposes to demolish the four existing structures and four parking lots on two non-contiguous sites in Showplace Square, San Francisco. The proposed project would include the new construction of four, 68-foot-tall, six-story residential mixed-use buildings with ground-floor retail, two on the 801 Brannan site and two on the One Henry Adams site. A fifth building would be developed by the Mayor's Office of Housing (MOH) on the easternmost portion of the 801 Brannan site, which would be dedicated to the City by the project sponsor for development of approximately 150 below-market-rate (BMR) units. The development of the fifth building is included in the analysis in this EIR. The five buildings would total 1,149,094 square feet and include up to 824 dwelling units, 50,087 square feet of retail space, 799 parking spaces, and 73,530 square feet of usable open space. The project sponsor also proposes two variants for development at the 801 Brannan site that are similar in size, density, parking, and other components to the proposed project. Neither variant would include the land dedication to the City of the BMR parcel at the 801 Brannan site. Variant 1 would construct two buildings at the 801 Brannan site; while Variant 2 would construct three buildings at that site. Under either variant development at the One Henry Adams site would be the same as proposed for the project.

A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor, the Bay West Showplace Investors, LLC, has the following objectives:

- Construct a high quality, mixed-use residential and retail project to meet the demands of the expanding San Francisco economy and growth in the project area.
- Provide a mix of residential use with ground-floor retail businesses that would enliven the streets and contribute to a safe, active, and vibrant Showplace Square neighborhood.
- Maximize the site's potential to produce high-density residential housing to help alleviate the housing shortage in the City, create open space, pedestrian, and circulation improvements in the neighborhood, and increase the affordable housing supply in accordance with City requirements.

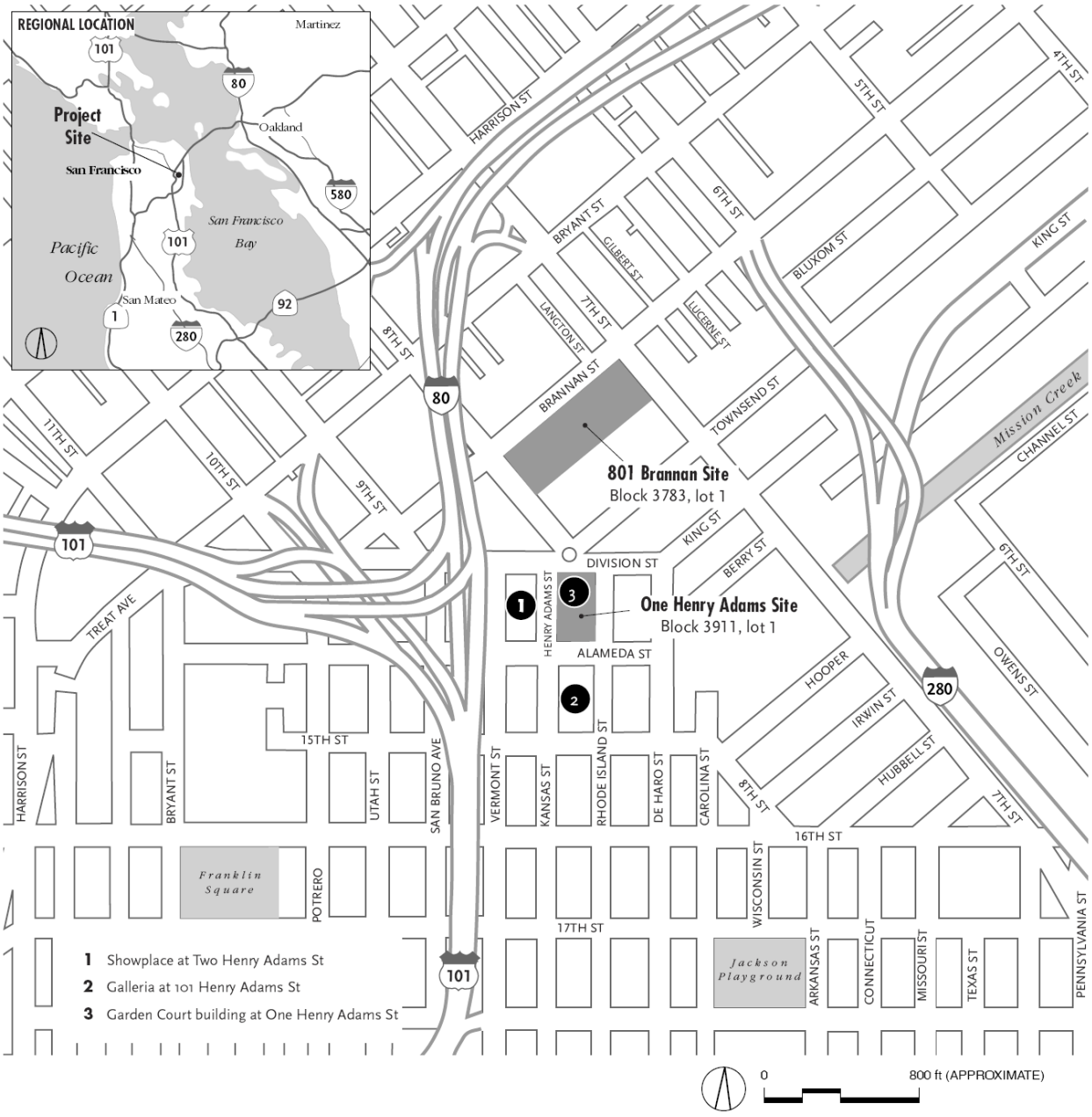
- Provide, through a land dedication, an opportunity for the Mayor's Office of Housing to construct an affordable housing project on the 801 Brannan site.
- Provide a reasonable amount of parking to meet the anticipated needs of new residents and retail businesses, while replacing the amount of parking necessary to meet existing contractual obligations serving neighboring businesses.
- Develop a project that is consistent with and enhances the existing scale and urban design character of the area.
- Construct a high-quality development project that is able to attract investment capital and construction financing and produces a reasonable return on investment.

B. PROJECT LOCATION

The two non-contiguous project sites are located at 801 Brannan Street and One Henry Adams Street in the Eastern Neighborhoods area generally known as Showplace Square (see Figure 1, page 11, and Figures 2A and 2B, pages 12-13). The 801 Brannan site is located one block north along Eighth Street from the One Henry Adams site and the traffic circle at Division and Eighth Streets. Both sites are several blocks north of Potrero Hill (the east-west Sixteenth Street), adjacent to the I-80 Freeway. As described by individual site in more detail below, the two project sites include three one-story buildings, one two-story building, and four surface parking areas with 580 total spaces. Total square footage consists of approximately 298,875 square feet (6.86 acres) of lot area, 166,204 square feet of building area, and approximately 119,954 square feet of parking. Current uses include 137,000 square feet of exhibition hall space at the 801 Brannan site, and approximately 1,615 square feet of office space, 14,549 square feet of showroom space, and 13,000 square feet of vacant manufacturing space at the One Henry Adams site. There are no residential uses on either site.

801 BRANNAN SITE

The 801 Brannan site, also known as 635 Eighth Street (Assessor's Block 3783, Lot 1), is located on the south side of Brannan Street, extending from Seventh Street to Eighth Street (see Figure 2A, page 12, and Figure 3, page 14, below). The rectangular site is approximately 226,875 square feet or 5.21 acres in area and occupies approximately the northern half the block bounded by Brannan, Seventh, Eighth, and Townsend Streets. The Brannan Street frontage is 825 feet in length while both its Seventh and Eighth Street frontages are each 275 feet in length.



Source: During Associates

4-30-11

Project Location Figure 1

Source: During Associates

5·27·11

Existing Site Plan Figure 2A

Source: During Associates

5-27-11

Existing Site Plan Figure 2B

A. View Looking Southwest at North Concourse Elevation

B. View Looking Nouthwest at South Concourse Elevation

Source: ARG

11-2-10

Existing Views—801 Brannan Site Figure 3

The 137,000-square-foot, 33-foot-high Concourse Exhibit Hall occupies the site stretching from Seventh to Eighth Street with approximately 60 percent lot coverage (136,125 square feet) and a floor area ratio (FAR) of about 0.60 to 1. The other 40 percent of the lot area, or 90,750 square feet, is occupied by the approximately 390-space surface parking and loading area located on the southernmost portion of the 801 Brannan site with an entrance and exit on Eighth Street. This area was originally used to accommodate freight depot loading and unloading. In combination with the approximately 63 parking spaces located along the 20-foot front setback off of Brannan Street, the 801 Brannan site has a total of about 453 parking spaces. The primary public entrance to the building is from Eighth Street near the northwest corner of the lot at Brannan Street. The secondary public access point is from Seventh Street near the northeast corner of the building at Brannan Street. There are five loading bays off Brannan Street and four along the southern wall of the building accessed from the large surface parking lot on the southern portion of the site.

As shown in Figure 2A, there are 11 trees on the 801 Brannan site, all of which are *Ficus microcarpa*, or more commonly, Indian laurel fig, little-leaf fig, or ficus. Eight of the trees are protected street trees subject to the removal and replacement procedures of the City's Urban Forestry Ordinance[22] and three are unprotected trees located within the parcel more than 10 feet from the lot line (see also, sub-chapter V.H.13. Biology, page 343, for a more detailed discussion of the Urban Forestry Ordinance and trees on the project sites). Under the Urban Forestry Ordinance there are three categories of protected trees: street trees, significant trees, and landmark trees. Street trees are trees located within the street right-of-way and maintained by the DPW. Significant trees are trees within a parcel that are located within 10 feet of the property line and that meet certain size criteria as defined by the ordinance. Landmark trees are trees that have been designated as landmarks through the process described within the ordinance.

As defined by the Urban Forestry Ordinance, there are no "significant" or "landmark" status trees at the 801 Brannan site. Of the 11 trees, six trees are located along Eighth Street: three of these trees are located in the plaza area in front of the Concourse building entrance, and there are three street trees further south in front of the surface parking lot. The three trees in the plaza range from 8 to 12 inches in diameter at breast height (DBH) and from 12 to 15 feet in height. The three street trees range from 4 to 6 inches in DBH and from 6 to 10 feet in height. In addition, three street trees are located along Brannan Street near Eighth Street, ranging from 8 to 10 inches DBH and 12 to 15 feet in height. Two street trees are located

[22] *San Francisco Public Works Code*. Article 16, Section 800 et al. Available online at http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:sanfrancisco_ca, accessed May 11, 2011.

along Seventh Street near the entrance to the Concourse building. One of the two street trees is seven inches DBH and 10 feet tall; the other is 10 inches DBH and 12 feet tall.

ONE HENRY ADAMS SITE

The One Henry Adams site occupies the entire block bound by Division, Rhode Island, Alameda, and Henry Adams Streets project (Assessor's Block 3911, Lot 1). The rectangular site is about 72,000 square feet, or 1.65 acres. It has approximately 360 feet of frontage on Henry Adams and Rhode Island Streets and 200 feet of frontage on Alameda and Division Streets. Although listed as having only one address (55 Division Street) in the Planning Department's Parcel Information Database, there are three buildings on the project site with five addresses between them (described below) and three surface parking lots (see Figure 2B, page 13 and Figures 4A and 4B, pages 17-18).

- ***Northwest Parking Lot 1 and Southwest Parking Lot 2.*** On the northwest corner of the site is a rectangular surface parking lot connected to a second long narrow parking lot that extends south along the Henry Adams Street edge of the lot to Alameda Street; together the lots include 57 parking spaces.
- ***55 Division Street and One Henry Adams Street.*** On the northeast corner is a 20-foot-high, two-story, reinforced concrete building with approximately 1,615 square feet of office space and 8,549 square feet of showroom space. The building has a simple utilitarian design with little façade articulation and no design features. It has approximately 100 feet of frontage on both Division and Rhode Island Streets. It was constructed sometime between 1944 and 1949.[23] There are entrances at 55 Division Street and One Henry Adams Street (from the interior corner of the northwest parking lot). The existing One Henry Adams building, also known as the Garden Court building, is one of the Design Center's three main designer showroom buildings, the other two being the Showplace at Two Henry Adams Street and the Galleria at 101 Henry Adams Street. Small deliveries are made at One Henry Adams Street from the parking lot in the northwestern corner of the lot; larger deliveries are made from Rhode Island Street.
- ***40 Rhode Island Street.*** On the east side of the site is a vacant 25-foot-high, one-story, 13,000-square-foot building formerly used for ice manufacturing at 40 Rhode Island Street with entrances and loading onto Rhode Island Street. It has a utilitarian design and was most likely

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[23] *55 Division Street Supplemental Information Form for Historical Resource Evaluation*, January 21, 2009. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, as part of Case File 2000.618E. The building permit history indicates that the previous lunch-counter building was demolished in 1944 and a building with the same footprint as the 55 Division Street building appears on the 1913-1949 Sanborn Map.

View Looking Northwest at Main Elevation

View Looking Southwest at North and East Elevations

Source: ARG

3-25-11

Existing Views—One Henry Adams Site Figure 4A

View Looking North toward South Elevation

View Looking North along West Elevation 3–5 Henry Adams

Source: ARG

3·25·11

Existing Views—One Henry Adams Site Figure 4B

constructed in 1937.[24] The front façade is divided by eight equidistant pillars along approximately two-thirds of the façade followed by a blank wall to the south. The northern half of the front façade has a four-bay loading dock covered by an awning. A rectangular stripe spans the upper wall at about two-thirds height.

- ***Southeast Parking Lot 3.*** On the southeastern corner is a third 70-space surface parking area.
- ***Three and Five Henry Adams Street.*** On the southwestern corner of the site is a narrow, 20-foot-tall, one-story, approximately 6,000-square-foot, metal-shed building constructed in the 1970s.[25] It houses two designer showrooms and extends north along the Henry Adams Street frontage about two-thirds of the distance (about 300 feet) to Division Street. There are two entrances to the building from the second parking area extending along the edge of the site. Loading occurs on Alameda Street or in the parking lot. The building is a simple utilitarian building without distinctive architectural design.

In total, the One Henry Adams site has approximately 1,615 square feet of office space, 14,549 square feet of showroom space (8,549 square feet at 55 Division Street and 6,000 square feet at Three and Five Henry Adams Street), 13,000 square feet of vacant manufacturing space and three surface parking areas for a total of 29,204 square feet of building area and 127 parking spaces. Combined, the three buildings cover approximately 41 percent of the 72,000-square-foot lot and have an FAR of 0.41 to 1. There are 28 trees on the One Henry Adams site. Pursuant to the definitions in the Urban Forestry Ordinance, eight of these are street trees, 19 are significant trees, and one tree located about 25 feet from the lot line is not a protected tree and has no designation pursuant to the Ordinance (see also, sub-chapter V.H.13. Biology, Impact BI-3 (Trees), page 343, for a more detailed discussion of the Urban Forestry Ordinance and trees on the project sites). Street trees and significant trees are protected under the provisions of the City's Urban Forestry Ordinance. None of the trees are located along the Rhode Island Street frontage.

At the One Henry Adams site, four street trees are located in front of the 55 Division Street building and range from 6 to 12 inches DBH and approximately 12 to 15 feet tall. They are all *Ficus microcarpa*, or more commonly, Indian laurel fig, little-leaf fig, or ficus.

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[24] *40 Rhode Island Street Supplemental Information Form for Historical Resource Evaluat*ion, January 21, 2009. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, as part of Case File 2000.618E. Sanborn Maps indicate a complex of various National Ice Company buildings on the west side of Rhode Island Street along the entire block face from Division to Alameda Streets beginning with the 1899-1900 Map. A mid-block building footprint corresponding approximately to the current building footprint appears on the 1913-49 Map. The 1937 Type 1 Building Permit corresponds to a large mid-block building. Thus, the currently configured building may have been constructed in 1937 or sometime earlier.

[25] *3 & 5 Henry Adams Street Supplemental Information Form for Historical Resource Evaluation*, January 21, 2009. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, as part of Case File 2000.618E. Date of building construction from Building Permit.

Five of the 28 trees at the One Henry Adams site are significant trees off Alameda Street. Four of these trees are in front of the parking lot near Rhode Island Street. They are street trees between 2 to 3 inches DBH and four 6- to 8-foot-tall. They are all Crataegus phaenopyrum, or more commonly, Washington thorn. The fifth tree is a significant tree, a 25-foot-tall palm tree, located on the project site at the southeastern corner of the Three and Five Henry Adams Street building within 10 feet of the lot line.

Nineteen of the 28 trees are located inside the property line along the Henry Adams Street. Eighteen of these trees are significant. One of these is not protected under the Ordinance because it is located more than ten feet from the lot line. The tree trunks of the 18 significant trees range from approximately 12 to 24 inches DBH and their height varies from 12 to 30 feet. Four of the 18 trees are palm trees and 15 are *Tristania conferta* or Brisbane box.

C. PROJECT CHARACTERISTICS

As described below and summarized in Table 1 on page 22, the project would entail the demolition of the four existing structures and four parking lots at 801 Brannan Street and One Henry Adams Street, and construction of four, 68-foot-tall, six-story residential mixed-use buildings on the two sites, with one portion of the parcel at the 801 Brannan site dedicated to the City for construction of a fifth building in the future that would contain approximately 150 units of below–market-rate (BMR) affordable housing. Under the proposed project, the five buildings would total approximately 1,149,094 square feet and include up to 824 dwelling units (221 BMR units in total), 50,087 square feet of retail space, and 799 parking spaces (including up to 9 car share spaces and 245 bicycle spaces).

The property at 801 Brannan Street currently provides 72 parking spaces for the benefit of the office building at 690 Townsend Street pursuant to an easement agreement, dated December 29, 1988. There is also a Notice of Special Restrictions recorded against the property, reserving these 72 spaces in perpetuity. In addition, the property at 801 Brannan Street provides 23 parking spaces for the benefit of the office building at 600 Townsend Street pursuant to an easement agreement, dated April 3, 1996. The property at One Henry Adams Street currently provides 71 parking spaces for the benefit of Two Henry Adams Street and 101 Henry Adams Street, pursuant to a parking license agreement, dated February 16, 2006.

The project sponsor intends to uphold its legal obligations under these existing easements and agreements by providing one-for-one replacement parking for a total of 166 spaces in the proposed project parking garages at the 801 Brannan site and One Henry Adams site. These will be referred to as

replacement parking spaces in this EIR. Seventy-two of the 95 parking spaces at the 801 Brannan site would not count against parking maximums for the 801 Brannan site. The 71 spaces serving Two Henry Adams Street and 101 Henry Adams Street would not be permitted as replacement parking dedicated to an off-site use; however, they could be permitted as a public parking garage with conditional use authorization to the extent otherwise permitted in the UMU district.[26] The Planning Department has confirmed this information for replacement parking.[27]

The project would contain 425 one-bedroom units, 325 two-bedroom units, 50 three-bedroom units, and 24 loft units in 713,876 square feet of residential space. Approximately 42 percent of the units would be two-bedrooms or larger, thereby meeting the UMU district's unit mix requirement.[28]

Pursuant to *Planning Code* section 419.5(a)(2), for projects located within the UMU in the Eastern Neighborhoods, an applicant may elect to fulfill the Inclusionary Affordable Housing requirement using a land dedication alternative. For the purpose of this section of the *Planning Code*, the proposed project is considered a Tier B project site (a site in the UMU district where heights were increased by one to two stories under the Eastern Neighborhoods program).[29] As such, the project sponsor would be required to dedicate a minimum of 35 percent of the developable area on the project site in order to fulfill the Inclusionary Affordable Housing requirement using this alternative.[30] As described in detail below, the

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[26] At the 801 Brannan site, 72 spaces are permitted as "replacement parking" under the 690 Townsend approval (Planning Commission Motion 11369; File No. 88.231D). An additional 23 spaces (for a total of 95 replacement spaces) would be allowed as "replacement parking" or obligations to the 600 Townsend property under the recorded April 3, 1996 Amended and Restated Grant of Easements (also permitted under the *Planning Code* for new commercial uses up to 45 spaces, Section 153); however, these 23 spaces would count against the parking maximums at 801 Brannan. The 71 replacement spaces at the One Henry Adams site could be provided as a non-accessory parking garage pursuant to a conditional use authorization under Section 157.1.

[27] Scott Sanchez, Zoning Administrator, City of San Francisco, e-mail communication to Neil Sekhri, Gibson, Dunn & Crutcher, *op. cit*.

[28] San Francisco *Planning Code*, Section 843.25. At least 40 percent of all dwelling units must contain two or more bedrooms or 30 percent of all dwelling units must contain three or more bedrooms. In addition, the units must be 1,000 square feet or more, which excludes 50 two-bedroom units (average size of 875 square feet) in the BMR building at 801 Brannan Street, resulting in a total of 325 two- and three-bedroom units 1,000 square feet or larger, or 39 percent of the units. However, 33 percent of the units on the MOH parcel would be three-bedroom units greater than 1,000 square feet, and therefore the proposed project would comply with Section 843.25.

[29] *Planning Code*, Section 419.2-Definitions.

[30] *Planning Code* Section 401(a)(140) defines the term "total developable site area" as "[t]hat part of the site that can be feasibly developed as residential development, excluding land already substantially developed, parks, required open spaces, streets, alleys, walkways or other public infrastructure." Based on the current project design and the proposed open spaces and mid-block alleys, the developable area for proposed project is approximately 227,800 square feet.

Table 1
Project Characteristics

Characteristics	PROJECT TOTALS (801 Brannan + One Henry Adams)			PROJECT SITES					
				801 Brannan Site					
				Proposed Project (801 Brannan Site)					
	Proposed Project	Variant 1	Variant 2	Total	Project Sponsor Market Component with Partial On-Site BMR	City-Built BMR Parcel "Land Dedication" Component	Variant 1[4]	Variant 2[4]	One Henry Adams Site[5]
BUILDINGS									
Number of Buildings	5	4	5	3	2	1	2	3	2
Height of buildings (ft.)	68	68	68	na	68	68	68	68	68
Number of stories	6	6	6	na	6	6	6	6	6
SPACE TYPE (sq.ft.)									
Residential	713,876	713,749	720,247	506,679	378,292	128,387	506,552	513,050	207,197
Retail	50,087	54,598	51,447	30,417	23,367	7,050	34,928	31,777	19,670
Lobby, Circulation, etc[2]	239,250	247,791	243,655	178,999	132,297	46,702	187,540	183,404	60,251
Parking	145,881	171,796	155,042	83,076	70,859	12,217	108,991	92,237	62,805
Total	1,149,094	1,187,934	1,170,391	799,171	604,815	194,356	838,011	820,468	349,923
DWELLING UNITS									
- One-Bedroom	425	420	430	295	245 (41BMR)	50	290 (85 BMR)	300 (90 BMR)	130
- Two-Bedroom	325	370	365	225	175 (30 BMR)	50	270 (77 BMR)	265 (75 BMR)	100
- Three-Bedroom	50	0	0	50	0	50	0	0	0
- Loft	24	19	29	15	15	0	10	20	9
Total	824	809	824	585	435 (71 BMR)	150	570 (162 BMR)	585 (165 BMR)	239

Table 1
Project Characteristics

Characteristics	PROJECT TOTALS (801 Brannan + One Henry Adams)			PROJECT SITES					
				801 Brannan Site					
				Proposed Project (801 Brannan Site)					
	Proposed Project	Variant 1	Variant 2	Total	Project Sponsor Market Component with Partial On-Site BMR	City-Built BMR Parcel "Land Dedication" Component	Variant 1[4]	Variant 2[4]	One Henry Adams Site[5]
PARKING SPACES									
Residential	590	647	626	436	345	91	493	472	154
Retail[2]	34	44	41	34	30	4	44	41	0
Neighbors/Replacement	166	166	166	95	95	0	95	95	71
Car share	9	9	8	6	5	1	6	5	3
Total	799	866	841	571	475	96	638	613	228
OTHER									
Bicycle Parking Spaces[3]	245	231	235	172	122	50	158	162	73
Off-Street Loading Spaces	9	9	9	6	6	0	6	6	3
Common Open Space (sq.ft.)	73,507	67,874	69,316	51,697	45,365	6,332	46,064	47,506	21,810

Notes: sq.ft. = square feet.

1 Two buildings would contain market-rate units. The third building would be built on a land dedication parcel facing Seventh Street that would contain 150 affordable below-market-rate (BMR) units to be built by the City (MOH) in the future.

2 Combines these three types of space identified in the plans individually. Service includes stairs and elevators.

3 Does not include loading space for BMR Building at the 801 Brannan site. Loading areas would be expected to comply with the *Planning Code* at time of permit review.

4 25% of the total One Henry Adams units are inclusionary housing units provided at the 801 Brannan site to satisfy the off-site BMR requirements of the *Code*.

5 All units at the One Henry Adams site are market rate. The project is satisfying the BMR requirement for the One Henry Adams site with BMR units at the 801 Brannan site and through the land dedication, or in the case of Variants 1 and 2, by providing 25% off-site inclusionary housing units at the 801 Brannan site.

Source: David Baker + Partners, Plan Set of September 14/15, 2010; During Associates, 2010.

easternmost portion of the 801 Brannan site would be dedicated to the City, for the construction of the 801 Brannan site's third building by MOH with approximately 150 below-market-rate residential units.

There would be up to a total of approximately 73,507 square feet of common open space (*Planning Code* Section 135(g)(2)) developed in the internal courtyards of each building and in the passageways between buildings. The proposed project would provide both common usable open space, some of which would be publicly accessible, and private open space.

The proposed project's 73,507 square feet of open space (51,697 square feet at the 801 Brannan site and 21,810 square feet at the One Henry Adams site) would exceed the *Planning Code*'s open space requirement by about 21,518 square feet (15,116 square feet at the 801 Brannan site and 6,402 square feet at the One Henry Adams site). In addition to the open space, which is identified below, some of the residential units would have private balconies that would be approximately 8 feet by 10 feet in area, or 80 square feet.

The building foundations at both sites would consist of driven piles at depths of between 35 to 65 feet. The first floors will be constructed of Type I concrete podium and will have an 18-foot clear height. Parking, retail, and residential lofts will occupy the first floor level. Five residential floors of Type III metal stud construction will be built above the concrete podium. Foundations at both sites would be constructed at-grade, except for 12-foot-deep parking lift pits at the 801 Brannan site and the single level of basement parking in southern building No. 1 at the One Henry Adams site. In this building, approximately one half of the site will be constructed with a subterranean concrete parking garage at a depth of approximately 11 feet. Both project variants would include the below-grade construction at the One Henry Adams site, but not parking lifts at the 801 Brannan site. Approximately 2,612 cubic yards of material would be excavated for the parking lift pits at the 801 Brannan site and 10,388 cubic yards excavated for the basement level garage at One Henry Adams Street site under development for the proposed project or either variant, for a total of 13,000 cubic yards of excavated material at both sites.

In accordance with the City's Stormwater Management Ordinance (SMO), the proposed project, or either variant,would result in ground disturbance of more than 5,000 square feet. Therefore, the project sites will be designed with Low Impact Design (LID) approaches and stormwater management systems to comply with the City's Stormwater Design Guidelines (SDGs). As per the requirements of the SDG, this project must achieve Leadership in Energy and Environmental Design® (LEED®) Sustainable Sites (SS) c6.1, "Stormwater Design: Quantity Control." Therefore, this project must implement a stormwater management approach that reduces existing flow rate of stormwater runoff and volume by 25 percent for

a two-year, 24-hour-design storm. The project, or either variant, would minimize disruption of natural hydrology by implementing LID approaches, such as reduced impervious cover, reuse of stormwater, or increased infiltration.

Under the proposed project or either variant, the addresses of the new project would be 801 Brannan Street and One Henry Adams Street. The proposed project would cost approximately $195 million to construct, excluding the MOH-developed building on the BMR parcel. The two market-rate buildings of the proposed project for the 801 Brannan site would cost approximately $130 million to construct and would be built in 24 months between 2012 and 2014. The two buildings proposed for the One Henry Adams site would cost approximately $65 million and would be constructed in 18 months, beginning in the fall of 2012. As described above, the BMR parcel would be developed at such time as determined by MOH, dependent upon its resources and priorities. Variant 1's two buildings (which would contain more total square feet than Variant 2) on the full 801 Brannan site would cost $155 million for a total construction cost of $220 million; while Variant 2's three buildings would cost $150 million for a total construction cost of $215 million. The project architect is David Baker and Partners.

801 BRANNAN SITE

Development proposed for the 801 Brannan site would involve the demolition of the existing building and surface parking lot on the project site, and the construction of a new residential/retail mixed-use development with three six-story, 68-foot-tall buildings that would total about 799,171 square feet. Building 1 would be located on the western portion of the site. Building 2 would be located in the middle of the site (Figures 5 through 8, pages 26-29).

Building 3, the BMR building, would be constructed subsequently by the MOH on the eastern-most portion of the parcel that the project sponsor would dedicate to the City (Figure 9, page 30). The three buildings would be separated by two midblock passages.

The BMR parcel is approximately 37,800 square feet, which represents approximately 16.6 percent of the developable area for both sites. Because the land dedication is less than the full 35 percent required by the *Planning Code*, the proposed project would include 71 BMR affordable units in the two project sponsor-

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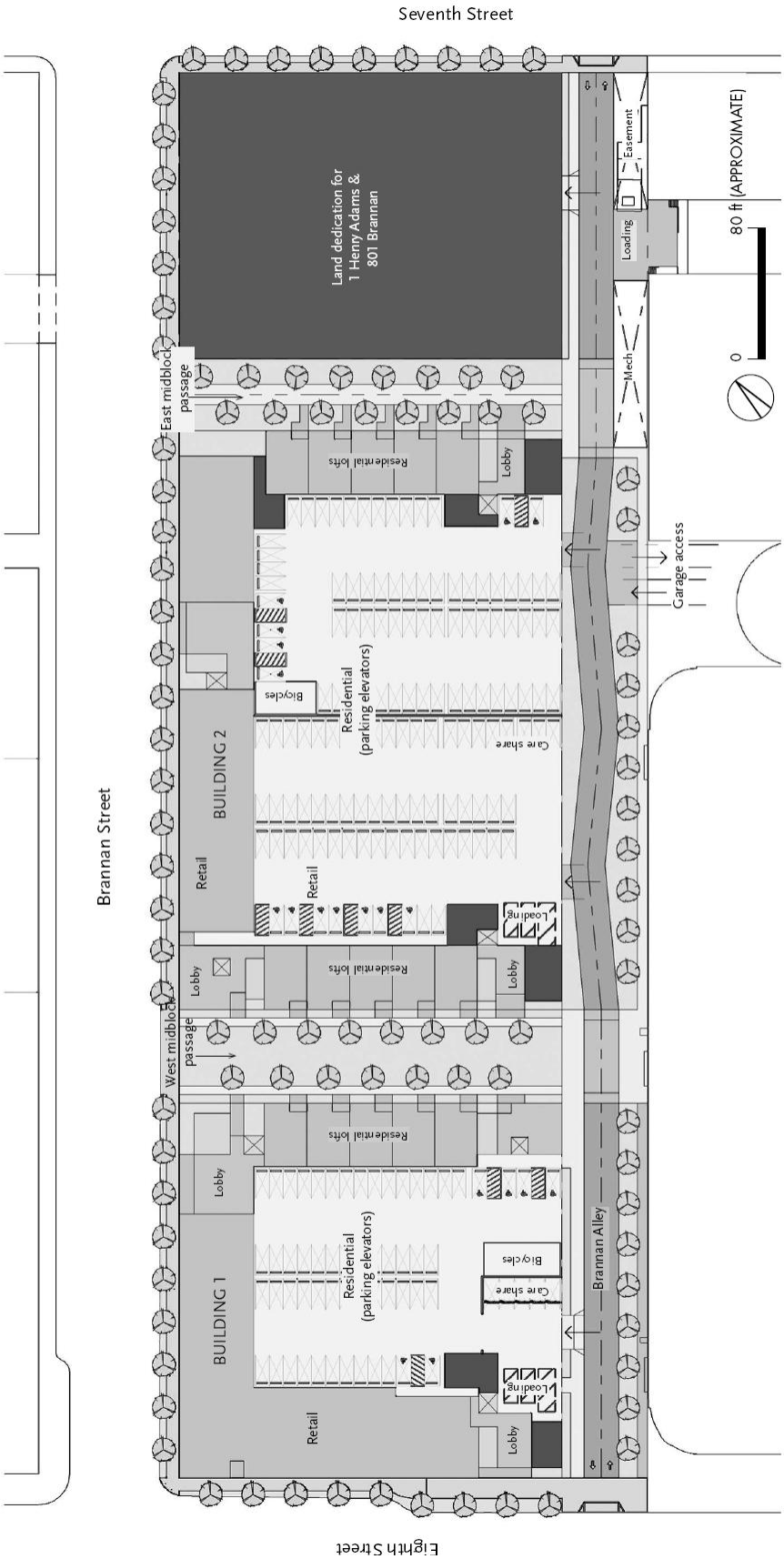

Proposed 801 Brannan Site—Ground Floor/Site Plan Figure 5

Source: David Baker Architects
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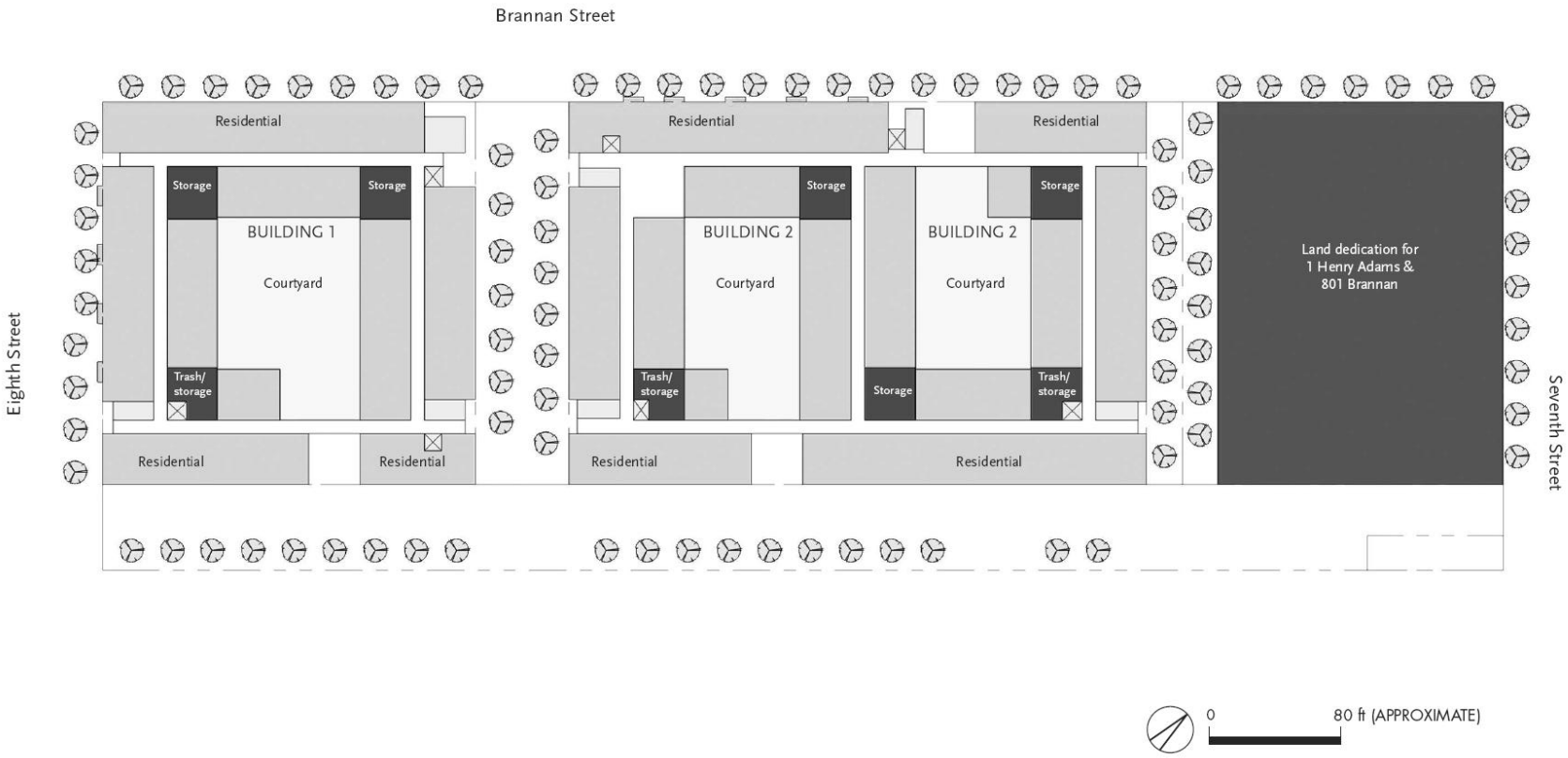

Source: David Baker Architects

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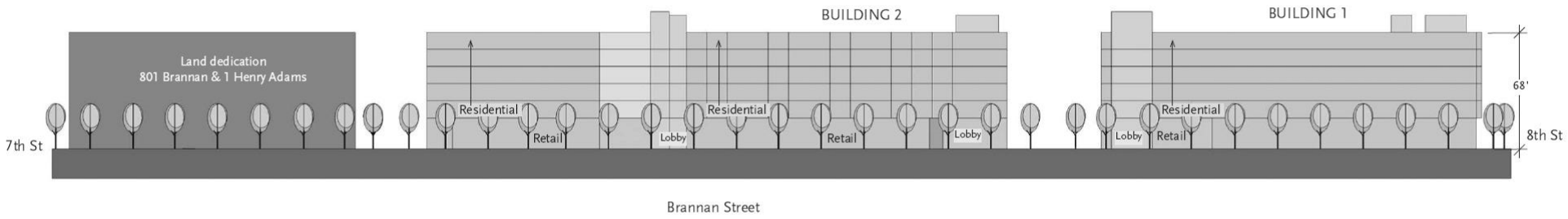
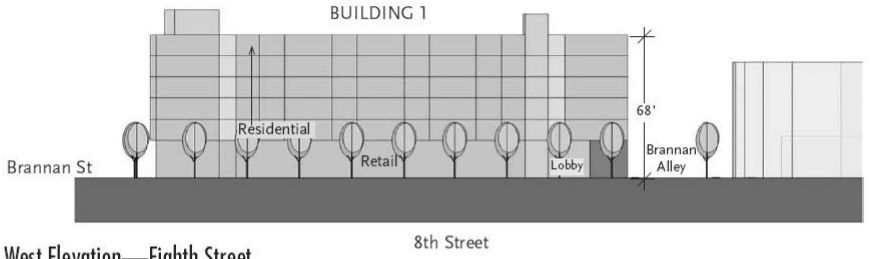
Proposed 801 Brannan Site—Sample Upper Residential Floor Plan Figure 6



North Elevation—Brannan Street



West Elevation—Eighth Street

0 80 ft (APPROXIMATE)

Source: David Baker Architects

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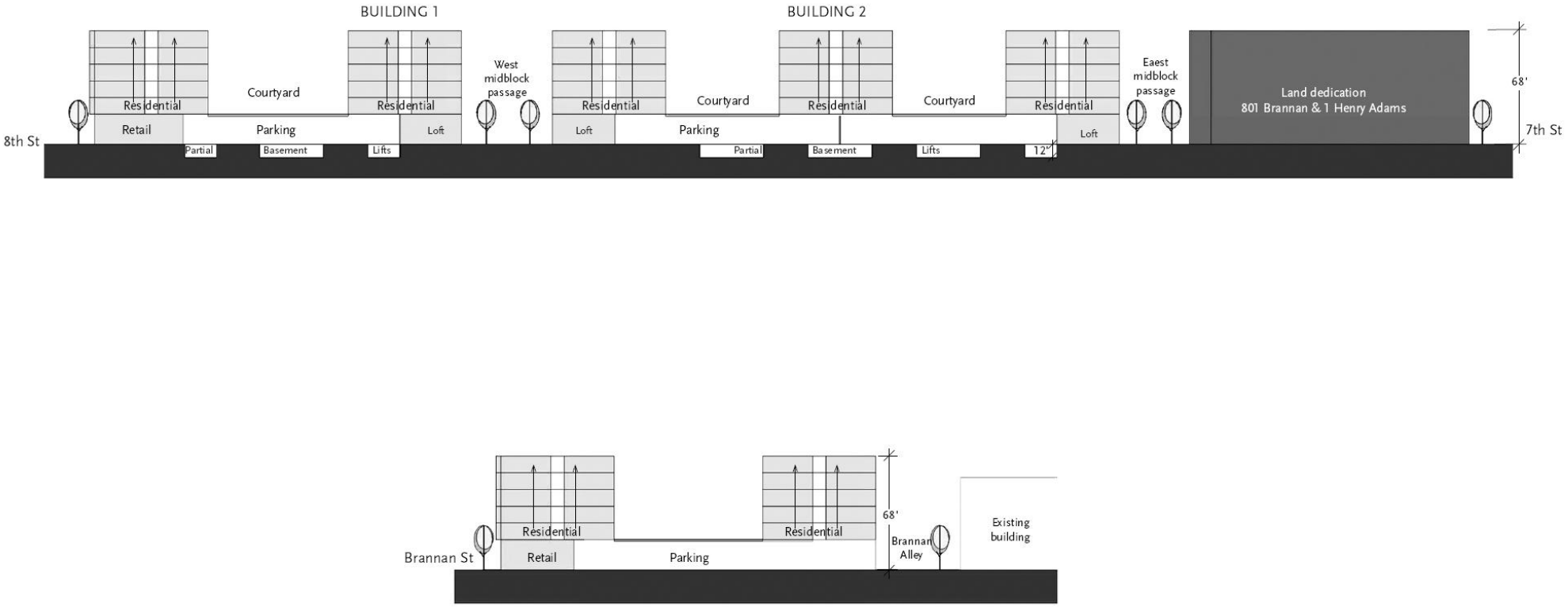
Proposed 801 Brannan Site—Elevations Figure 7



Source: David Baker Architects

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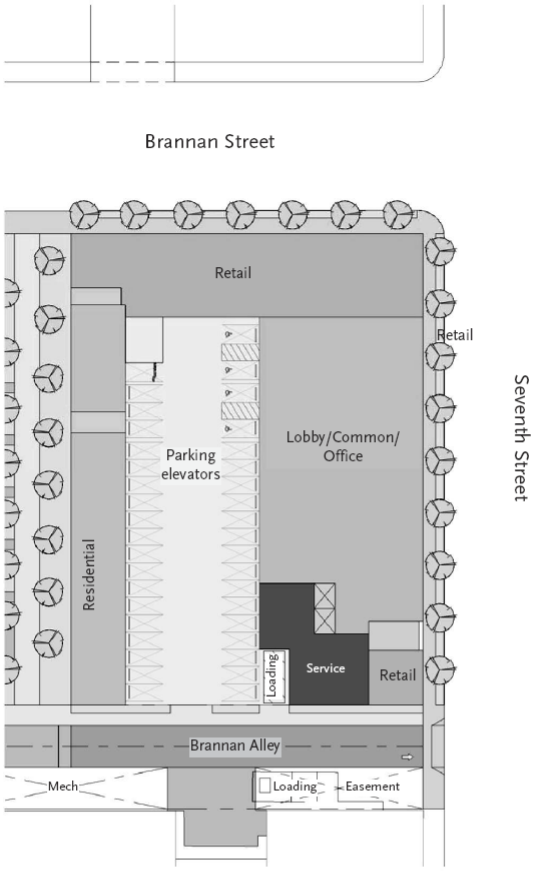
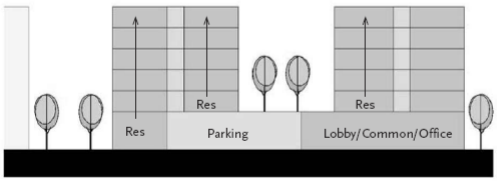
Proposed 801 Brannan Site—Sections Figure 8



Ground Floor Plan

Upper Floor Plan



Section

Source: David Baker Architects

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Proposed 801 Brannan Site—Affordable Housing Figure 9

built buildings at the 801 Brannan site.[31] Furthermore, approximately 150 affordable units would be constructed by the City in the MOH building. In the absence of the BMR parcel dedication, and as described for the two project variants for the 801 Brannan site, and assuming the same total residential units, the Planning Code would require approximately 165 BMR units to be located at the 801 Brannan site. Planning Code Section 419 requires 20 percent of proposed units to be below-market-rate units if they are to be located on-site or 25 percent if they are to be located off-site. The project sponsor proposes to meet the requirement for One Henry Adams off-site at the 801 Brannan site with 60 units (239 units x 0.25). The 20 percent on-site requirement for 801 Brannan would be applied to the 585 units proposed for 801 Brannan, less the 60 units that would be meeting the 25 percent off-site requirement for the One Henry Adams site, or 525 non-BMR units, for a requirement of 105 BMR units. In total, the proposed project in the absence of the BMR parcel dedication would provide 165 BMR units at the 801 Brannan site.

The 801 Brannan site would include the new, two-way, publicly accessible Brannan Alley, which would connect Seventh and Eighth Streets. It would include a sidewalk along the southern edge of the buildings and an 11-foot-wide linear landscaped area on the site's southernmost edge. Parking would be in ground-level garages for each building and would utilize lifts or stackers to access the spaces.

Buildings 1 and 2 would contain a total of 435 residential units (about 245 one-bedroom units, 175 two-bedroom units, and 15 loft units) in 378,292 square feet of residential space and 23,367 square feet of retail uses. The MOH-constructed Building 3 would have approximately 150 residential units in 128,367 square feet of residential space, all of which would be BMR units. The project sponsor anticipates that all residential units will be rental units. However, as part of the project entitlements, the project sponsor would file subdivision maps to create condominium units in the project sponsor-funded portion of the proposed project, and each of those units would be a condominium unit.

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[31] The formula for determining the housing requirement for the Project based on the 35% land dedication is as follows: x/.20 + y/.25 + z/.35 = 1. For the purposes of this formula, "x" equals the percentage of required on-site units, "y" equals the percentage of required off-site units (or in-lieu equivalent), and "z" equals the percentage of "total developable site area" that would be required to be dedicated to the City to comply with Section 419.5(a)(2). Based on the project sponsors calculations, the total developable site area of the Project is 227,800 square feet (163,800 sf at the 801 Brannan site plus 64,000 sf at the One Henry Adams site). Because the project sponsor proposes to dedicate 37,800 square feet of land to comply with Section 419.5(a) (2), "z" in the above-stated formula equals 0.166 of 16.6%. (37,800 sq.ft. divided by 227,800 sq.ft. of total developable area). The proposed project would not include any off-site housing, so "y" in the above-stated formula equals zero. By plugging in these figures, the formula is as follows: x/.20 + 0/.25 + .166/.35 = 1. The variable "x" therefore equals 0.105 or 10.5%, which means that 10.5% of the on-site 674 market rate housing units (or 71 units) must be affordable. Based on the actual total developable site area determined by the Planning Department through the entitlement review process, the number of BMR affordable units may increase somewhat, but in no event would the overall unit count analyzed in this EIR be increased. Source: Neil Sekhri, Memorandum to Debra Dwyer, *op. cit.*

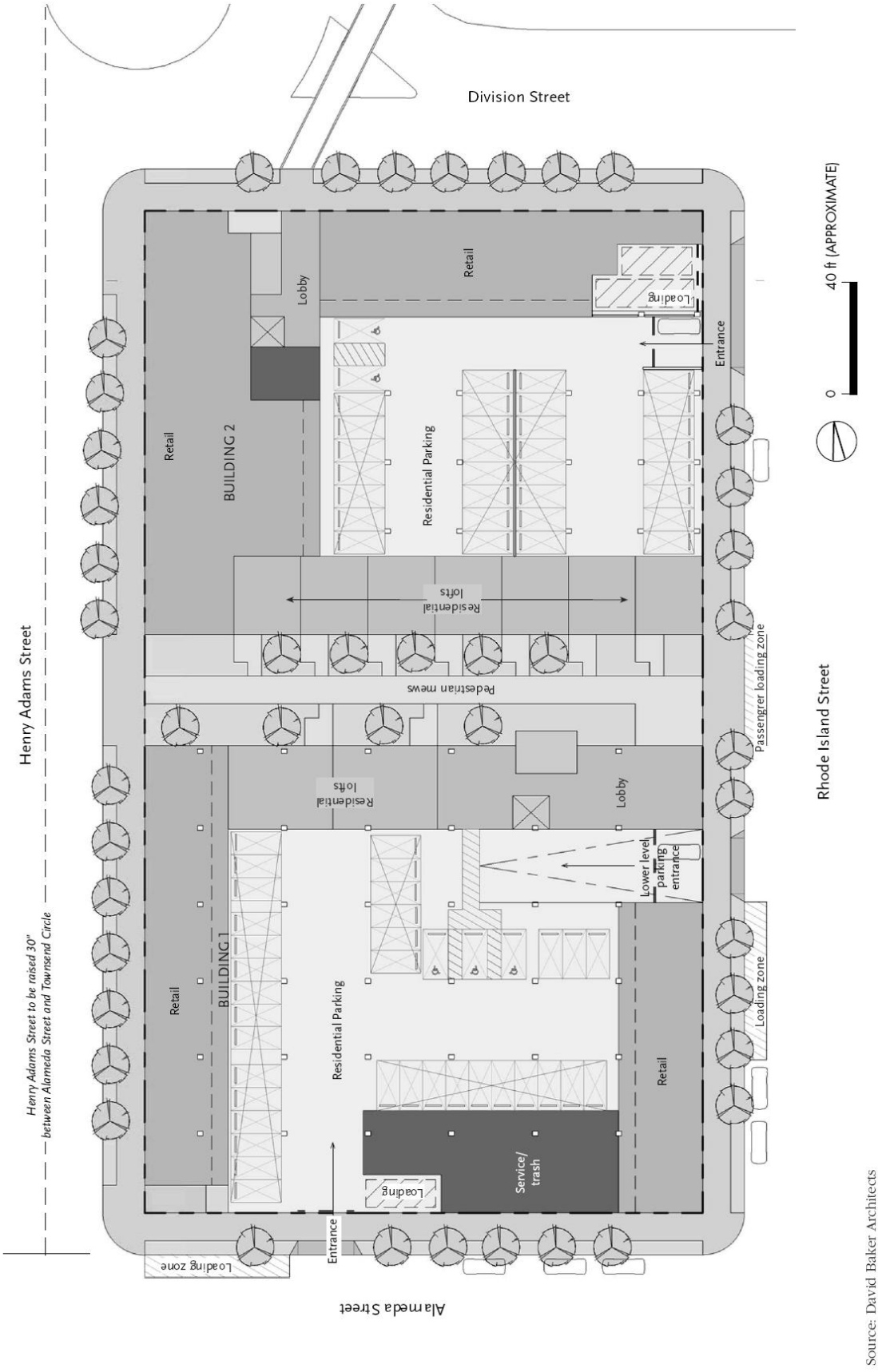
The retail space would be at ground level along the frontages of Eighth, Brannan, and Seventh Streets. There would be a total of 571 ground-level parking spaces in all three buildings, including six car share spaces, 96 spaces and one car share space of which would be in the BMR building. There would be 95 replacement parking spaces in the parking area for the market-rate Buildings 1 and 2 to reflect existing easements and contracts for the benefit of neighboring properties at 600 and 690 Townsend Street. A total of approximately 172 bicycle spaces would also be provided in the parking garage, of which 50 would be located in the BMR building.

A total of approximately 51,697 square feet of common useable open space would be provided, consisting of about 29,872 square feet in three landscaped, podium-level central courtyards and 21,825 square feet in two street-level, publicly accessible, landscaped north-south pedestrian mews (walkways) through the middle of the site. Residential units would face the surrounding streets and the central courtyards.

Residential lobbies for Building 1 would be located on Brannan Street, Eighth Street, and on the west midblock passage for Building 1 and would be located on Brannan Street on the east and west midblock passages for Building 2. Parking and loading access would be from the new Brannan Alley. The proposed demolition and construction would also involve the removal of the existing 11 trees and replacement of the street trees pursuant to the procedures specified in the City's Urban Forestry Ordinance, as discussed in Section V.H.13. Biological Resources. Minor landscaping around the existing building would also be removed and new landscaping is proposed around the new buildings, in the passageways, and along the new Brannan Alley. Additional street trees would be planted at the site pursuant to *Planning Code* Section 143.

ONE HENRY ADAMS SITE

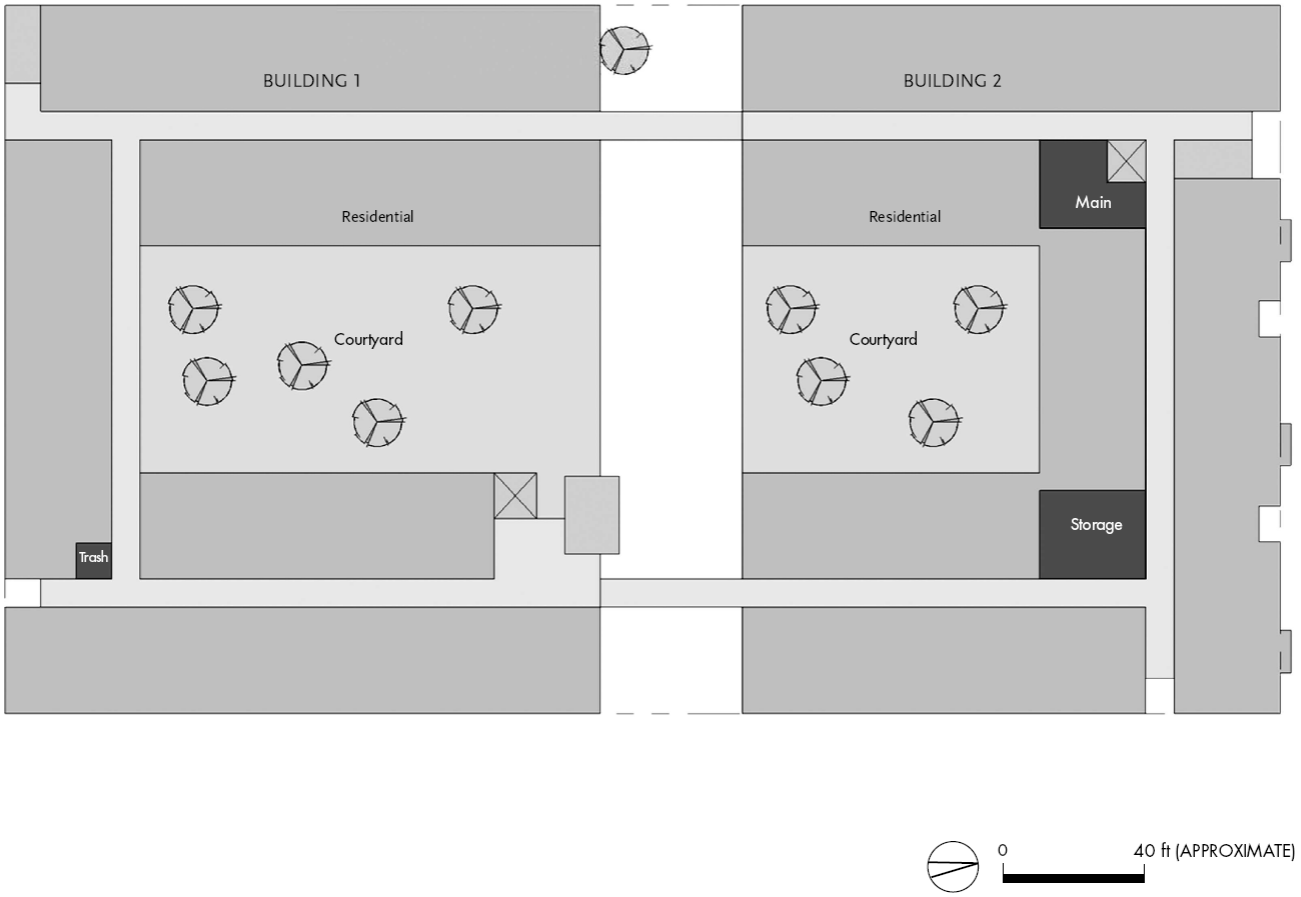
The two six-story, 68-foot-tall structures proposed for the One Henry Adams site would total about 349,923 square feet, including up to approximately 239 residential units, 19,670 square feet of retail space, and 228 parking spaces (including 3 car share spaces). The retail space would be at ground level along the frontages of Division and Henry Adams Streets and along the Rhode Island Street frontage near Alameda Street. Both buildings would have ground-level parking, and the southern Building 1 fronting Alameda Street also would include a single level of basement parking (see Figures 10 through 13, pages 30 through 36, for plans, sections, and elevations). Of the 239 residential units, approximately 130 would be one-bedroom units, 100 would be two-bedroom units, and nine would be loft units, totaling approximately 207,197 square feet of residential space, which the project sponsor anticipates to be rental units. However,



Proposed One Henry Adams Site—Ground Floor/Site Plan Figure 10

Source: David Baker Architects

3.4.11



Source: David Baker Architects

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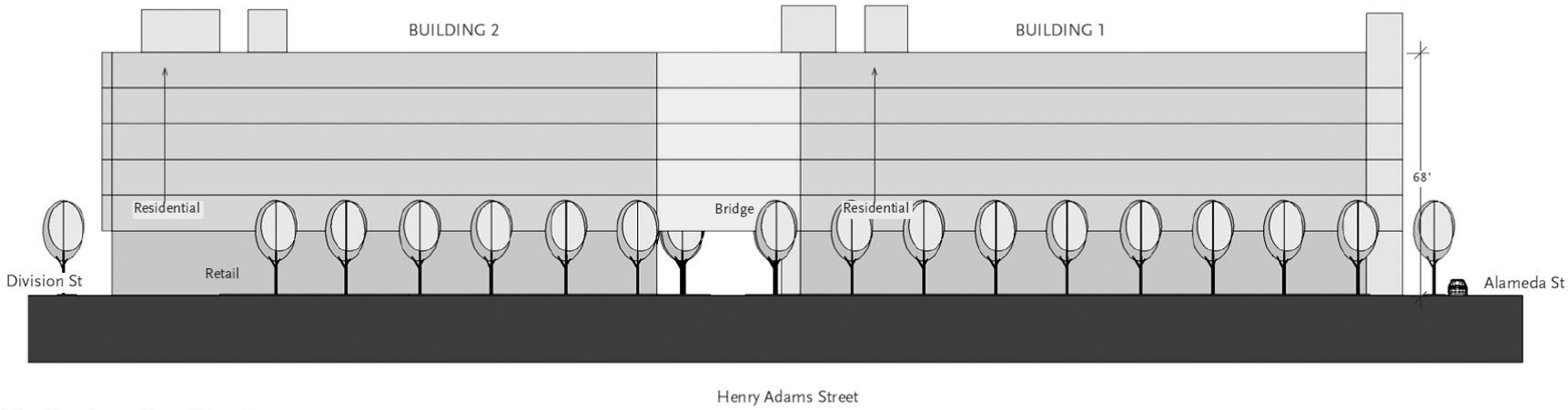
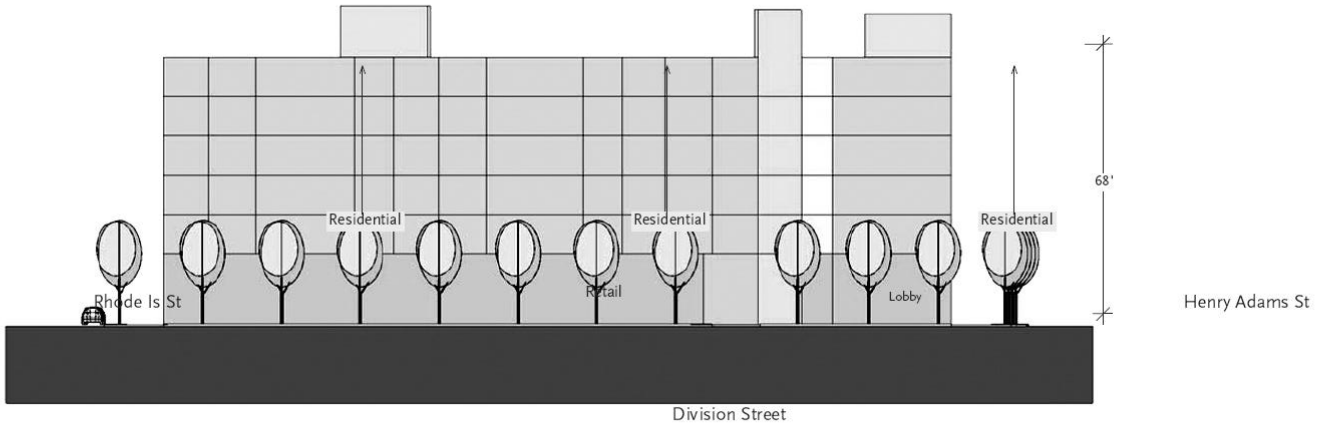
Proposed One Henry Adams Site—Sample Upper Floor Plan Figure 11



West Elevation—Henry Adams Street



North Elevation—Division Street

0 40 ft (APPROXIMATE)

Source: David Baker Architects

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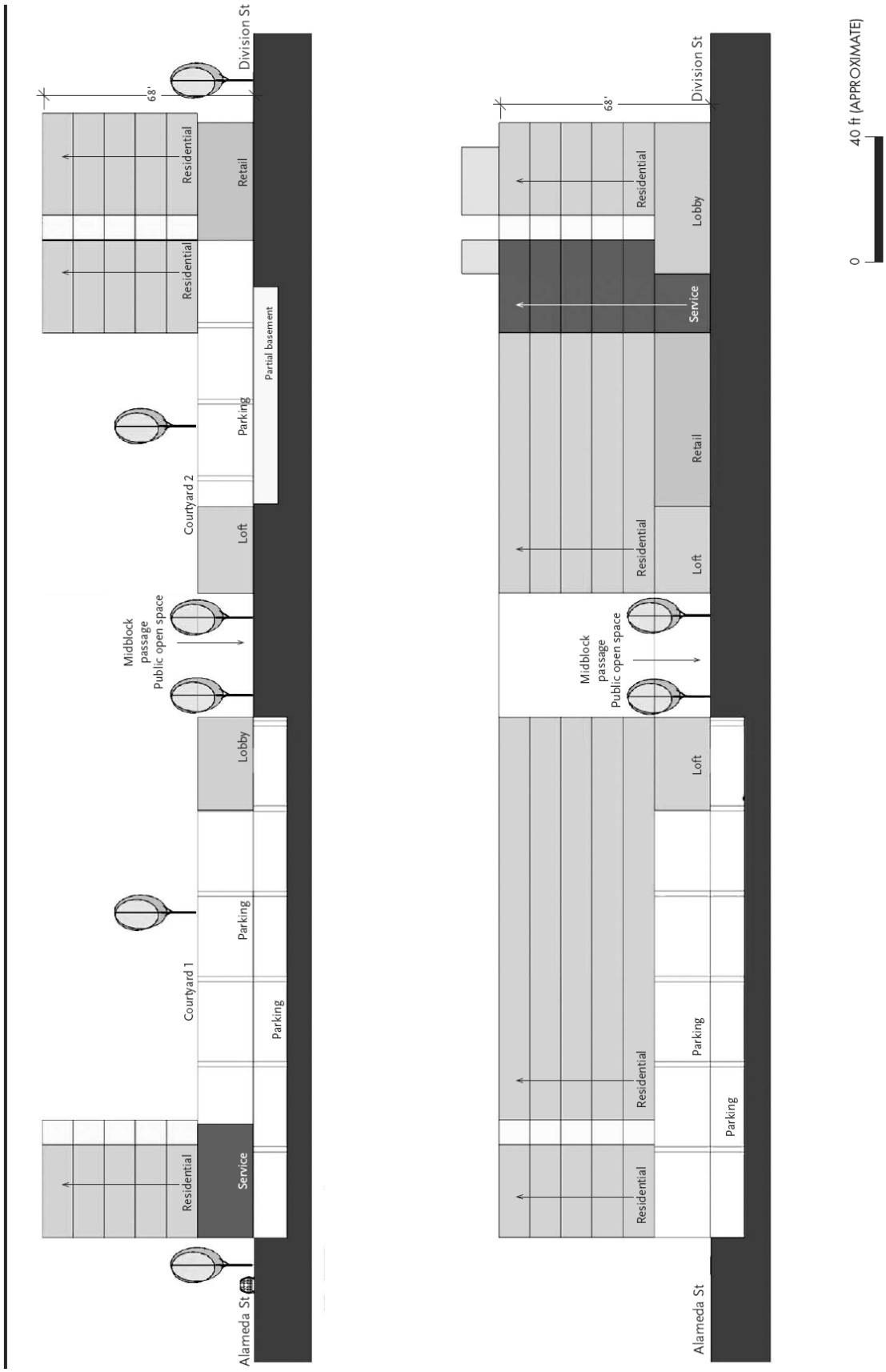
Proposed One Henry Adams Site—Elevations Figure 12



Proposed One Henry Adams Site—Sections Figure 13

Source: David Baker Architects

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as part of the project entitlements, the project sponsor would file subdivision maps to create condominiums so that all the residential units would be condominium units. A total of approximately 21,810 square feet of common useable open space would be provided, consisting of the about 13,810 square feet of two landscaped, podium-level central courtyards and an approximately 8,000-square-foot street-level publicly accessible landscaped east-west pedestrian mew (walkway) through the middle of the site. Residential units would face the surrounding streets and the central courtyard. Pedestrian access to the central courtyard would be via Henry Adams and Rhode Island Streets, and vehicular access to the parking garages would be from Alameda and Rhode Island Streets. Access to the parking garage and loading area at the entrance of Building 2 would be off Rhode Island Street, as would access to the underground parking level of Building 1. The entrance to the ground-level parking of Building 1 and its two 10- by 25-foot van loading spaces would be from Alameda Street. Of the parking garage's approximately 228 spaces, 154 spaces would be for the residential units and three spaces would be for car share vehicles. The project also includes 71 spaces which would replace the parking that currently serves neighboring properties at 101 Henry Adams and Two Henry Adams Street.[32] Seventy-three bicycle spaces would also be provided in the parking garage.

The proposed project would include one street improvement to the One Henry Adams site (see Figure 10). The improvement would raise the block of the One Henry Adams site on the west side of the project site approximately 30 inches at mid-block to elevate the street and all the infrastructure to match the existing ground-floor elevation of Two Henry Adams Street. This construction would occur prior to the construction at the One Henry Adams site and would require approval by Department of Public Works.

The proposed demolition and construction would also involve the removal of the existing 28 trees and replacement of the street trees pursuant to the procedures specified in the City's Urban Forestry Ordinance, as discussed in Section V.H.13. Biological Resources. Minor landscaping around the existing building would also be removed and new landscaping is proposed around the new buildings and in the mid-block passageway. Additional street trees would be planted at the site pursuant to *Planning Code* Section 143.

[32] The project sponsor has a License Agreement with the owner of the Galleria at 101 Henry Adams Street and 2 Henry Adams Street to provide 71 spaces for the benefit of that building. Although under the UMU zoning, those spaces could not be permitted as replacement spaces dedicated to a particular off-site tenant, they could be replaced as a non-accessory parking garage under Section 157.1 of the Code.

VARIANTS FOR THE 801 BRANNAN SITE

The project sponsor is considering two possible variations for development of the 801 Brannan site. Figures 14 through 21, pages 39-46, illustrate the two variants, and the following discussion describes the two variants further.

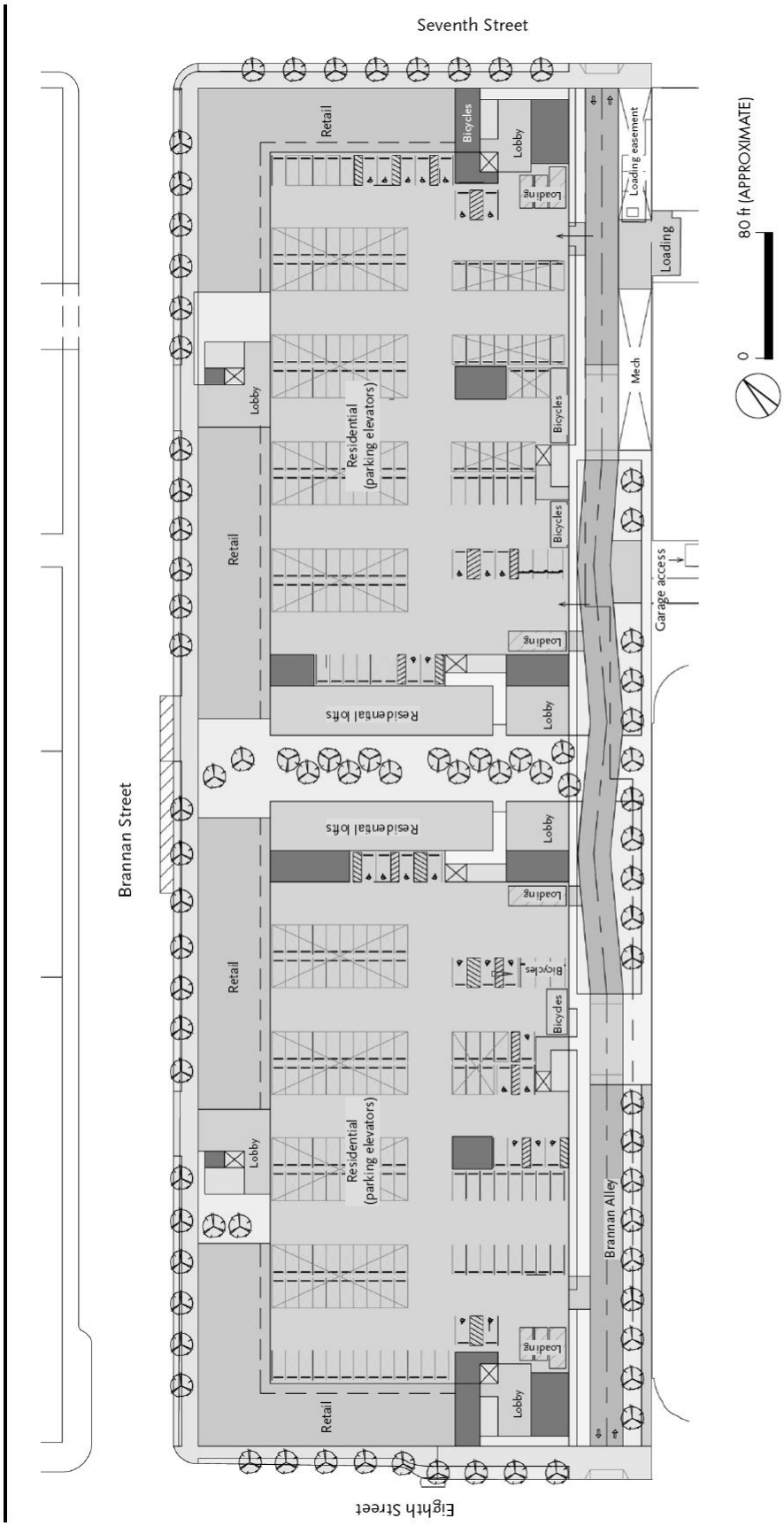
Project Variant 1: Two Buildings and No Land Dedication

Under Variant 1, two separate buildings, instead of three, would be constructed at the 801 Brannan site. The buildings would include 570 units, comprised of 290 one bedroom units, 270 two-bedroom units, and ten lofts, about 35,928 square feet of retail space, and about 46,064 square feet of common open space. There would be 162 affordable units located throughout both buildings that would meet the inclusionary affordable housing requirement under *Planning Code* Section 419 for both sites of the proposed project.[33] Variant 1 for the 801 Brannan site would also include 493 residential parking spaces, 44 commercial parking spaces, 95 replacement parking spaces as described previously, and six car share spaces, for a total of 638 ground-level parking spaces. The replacement parking spaces would be distributed between the parking areas in both buildings to fulfill existing easements and contracts for the benefit of neighboring properties at 600 and 690 Townsend Street. As with the proposed project, the parking at the 801 Brannan site with Variant 1 would utilize lifts or stackers. A total of approximately 158 bicycle spaces would also be provided in the parking garage.

With 838,011 square feet of development at the 801 Brannan site, Variant 1 would be five percent larger than the proposed project at the 801 Brannan site. The two buildings would be separated by one publicly accessible midblock passage. The project sponsor anticipates that all residential units will be rental units. However, as part of the project entitlements, the project sponsor would file subdivision maps to create condominium units, and each of the units would be a condominium unit.

The retail space would be at ground level along the frontages of Eighth, Brannan, and Seventh Streets. A total of approximately 46,064 square feet of common useable open space would be provided, consisting of the about 37,064 square feet of common usable open space in four landscaped, podium-level central courtyards and 9,000 square feet in one street-level, publicly accessible, landscaped north-south

[33] *Planning Code* Section 419 requires 20 percent of proposed units to be below-market-rate units if they are to be located on-site or 25 percent if they are to be located off site. The project sponsor proposes to meet the requirement for One Henry Adams off site at 801 Brannan Street with 60 units (239 units x 0.25). After subtracting the One Henry Adams site's 60 BMR units to be located at the 801 Brannan site from the total proposed at the 801 Brannan site (570 minus 60 units, or 510 units proposed solely for 801 Brannan site), the 20 percent on-site requirement for development at the 801 Brannan site would be 102 units (0.2 x 510 units), for a project total of 162 BMR units to be located at the 801 Brannan site under Variant 1.



Source: David Baker Architects

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Proposed 801 Brannan Site Variant 1—Ground Floor/Site Plan Figure 14

Proposed 801 Brannan Site Variant 1—Sample Upper Residential Floor Plan Figure 15

Source: David Baker Architects

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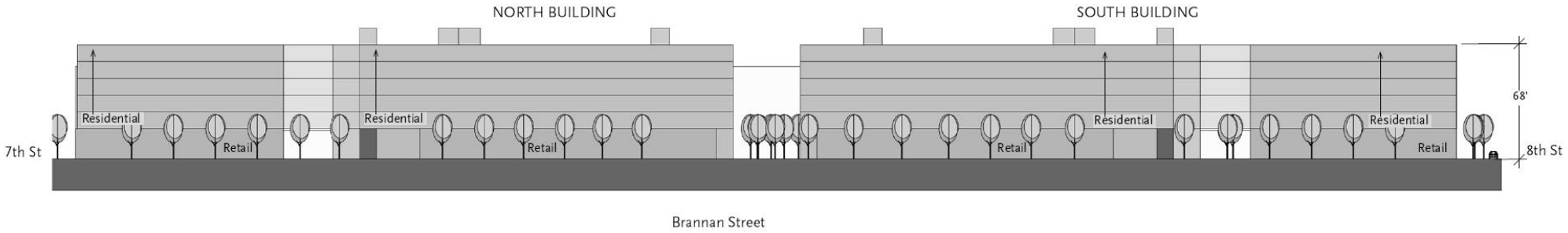
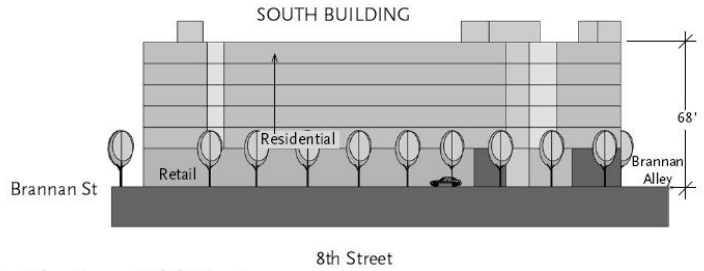


North Elevation—Brannan Street



West Elevation—Eighth Street

0 80 ft (APPROXIMATE)

Source: David Baker Architects

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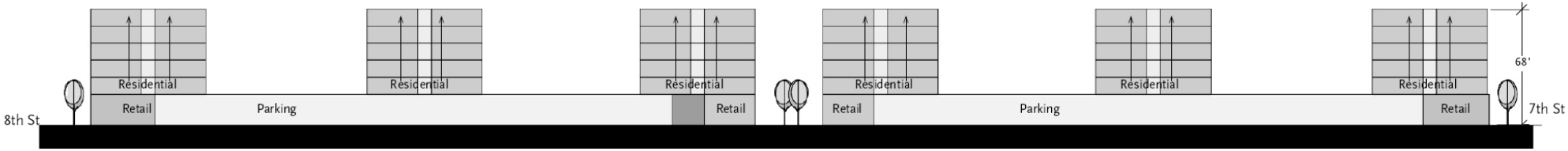
Proposed 801 Brannan Site Variant 1—Elevations Figure 16



0 80 ft (APPROXIMATE)

Source: David Baker Architects

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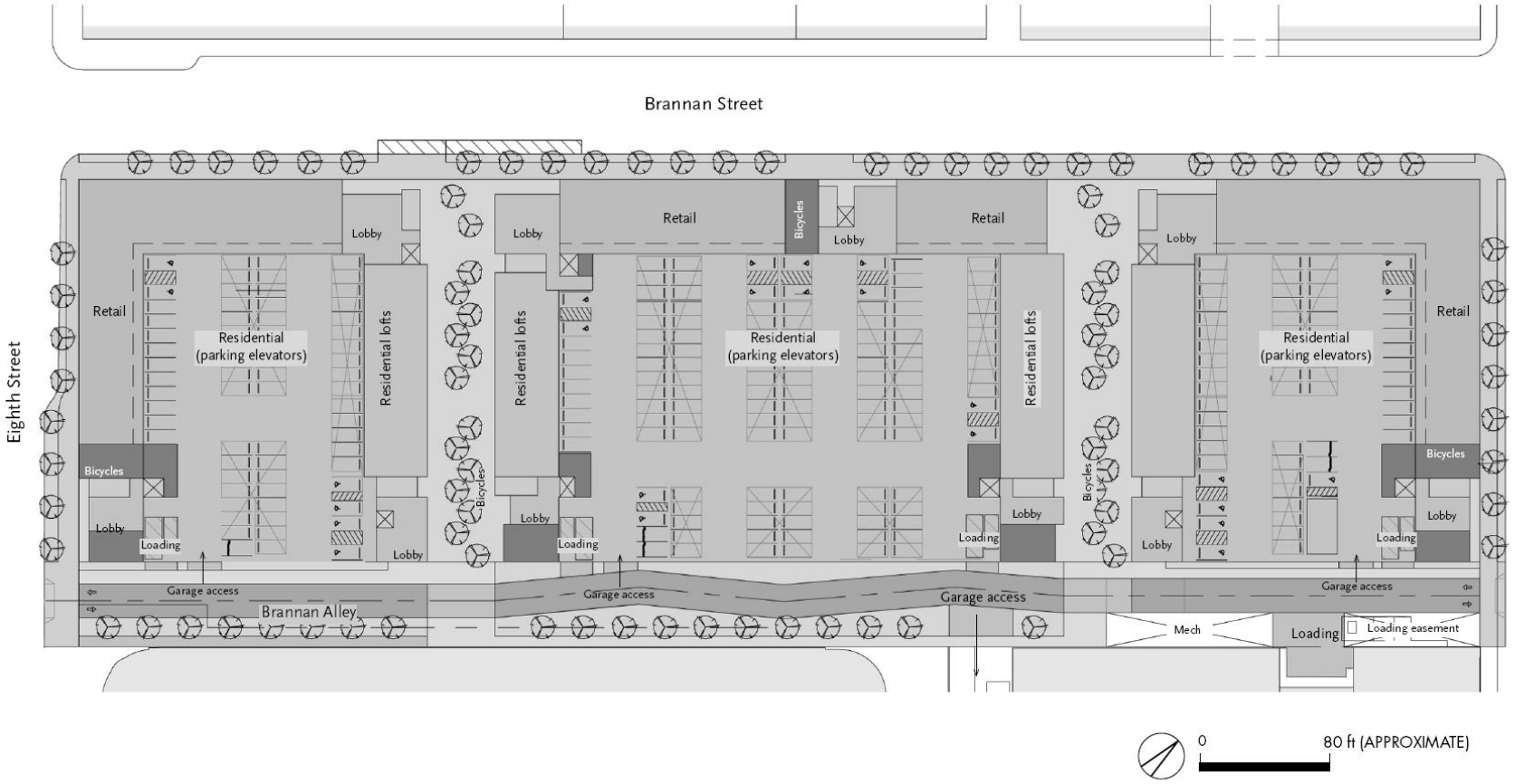
Proposed 801 Brannan Site Variant 1—Section Figure 17



Source: David Baker Architects

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Proposed 801 Brannan Site Variant 2—Ground Floor/Site Plan Figure 18

Source: David Baker Architects

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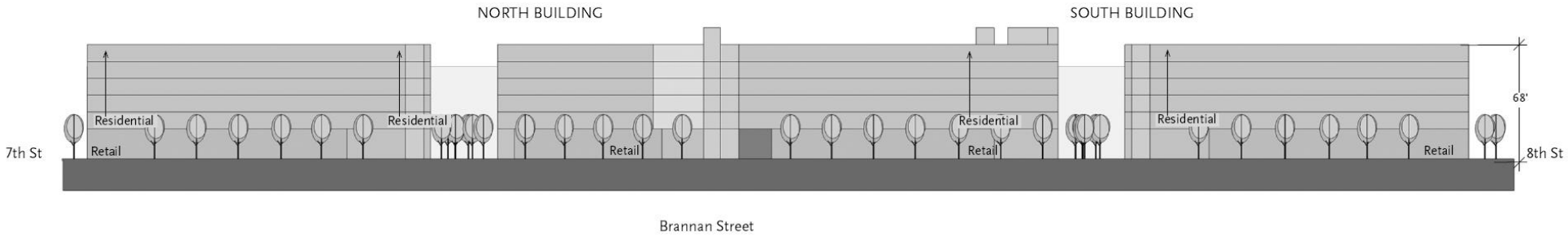
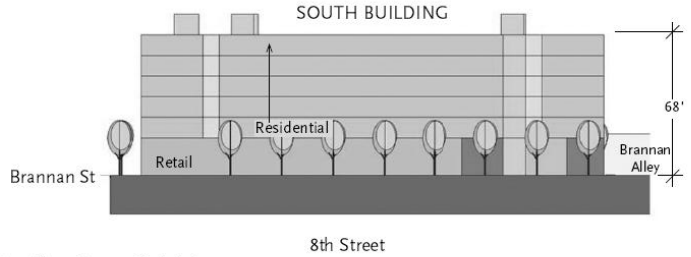
Proposed 801 Brannan Site Variant 2—Sample Upper Residential Floor Plan Figure 19



North Elevation—Brannan Street



West Elevation—Eighth Street

0 80 ft (APPROXIMATE)

Source: David Baker Architects

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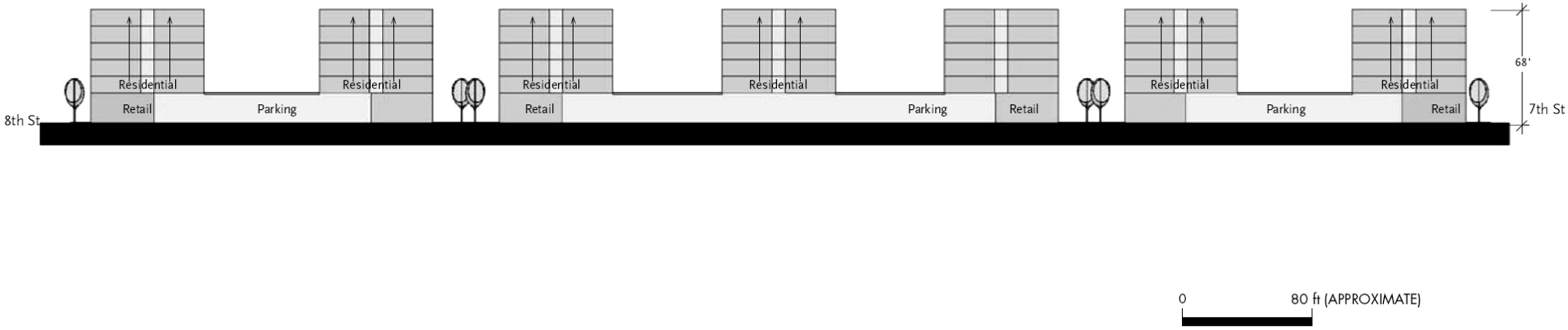
Proposed 801 Brannan Site Variant 2—Elevations Figure 20



Source: David Baker Architects

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Proposed 801 Brannan Site Variant 2—Section Figure 21

pedestrian mews (walkways) through the middle of the site. Residential units would face the surrounding streets and the central courtyard. Residential lobbies would be located on Eighth, Brannan, and Seventh Streets as well as from the mid-block passageway. Parking and loading access would be from the new Brannan Alley. The proposed demolition and construction would also involve the removal of the existing 11 trees and their replacement pursuant to the procedures required by the City's Urban Forestry Ordinance, as discussed in Section V.H.13. Biological Resources. Minor landscaping around the existing building would also be removed and new landscaping would be provided around the new buildings, in the passageway, in the courtyards, and along the new Brannan Alley. In addition, Variant 1 would include the planting of street trees in compliance with *Planning Code* Section 143.

Either variant would include the street improvement at the One Henry Adams site: raising the block on the west side of the project site approximately 30 inches at mid-block to elevate the street and all the infrastructure to match the existing ground-floor elevation of Two Henry Adams Street. Variant 1, including development at the One Henry Adams site unchanged from that of the proposed project, would include 1,187,934 square feet of development, with 809 dwelling units (including the 162 affordable units at the 801 Brannan site), 866 parking spaces, 231 bicycle spaces, nine off-street loading spaces, and 67,874 square feet of common open space. In comparison, the proposed project would include 1,149,094 square feet of development, 824 dwelling units (including 221 affordable units at 801 Brannan), 799 parking spaces, 245 bicycle spaces, nine off-street loading spaces, and 73,507 square feet of common open space.

Project Variant 2: Three Buildings and No Land Dedication

Under Variant 2, three separate buildings would be constructed at the 801 Brannan site. This variant would include 585 units, comprised of approximately 300 one-bedroom units, 265 two-bedroom units, and 20 loft units, about 31,777 square feet of retail space, 613 parking spaces, 162 bicycle spaces, six off-street loading spaces, and 47,506 square feet of common open space. There would be 165 affordable units located throughout both buildings at the 801 Brannan site that would meet the inclusionary affordable housing requirement under *Planning Code* Section 419 for both project sites.[34] As described under the proposed project, replacement parking spaces to fulfill existing easements and contracts for the benefit of neighboring properties at 600 and 690 Townsend Street would be distributed between the parking areas

[34] The inclusionary affordable housing requirement for Variant 2 would include the 60 BMR units to meet the off-site requirement for the One Henry Adams site to be provided at the 801 Brannan site, plus the 105 units required for the 801 Brannan site (585 units at the 801 Brannan site minus the 60 BMR units from the One Henry Adams site and 0.2 x 525 units) for a project total of 165 BMR units located at the 801 Brannan site under Variant 2.

for both buildings at the 801 Brannan site. As with the proposed project, the parking at the 801 Brannan site with Variant 2 would utilize lifts or stackers. A total of approximately 162 bicycle spaces would also be provided in the parking garage. With 820,468 square feet of development at the 801 Brannan site, Variant 2 would be three percent larger than the proposed project at the 801 Brannan site.

The three buildings would be separated by two publicly accessible midblock passageways. The project sponsor anticipates that all residential units would be rental units. However, as part of the project entitlements, the project sponsor would file subdivision maps to create condominium units, and each of the units would be a condominium unit. The retail space would be at ground level along the frontages of Eighth, Brannan, and Seventh Streets. Variant 2 at the 801 Brannan site would have approximately 47,506 square feet of common useable open space consisting of about 29,506 square feet of common usable open space in four landscaped, podium-level central courtyards and 18,000 square feet in two street-level, publicly accessible, landscaped north-south pedestrian mews (walkways) through the middle of the site. Residential units would face the surrounding streets and the central courtyard. Residential lobbies would be located on Eighth, Brannan, and Seventh Streets as well as the mid-block passageway. Parking and loading access would be from the new Brannan Alley. The proposed demolition and construction would also involve the removal of the existing 11 trees and their replacement pursuant to the procedures specified in the City's Urban Forestry Ordinance, as discussed in Section V.H.13. Biological Resources. Minor landscaping around the existing building would also be removed and new landscaping would be provided around the new buildings, in the passageways, in the courtyards, and along the new Brannan Alley. In addition, Variant 2 would include the planting of street trees in compliance with *Planning Code* Section 143.

Variant 2, including development at the One Henry Adams site unchanged from that of the proposed project, would consist of 1,170,391 square feet of development, 824 dwelling units (including the 165 affordable units at 801 Brannan), 841 parking spaces, 235 bicycle spaces, nine off-street loading spaces, and 69,316 square feet of common open space. In comparison, the proposed project would include 1,149,094 square feet of development, 824 dwelling units (including 221 affordable units), 799 parking spaces, 245 bicycle spaces, nine off-street loading spaces, and 73,507 square feet of common open space.

D. INTENDED USES OF THIS EIR

This project EIR evaluates the environmental effects of the proposed 801 Brannan and One Henry Adams Streets project. The purpose of the EIR is to provide the City, public agencies, and the public with

detailed information about the environmental effects of implementing the proposed project, or either variant; to examine and institute methods of mitigating adverse environmental impacts of the project, or either variant, should it be approved; and to consider alternatives to the proposed project, or either variant.

This Draft EIR will undergo a public comment period as noted on the cover of this report, including a public hearing before the Planning Commission on the Draft EIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Comments and Responses document (C&R) and the Final EIR presented to the Planning Commission for certification as to accuracy, objectivity, and completeness. This Draft EIR with the C&R will comprise the Final EIR. No approvals or permits may be issued before the Planning Commission certifies the Final EIR. The Planning Commission, Board of Supervisors and other decision-makers will use the certified Final EIR in connection with the anticipated discretionary approvals that the proposed development, or either of the project variants, would require as described below.

APPROVALS SUMMARY

Planning Commission

- **Large Project Authorization** under *Planning Code* Section 329, including exceptions to the rear yard, mass reduction, and street frontage requirements of the *Planning Code*.
    - The ***rear yard*** requirement of *Planning Code* Section 134(a)(1) states that the rear yard is to be located in the rear of the property and be equal to at least 25 percent of the lot depth. Each building of the proposed project would have an inner courtyard instead of the traditional "rear yard" in the back of the property.
    - The ***mass reduction*** requirement of *Planning Code* Section 270 states that buildings with street frontage greater than 200 feet in length must incorporate one or more mass reduction breaks, which are: (1) not less than 30 feet in width; (2) be not less than 60 feet in depth from the street-facing building façade; (3) extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and (4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. Under this *Code* requirement, horizontal mass breaks are required along: (a) Building 1's Eighth Street frontage because the building's frontage is 225 feet; and (b) Building 2's Brannan Street frontage because building's frontage is 340 feet A Section 329 exception is required along Eighth Street frontage because the mass reduction break is not the required 60 feet in depth from the street-facing building façade.
    - The ***street frontage*** provisions of Section 145.1 include the requirement that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure facing a street may be devoted to parking and loading ingress or egress. The project sponsor will request an exception to this requirement because the One

Henry Adams site is designed with a combined parking and loading ingress, which exceeds 20 feet in width. The project sponsor will also request exceptions from the requirements that space for active uses be provided within the first 25 feet of building depth on the ground from any façade facing a street at least 30 feet in width, and that off-street parking at street grade be set back at least 25 feet on the ground floor from any façade facing a street at least 30 feet in width in order to accommodate the proposed design of the parking garage.

- **A determination by the Planning Commission of consistency** with the *General Plan* and Priority Policies pursuant to Charter Section 4.105 and *Administrative Code* Section 2A.53 for various actions before the Planning Commission including the proposed land dedication and street improvements.
- Consideration of **Certification of the Final EIR** for this project.
- **Conditional use authorization for a 71 space non-accessory parking garage** at the One Henry Adams site to replace the 71 existing parking spaces that benefit Two Henry Adams and 101 Henry Adams, if the 71 replacement parking spaces are included in the final design of the One Henry Adams garage.

Board of Supervisors

- **Acceptance of Land Dedication**. If the project sponsor includes the land dedication alternative as part of its satisfaction of inclusionary housing requirements, the Board of Supervisors must first authorize the acceptance of the property pursuant to Section 23.4 of the *San Francisco Administrative Code*.

Department of Building Inspection

- **Demolition and Site Permits.**

Department of Public Works

- **Condominium map and related permits.** Approval by the San Francisco Department of Public Works of tentative subdivision maps for the creation of residential and commercial condominium units at the 801 Brannan site and the One Henry Adams site.
- **Street improvements.** Approval by the San Francisco Department of Public Works to raise the block of One Henry Adams Streets on the west side of the One Henry Adams site approximately 30 inches at mid-block to elevate the street and all the infrastructure to match the existing ground-floor elevation of Two Henry Adams Street, and approval of proposed curb cuts to the parking garage at the One Henry Adams site.
- **Tree removal permits.** Approval by the San Francisco Department of Public Works for the proposed removal of street trees and significant trees on the project sites.

San Francisco Public Utilities Commission

- **Stormwater Management Ordinance Compliance.** Approvals for meeting requirements of the Stormwater Management Ordinance and Stormwater Design Guidelines for projects with over

5,000 square feet of disturbed ground area. *(Wastewater Enterprise, Urban Watershed Management Program).*

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IV. PLANS AND POLICIES

For informational purposes, this chapter provides a summary of the relevant plans and policies of the City and County of San Francisco ("City") and the regional, State, and Federal agencies that have policy and regulatory jurisdiction over the Project Area. This chapter also assesses the proposed project's, or either variant's, potential for conflicts with these plans and policies. Project approvals and permits required to implement the Proposed Project, or either variant, under City, regional, State, and Federal statutes are discussed in Chapter III, Project Description, page 49. This chapter describes the inconsistencies of the proposed project and project variants, if any, with applicable plans and policies, including objectives and policies of the San Francisco *General Plan*. Where inconsistencies are identified that could result in physical effects on the environment, the reader is directed to analysis of those effects in Chapter V, Environmental Setting, Impacts, and Mitigation Measures.

A. SAN FRANCISCO PLANS AND POLICIES

Development of the 801 Brannan and One Henry Adams Streets project is subject to the plans, objectives, and policies of San Francisco, which include the *San Francisco Planning Code* (Zoning Ordinance), the *San Francisco General Plan*, the *San Francisco Bicycle Plan*, the *San Francisco Congestion Management Program*, the *Better Streets Plan*, the *Sustainability Plan for the City of San Francisco*, the *Climate Action Plan*, and other adopted City policies such as Proposition M (the Accountable Planning Initiative). These plans were reviewed. On balance,the proposed project, or either variant, would not be inconsistent with applicable plans and policies as discussed below.

SAN FRANCISCO GENERAL PLAN

The San Francisco *General Plan* contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that provide goals, policies, and objectives for the physical

development of the City. In addition, the *General Plan* includes area plans that outline goals and objectives for specific geographic planning areas, such as the *Showplace Square/Potrero Hill Area Plan*, an area plan within the *General Plan* which includes policies applicable to the project site.

A conflict between a proposed project and a *General Plan* policy does not, in itself, indicate a significant effect on the environment within the context of the California Environmental Quality Act (CEQA). Any physical environmental impacts that could result from such conflicts are analyzed in this EIR under the appropriate environmental topic area. In general, potential conflicts with the *General Plan* are considered by the decisions-makers independently of the environmental review process. Thus, in addition to considering inconsistencies that affect environmental issues, the decision-makers will consider other potential inconsistencies with the *General Plan* as part of the decision to approve or disapprove a proposed project. Any potential conflict not identified in this environmental document would be considered in that context and would not alter the physical environmental effects of the proposed project, or either variant, that are analyzed in this EIR.

Showplace Square/Potrero Area Plan

The project sites are within the *Showplace Square/Potrero Hill Area Plan (Area Plan).* This *Area Plan* is one of the new area plans of the *General Plan* created by the Eastern Neighborhoods (EN) Community Planning Program. The EN Program's goal was developing new zoning controls for the industrial portions of these neighborhoods. Overall, the three key components of the EN area plans are to (1) build complete, vibrant, and livable neighborhoods, (2) balance the use of land through the creation of four main land use districts (residential, PDR (Production, Distribution, and Repair), mixed-use, and special use, and (3) secure public benefits with a focus on affordable housing.

Showplace Square is an interior design center located within an older light industrial area that is in transition to mixed use. Potrero Hill is a residential neighborhood served by two small neighborhood commercial areas. The *Area Plan* identifies activities that are important to protect or encourage, and the neighborhood pattern that is important to develop. The *Area Plan* has four land use goals:

- Build on the existing character of Showplace Square/Potrero Hill and stabilize it as a place for living and working.
- Retain Showplace Square's role as an important location for PDR activities.
- Strengthen and expand Showplace Square/Potrero Hill as a residential, mixed-use neighborhood.
- Ensure the provision of a comprehensive package of public benefits as part of rezoning.

The land use pattern needed to achieve the resulting vision includes five components: (1) increasing opportunities for new housing development, particularly affordable housing; (2) retaining space for production, distribution and repair (PDR) activities (particularly designer showroom uses); (3) protecting established residential areas; (4) maintaining vibrant neighborhood commercial areas on Potrero Hill, such as those around Eighteenth and Twentieth Streets; and (5) allowing for new neighborhood-serving businesses at the base of Potrero Hill near Jackson Playground, particularly along Seventeenth Street. Where and how these activities occur is critical to ensuring that land use change contributes positively to the vitality of both the Showplace Square/Potrero Hill neighborhood and the City as a good places to live and work. The *Area Plan* addresses the potential conflict between preserving PDR on the one hand and increasing housing on the other by prescribing different subareas of the plan where each of these goals predominates or is mediated in a prescribed manner. The proposed project would demolish PDR space without replacement in Showplace Square. However, the *Area Plan* specifically identifies the area near Eighth and Brannan Streets as a location for housing development. The proposed project, or either variant, would support the *Area Plan*'s goal to strengthen and expand that part of Showplace Square to allow mixed income residential development. In this case, and as discussed further below, the proposed project would meet the *Area Plan*'s goals for housing development, including affordable housing.

As part of the EN process, portions of Showplace Square were rezoned to achieve its goals. In general, the Plan's new zoning includes the following land use controls:

- Residential use as a principally permitted use;
- Dwelling unit density limited by building envelope controls and unit mix requirements, not a prescribed maximum density;
- Retail uses encouraged on the ground floor;
- Zero residential off-street parking spaces required with a maximum of 0.75 spaces per one-bedroom unit and 1.0 space per two-bedroom-or-larger unit;
- Parking "unbundled" from the rental or sale of residential units; and
- Building heights not to exceed 68 feet.

In particular, the *Area Plan* designates the project sites as within an Urban Mixed Use (UMU) district with a 68-foot height limit.

The proposed 801 Brannan and One Henry Adam Streets project, or either of its variants, would generally conform to the objectives and policies of the *Area Plan*. The proposed project would be consistent with Land Use Objectives 1.1 and 1.2 of the *Area Plan* by intensifying housing and increasing the mixed-use character of the neighborhood. The proposed project, or either variant, would meet Objective 1.6

regarding indoor air quality by the inclusion of an air filtration system as described in Mitigation Measure M-AQ-8, page 284. Through conformance with the City's Inclusionary Housing Ordinance and the provision of affordable units (221 BMR units under the proposed project, 162 with Variant 1, and 165 with Variant 2), the proposed project, or either variant, would generally conform to Housing Objectives 2.1 (affordable housing) and 2.3 (family units). The design of the proposed project, or either variant, would conform to Built Form Objectives 3.1 and 3.2 by employing building designs compatible with existing Showplace Square buildings, by constructing residential, mixed use buildings, and by strengthening the physical fabric and character of the site and area through the support of walking and a safe public realm.

The proposed project's, or either variant's, open space would conform to Open Space Objective 5.2 for provision of high quality private open space. The proposed project would provide landscaped and designed open space, both publicly accessible open space, primarily the ground-floor passageways, and common open space, primarily in large interior second-floor courtyards, in excess of *Planning Code* requirements by approximately 33 percent (Variant 1: 18 percent; Variant 2: 24 percent).[35] In addition, in response to Open Space Objective 5.2, the Eastern Neighborhoods rezoning revised the *Planning Code* to increase the amount of open space required in new development, and the required open space for the proposed project is based on the new, higher requirements, which the proposed project exceeds.

The proposed project, or either variant, would not substantially affect existing on-site historical resources because none of the buildings are considered significant historical resources. However, the proposed project's, or either variant's, urban design may adversely affect existing off-site historical resources. This issue and the associated mitigation measure to require review by preservation staff would be consistent with *Area Plan* Policy 8.3.2, which stipulates a more efficient and transparent evaluation of project proposals which involve historical resources, to minimize impacts to historical resources per the *CEQA Guidelines*.

Relevant land use objectives and policies of the *Showplace Square/Potrero Hill Area Plan* include the following.

> **Encourage Residential Neighborhood Development:**
>
> **Objective 1.1:** Encourage the transition of portions of Showplace/Potrero to a more mixed use and neighborhood-serving character, while protecting the core of design-related PDR uses.

[35] Based on the *Planning Code* requirements of Section 135B, 54 square feet per unit for publicly accessible open space, 80 square feet per unit of commonly accessible open space.

- ***Policy 1.1.1:*** Revise land use controls in the core design and showroom area to protect and promote PDR activities, as well as the arts, by prohibiting construction of new housing and limiting the amount of office and retail uses that can be introduced.
- ***Policy 1.1.2:*** In the northern part of Showplace Square (around Eighth and Brannan, east of the freeway and along Sixteenth and Seventeenth Streets) revise land use controls to create new mixed use areas, allowing mixed-income housing as a principal use, as well as limited amounts of retail, office, and research and development uses, while protecting against the wholesale displacement of PDR uses.
- ***Policy 1.1.3:*** Allow for active ground floor uses and a more neighborhood commercial character in newly designated mixed-use areas within Showplace Square.
- ***Policy 1.1.4:*** Permit and encourage greater retail use on the ground floor on parcels that front Sixteenth Street to take advantage of transit service and encourage more mixed uses, while protecting against the wholesale displacement of PDR uses. These areas are too large to support an absolute requirement of ground floor retail in all new development, but neighborhood-serving retail should be permitted and encouraged where there is market support for it. Retail use sizes should generally be kept small to foster a neighborhood scale.
- ***Policy 1.1.5:*** While continuing to protect traditional PDR functions that need large, inexpensive spaces to operate, also recognize that the nature of PDR businesses is evolving gradually so that their production and distribution activities are becoming more integrated physically with their research, design and administrative functions.

Objective 1.2: In areas of Showplace/Potrero where housing and mixed use is encouraged, maximize development potential in keeping with neighborhood character.

- ***Policy 1.2.3:*** Identify parts of Showplace Square where it would be appropriate to increase maximum heights for residential development.

Retain PDR:

Objective 1.7: Retain the role of Showplace Square as an important location for PDR activities, focusing in particular on design-related activities.

- ***Policy 1.7.1:*** In areas designated for PDR, protect the stock of existing buildings used by, or appropriate for, PDR businesses by restricting conversions of industrial buildings to other building types and discouraging the demolition of sound PDR buildings.
- ***Policy 1.7.2:*** Ensure that any future rezoning of areas within PDR districts is proposed within the context of periodic evaluation of the city's needs for PDR space or in the context of the redevelopment of nearby public housing in conjunction with the HopeSF program.

The *Area Plan*'s Generalized Zoning Districts identify subareas within the plan area that have different goals, objectives, and policies.[36] For instance, the northern plan area is designated for housing and mixed-use development, while the core area of the Showplace Square Design District is slated for protecting and enhancing an important concentration of existing design-oriented PDR by limiting retail and office development and prohibiting residential development. In contrast, the Sixteenth-Seventeenth Street Corridor would retain existing PDR, but allow new housing development in the creation of a new type of

[36] *Showplace Square/Potrero Hill Area Plan*, Generalized Zoning Districts, p 13.

mixed-use PDR-Residential neighborhood. While the proposed project, or either variant, would result in the loss of PDR space and would be inconsistent with policies to support PDR retention, the project sites are zoned as Urban Mixed Use (UMU). The UMU land use zoning applicable to the proposed project sites does not require retention of existing PDR uses nor their replacement, and encourages intensive residential development with ground-floor retail. The proposed project, or either variant, would be consistent with the UMU district controls and the 68-foot height limit. Therefore, it would on balance be consistent with the *Area Plan*'s land use-related objectives and policies even with the loss of PDR. Therefore, the proposed project, or either variant, does not appear to be obviously or substantially inconsistent with the *Showplace Square/Potrero Area Plan*.

Although the proposed project is consistent with the objectives and policies of the *Area Plan*, the EIR on the Eastern Neighborhood Plan indicated that the amount of PDR land supply created would not meet the City's future need for PDR land, and therefore the Plan would have a significant and unavoidable cumulative PDR land supply impact. The proposed project would contribute to this cumulative impact because it would demolish and not replace some existing PDR uses as discussed in subchapter V.A, Land Use, page 87.

Showplace Square Open Space Plan

The *Area Plan* went into effect on January 19, 2009. Subsequently, the Showplace Square Open Space Plan was developed through a community planning process and identified a range of preliminary opportunity sites. Seven proposals and preliminary designs for open space have been developed and are described in the Showplace Square Open Space Plan.[37] Design proposals include the Jackson Playground Addition, Arkansas Street and Carolina Street right-of-way, conceptual plans for Wisconsin Street right-of-way, Hooper Street, Daggett Street, "Norcal Triangle" Site 16, Townsend Circle Improvements, and the "Wolfe's Café" site. The proposed project would not conflict with the proposals in the Showplace Square Open Space Plan.

PLANNING CODE (ZONING)

The *San Francisco Planning Code* (*Code* or *Planning Code*), which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either

[37] San Francisco Planning Department, *Showplace Square Open Space Plan*, June 2010, available online at http://www.sf-planning.org/ftp/files/Citywide/Showplace_Square_Open_Space_Plan_June_30_2010.pdf, accessed on May 18, 2011.

the proposed project conforms to the *Code*, or an exception is granted pursuant to the provisions of the *Code*.

Both project sites are located in a 68-X Height and Bulk district and an UMU Land Use district, where mixed use residential and commercial development such as that proposed by the project, or either variant, would be permitted.

As stated, the project sites are located within a 68-X height and bulk district (68-foot height limit, no bulk controls). Surrounding blocks are in the 40-X, 45-X, 48-X, 50-X, 58-X, 65-X, 68-X, and 105-X height and bulk districts. The UMU district has bulk limits as follows: (1) horizontal mass reduction Section 270.1 and (2) required mid-block alleys Section 270.2. The proposed project, including either variant, with building heights of 68 feet, would conform to the *Planning Code* height limit. Under *Planning Code* Section 124, the allowable basic floor area ratio for the sites is 5.0 to 1 for non-residential uses. The current FAR in total for the two sites is approximately 0.56 to 1. The FAR at the 801 Brannan site is 0.6:1, and at the One Henry Adams site is 0.41:1.

Section 329 of the *Planning Code* allows for exceptions under a Large Project Authorization when projects meeting certain criteria are proposed within any of the four *Eastern Neighborhoods Area Plans* of the *General Plan* (Showplace Square/Potrero, Mission, Central Waterfront, and East SOMA). Exceptions for the proposed project, or either of its variants, would be sought for the rear yard requirement in *Planning Code* Section 134(a)(1), the mass reduction requirement in Section 270, and street frontage requirement in Section 145.5. These are discussed below pursuant to the provisions of the *Planning Code* and therefore, the proposed project, or either variant, would be consistent with the *Code*.

The proposed project buildings, and those of either variant, would not comply with the rear yard requirement in *Planning Code* Section 134(a)(1). The *Planning Code* requires that the rear yard be located in the rear of the property and be equal to at least 25 percent of the lot depth. Instead of the traditional rear yard in the back of the property, the proposed project, or either variant, would include five common usable open space interior courtyards on the podium deck at each site.

The building on the westernmost portion of the 801 Brannan site under the proposed project, or either variant, would not comply with *Planning Code* Section 270, which states that buildings with street frontage greater than 200 feet in length must incorporate one or more mass reduction breaks, which are: (1) not be less than 30 feet in width; (2) be not less than 60 feet in depth from the street-facing building façade; (3) extend up to the sky from a level not higher than 25 feet above grade or the third story,

whichever is lower; or (4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. Under this *Code* requirement, horizontal mass breaks are required along Building 1's Eighth Street frontage because the building's frontage is 225 feet, and along Building 2's Brannan Street frontage because the building's frontage is 340 feet. A Section 329 exception would be required for Building 1 because the mass reduction break provided is not the required 60 feet in depth from the street-facing building façade.

The street frontage provisions of Section 145.1 include the requirement that no more than one-third of the width or 20 feet, whichever is less, of any given street frontage of a new or altered structure facing a street may be devoted to parking and loading ingress or egress. The project sponsor would request an exception to this requirement because development at the One Henry Adams site is designed with a combined parking and loading ingress, which exceeds 20 feet in width. The project sponsor will also request exceptions from the requirements that space for active uses be provided within the first 25 feet of building depth on the ground from any façade facing a street at least 30 feet in width, and that off-street parking at street grade be set back at least 25 feet on the ground floor from any façade facing a street at least 30 feet in width in order to accommodate the proposed design of the parking garage.

Seventy-two parking spaces are currently provided at the 801 Brannan site for the benefit of the office building at 690 Townsend pursuant to an easement agreement, dated December 29, 1988. Furthermore, there is a Notice of Special Restrictions recorded against the property, reserving these 72 spaces in perpetuity. In addition, 23 parking spaces are currently provided at the 801 Brannan site for the benefit of the office building at 600 Townsend pursuant to an easement agreement, dated April 3, 1996. The property at One Henry Adams currently provides 71 parking spaces for the benefit of Two Henry Adams and 101 Henry Adams Street pursuant to a parking license agreement, dated February 16, 2006. The project sponsor intends to uphold its legal obligations under these existing easements and agreements by providing one-for-one replacement parking in the new parking garages that would be constructed at the 801 Brannan site and One Henry Adams site.

The proposed project, or either variant, would comply with the UMU District's off-street parking requirements, which do not require off-street parking for any use and which limit the amount of accessory off-street parking that may be provided. The maximum amount of parking permitted under the *Planning Code* for the proposed project would be 832 spaces at both sites (712 residential spaces and 120 retail spaces), excepting car share spaces and replacement parking spaces.

The proposed project would provide 624 off-street parking spaces accessory to the proposed project (590 residential spaces and 34 commercial spaces), plus 9 car share spaces and 166 replacement parking spaces for a total of 799 spaces, which would be less than maximum amount permitted by the *Planning Code*.

Under the proposed project, the 801 Brannan site would provide 470 accessory off-street parking spaces (436 residential spaces, 34 commercial spaces) plus 6 car share spaces. In addition, the 801 Brannan site would include 95 replacement parking spaces to meet existing easement and contractual agreements with neighboring properties, 72 of which (for the benefit of 690 Townsend Street) would not count against allowable parking limits.[38] Thus, the 801 Brannan site would provide a total 571 spaces, including the 95 replacement parking spaces and the car share spaces, while up to 589 spaces are permitted under the *Planning Code.*

Under the proposed project, or either variant, the One Henry Adams site would provide 154 accessory off-street parking spaces (all residential) plus three car share spaces. The One Henry Adams site would also include 71 replacement parking spaces that would require conditional use authorization from the Planning Commission as a non-accessory parking garage to replace those spaces currently existing for the benefit of Two Henry Adams Street and 101 Henry Adams Street. Thus, One Henry Adams would provide a total of 228 spaces, including the 71 replacement parking spaces and car share spaces, while up to 243 parking spaces are permitted under the *Planning Code*

Variant 1 and Variant 2 would also comply with the *Planning Code's* off-street parking controls. The maximum amount of off-street accessory parking permitted under the *Planning Code* for Variant 1 would be 837 spaces at both sites (699 residential spaces and 138 retail spaces), while the maximum amount of off-street accessory parking permitted under the *Planning Code* for Variant *2* would be 835 spaces at both sites (709 residential spaces and 126 retail spaces). Variants 1 and 2 would provide 691 and 667 parking spaces, respectively (plus nine and eight car share spaces, respectively, and 166 replacement parking spaces would be provided under each variant, for a total of 866 spaces for Variant 1 and 841 spaces for Variant 2). An exception from the *Planning Code* is not required for parking spaces under the proposed project or either project variant. Since development at the One Henry Adams site would be the same as

[38] At the 801 Brannan site, 72 spaces are permitted as "replacement parking" under the 690 Townsend approval (Planning Commission Motion 11369; File No. 88.231D). An additional 23 spaces (for a total of 95 replacement spaces) would be allowed as "replacement parking" or obligations to the 600 Townsend property under the recorded April 3, 1996 Amended and Restated Grant of Easements (also permitted under the *Planning Code* for new commercial uses up to 45 spaces, Section 153); however, these 23 spaces would count against the parking maximums at 801 Brannan. The 71 replacement spaces at the One Henry Adams site could be provided as a non-accessory parking garage pursuant to a conditional use authorization under Section 157.1.

the proposed project under either variant, conditional use authorization for the 71 replacement parking spaces would be required under either variant.

Priority Policies – Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (discussed in Section V.A, Land Use); (3) preservation and enhancement of affordable housing (4) discouragement of commuter automobiles (discussed in Section V.D., Transportation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness (7) landmark and historic building preservation (discussed in section Section V.C. Cultural and Paleontological Resources); and (8) protection of open space. The Priority Policies, which provide general policies and objectives to guide certain land use decisions, contain some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. Prior to issuing a permit for any project that requires an Initial Study under CEQA. Prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. In evaluating *General Plan* consistency of the project and reviewing the building permit application for the proposed project, the Planning Commission and/or Planning Department would make the necessary findings of consistency with the Priority Policies.

The proposed project, or either variant, would develop a residential project with ground-floor retail in Showplace Square. The proposed project, or either variant, would comply with the *Planning Code* requirements, with certain exceptions regarding rear yard, massing, and street frontages being sought as permitted pursuant to *Planning Code* Section 329, along with conditional use authorization for the 71 replacement parking spaces at the One Henry Adams site. The proposed project, or either variant, would be generally consistent with *General Plan* objectives and policies applicable to the project and its proposed location. The staff report for the Planning Commission will analyze the project's, or either variant's, consistency with *General Plan* policies and zoning, and will discuss in detail any exceptions requested or modifications required.

OTHER PLANS

Environmental plans and policies directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. As discussed below, the proposed project, or either variant, would not obviously or substantially conflict with any such adopted environmental plan or policy.

The Sustainability Plan

In 1993, the San Francisco Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a plan for San Francisco's long-term environmental sustainability. The notion of sustainability is based on the United Nations definition that "a sustainable society meets the needs of the present without sacrificing the ability of future generations and non-human forms of life to meet their own needs." The *Sustainability Plan for the City of San Francisco* was a result of community collaboration with the intent of establishing sustainable development as a fundamental goal of municipal public policy.

The *Sustainability Pla*n is divided into 15 topic areas, 10 that address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Additionally, the *Sustainability Plan* contains indicators designed to create a base of objective information on local conditions and to illustrate trends toward or away from sustainability. Although the *Sustainability Plan* became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the Plan. The *Sustainability Plan* serves as a blueprint, with many of its individual proposals requiring further development and public comment.

The Climate Action Plan

In February 2002, the San Francisco Board of Supervisors passed the *Greenhouse Gas Emissions Reduction Resolution* (Number 158-02) committing the City and County of San Francisco to a GHG emissions reductions goal of 20 percent below 1990 levels by the year 2012. The resolution also directs the San Francisco Department of the Environment, the San Francisco Public Utilities Commission, and other appropriate City agencies to complete and coordinate an analysis and planning of a local action plan targeting GHG emission reduction activities. In September 2004, the Department of the Environment and

the Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*. The *Climate Action Plan* examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco from recent scientific reports; presents estimates of San Francisco's baseline GHG emissions inventory and reduction targets; describes recommended emissions reduction actions in the key target sectors—transportation, energy efficiency, renewable energy, and solid waste management—to meet stated goals by 2012; and presents next steps required over the near term to implement the Plan. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions are now in progress.

The *Climate Action Plan* cites an array of potential environmental impacts to San Francisco from climate change, including rising sea levels which could threaten coastal wetlands, infrastructure, and property; increased storm activity that could increase beach erosion and cliff undercutting; warmer temperatures that could result in more frequent El Niño storms causing more rain than snow in the Sierra, reducing snow pack that is an important source of the region's water supply; decreased summer runoff and warming ocean temperatures that could affect salinity, water circulation, and nutrients in the Bay, potentially altering Bay ecosystems; as well as other possible effects to food supply and the viability of the state's agricultural system; possible public health effects related to degraded air quality and changes in disease vectors; as well as other social and economic impacts.

The Plan presents estimates of San Francisco's baseline GHG emissions inventory and reduction targets. It states that burning fossil fuels in vehicles and for energy use in buildings and facilities are the major contributors to San Francisco's GHG emissions. The *Climate Action Plan* seeks to reduce annual carbon dioxide emissions, by 2012, by 20 percent from 1990 emissions levels. Reduction strategies include targeting emission reductions from burning fossil fuels in cars, power plants, and commercial buildings, developing renewable energy technologies like solar, wind, fuel cells and tidal power, and expanding residential and commercial recycling programs. According to the Plan, achieving these goals will require the cooperation of a number of different city agencies. An analysis of the proposed project's or either variant's effects on global warming and GHGs is presented in Section V.G. Greenhouse Gas Emissions.

Draft Western SoMa Community Plan

Neither project site is located within the boundaries of the Western SoMa Community Plan (West SoMa Plan) which is currently in draft form, but the 801 Brannan site is adjacent to the proposed Plan area across Seventh Street at Brannan Street. The One Henry Adams site is located about one block from the Plan boundary at Seventh and Townsend Streets. The Plan area is irregularly shaped and consists of two connected areas: one generally referred to as "north of Harrison Street," roughly bounded by Thirteenth Street to the east, Bryant Street to the south, Seventh Street to the west, and Minna Street (an alleyway between Mission and Howard Streets) to the north, and the second area, generally referred to as "south of Harrison Street," roughly bounded by Townsend Street to the south, Fourth Street to the east, Harrison Street to the north and Seventh Street to the west. The Western SoMa Community Plan would amend the Western SoMa Special Use District (SUD) and would implement new planning policies and controls for land use, urban form, building height and design, the street network, and open space. In general, the goal of the Western SoMa Community Plan is to maintain the mixed-use character of the Plan area and preserve existing housing, while encouraging new residential and resident-serving uses (including affordable housing) within the proposed Residential Enclave Districts north of Harrison Street. Larger parcels south of Harrison Street would be targeted for local- and region-serving commercial uses. The West SoMa Plan is in draft form and is currently undergoing environmental review.

The key planning principles which guide the land use policies in the draft Plan are:

- Mitigate to the fullest extent possible neighborhood impacts resulting from new development.
- Stabilize the neighborhood against speculative land use proposals and developments.
- Promote safety in all areas of the public realm (e.g., streets, sidewalks, parks, etc.).
- Maintain and encourage the existing community cultural diversity.
- Proposed new land use development shall primarily serve the needs of existing residents and businesses. Citywide and regional needs are subordinate to existing local needs.
- Maintain and promote diversity (e.g., day/night, living/working, spectrum of uses, etc.) of neighborhood land uses.
- Provide clear and simple community planning policies and zoning recommendations.
- Generally maintain the existing scale and density of the neighborhood.
- Promote environmental sensitivity in new development projects.
- Encourage nurturing characteristics and maximize opportunities for seniors, families, youth and children.
- Develop and maintain local accountability and monitoring mechanisms.
- Provide periodic reassessment of the community plan.
- Maximize general environmental quality and health.

In general, the proposed project, or either variant, would not obviously conflict with future implementation of the West SoMa Plan. The proposed project, or either variant, would result in a mixed-use development with housing and retail space just outside of the draft Plan area boundaries. The proposed project, or either variant, would not change the basic urban fabric of the vicinity and would increase the area's supply of housing without disrupting the street and block patterns that characterize the adjacent Western SoMa neighborhood and its environs. While the proposed project, or either variant, would increase the density at the project sites, it would improve the pedestrian and public realm in the project vicinity. Under the proposed project, or either variant, Brannan Alley would be created at the 801 Brannan site pursuant to the Better Streets Plan. Publicly accessible mid-block passages would be included at the 801 Brannan site to connect Brannan Street with Brannan Alley. In addition, development at the One Henry Adams site would include the provision of sidewalks where none currently exist as well as other street improvements.

San Francisco Bicycle Plan

In August 2009, the Board of Supervisors approved the San Francisco Bicycle Plan. The Bicycle Plan includes a citywide bicycle transportation plan including the implementation of specific bicycle improvements identified within the Plan. The Bicycle Plan includes objectives and identifies policy changes that would enhance the City's bike-ability. It also describes the existing bicycle route network (a series of interconnected streets in which bicycling is encouraged), and identifies gaps within the citywide bicycle route network that require improvement. The Bicycle Plan updates the 1997 San Francisco Bicycle Plan. The Final Environmental Impact Report for the Bicycle Plan assessed a total of 60 short-term and 24 long-term bicycle improvement projects. In the vicinity of the project site, the Bicycle Plan EIR evaluated two projects: Project 2-6 for new bicycle lanes on Division Street between Ninth and Eleventh Streets, and Project 2-16 for new bicycle lanes on Townsend Street between Eighth Street and The Embarcadero. These specific improvements were approved by the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors in June 2009 and have been implemented.

Better Streets Plan

The City's Better Streets Plan was adopted in December 2010.[39] The Plan creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. The Better Streets Plan process brings together staff of multiple

[39] San Francisco. 2010. Better Streets San Francisco Web site. Available online at http://www.sfplanning.org/ftp/BetterStreets/index.htm, accessed April 28,2011.

City agencies to comprehensively plan for streets. The Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used as public space. The Plan reflects the understanding that the pedestrian environment is about much more than just transportation—that streets serve a multitude of social, recreational and ecological needs that must be considered when deciding on the most appropriate design.

The proposed project, or either variant, would include creation of Brannan Alley, a publicly accessible, two-way alley along the south side of the 801 Brannan site between Seventh and Eighth Streets, which will conform to design guidelines and recommendations of the Better Streets Plan.

Transit First Policy

The City of San Francisco's Transit First policy, adopted by the Board of Supervisors in 1973, was developed in response to the damaging impacts over previous decades of freeways on the City's urban character. The policy is aimed at restoring balance to a transportation system long dominated by the automobile, and improving overall mobility for residents and visitors whose reliance chiefly on the automobile would result in severe transportation deficiencies. It encourages multi-modalism, the use of transit and other alternatives to the single-occupant vehicle as modes of transportation, and gives priority to the maintenance and expansion of the local transit system and the improvement of regional transit coordination.

The following ten principles constitute the City's Transit First policy:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.
3. Decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce and improve public health and safety.
4. Transit policy improvements, such as designated transit lanes and streets and improved signalization, shall be made to expedite the movement of public transit vehicles (including taxis and vanpools) and to improve public safety.
5. Pedestrian areas shall be enhanced wherever possible to improve the safety and comfort of pedestrians and to encourage travel by foot.
6. Bicycling shall be promoted by encouraging safe streets for riding, convenient access to transit, bicycle lanes, and secure bicycle parking.

7. Parking policies for areas well served by public transit shall be designed to encourage travel by public transit and alternative transportation.
8. New transportation investment should be allocated to meet the demand for public transit generated by new public and private commercial and residential developments.
9. The ability of the City and County of San Francisco to reduce traffic congestion depends on the adequacy of regional public transportation. The City and County shall promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.
10. The City and County shall encourage innovative solutions to meet public transportation needs wherever possible and where the provision of such service will not adversely affect the service provided by the Municipal Railway. (Added November 1999.)

The proposed project, or either variant, would result in infill development in an existing urban area, encouraging use of transit and alternative transportation modes, and would also increase proximity of jobs to housing within the City. These factors would be expected to help minimize single-person auto travel in the future, which would be consistent with the intent of the Transit First Policy.

B. REGIONAL PLANS AND POLICIES

Regional environmental plans and policies that influence or regulate some individual projects or cumulative development in the Bay Area that could be relevant to the project sites more generally include (1) the Metropolitan Transportation Commission's (MTC) *Regional Transportation Plan (RTP)—Transportation 2030*; (2) the Bay Area Air Quality Management District's (BAAQMD) *2010 Clean Air Plan* and *Bay Area 2005 Ozone Strategy*; (3) the Association of Bay Area Governments' (ABAG) *2007-2014 Resource Housing Needs Allocations, A Land Use Policy Framework,* and *Projections 2009*; (4) the Regional Water Quality Control Board's (RWQCB) *San Francisco Basin Plan*; and (5) the San Francisco Bay Conservation and Development Commission's (BCDC) *San Francisco Bay Plan*. The proposed project, or either variant, would not obviously or substantially conflict with any of these regional plans or policies.

V. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

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An Application for Environmental Evaluation for the 801 Brannan and One Henry Adams Streets project was filed on June 19, 2000. The San Francisco Planning Department prepared an Initial Study and determined that an Environmental Impact Report (EIR) was required for the project, as described in its Notice of Preparation of an EIR and Initial Study (NOP/IS) dated November 15, 2003 and attached as Appendix A. The Initial Study (IS) determined that physical environmental effects related to land use (except for cumulative Production, Distribution, and Repair (PDR) land supply), population, noise, shadow, wind, utilities/public services, biology, geology/topography, water, energy/natural resources, hazards, and cultural resources would not be considered significant or would be reduced to a less-than-significant level by identified mitigation measures, and hence, require no further assessment in the EIR.

Since publication of the Initial Study in 2003, and NOP (Appendix A) on November 13, 2003, the Planning Department revised their CEQA Initial Study Checklist. On May 23, 2006, the Board of Supervisors adopted Ordinance 116-06, directing the City to use a CEQA Initial Study Checklist based on Appendix G of the state *CEQA Guidelines*. Accordingly, the Planning Department adopted a new Initial Study Checklist, consistent with Appendix G, but which also incorporates additional questions specific to the urban environment of San Francisco. In addition, on March 18, 2010, in response to the State Governor's Office of Planning and Research (OPR) changes to the *CEQA Guidelines*, the Planning Department updated its Initial Study Checklist again. Both updates resulted in the inclusion of some questions not included in the Initial Study prepared for the proposed project and published on November 13, 2003 (Appendix A).

Since the 2003 publication of the Initial Study, the Board of Supervisors has approved a series of amendments to the Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), with the intent of reducing fugitive dust generated during site preparation, demolition and construction work in order to protect the health of the general

public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the DBI, which effectively codifies the measures included in Initial Study Mitigation Measure 2 (Construction Air Quality). Therefore it is no longer necessary to identify this mitigation measure for the proposed project or either variant, because it is required by law for all projects, and the proposed project's, or either variant's, effects on construction air quality would remain less than significant.

Other updates have been added due to requirements related to environmental topics that have been implemented since 2003 and/or revised mitigation measures. For instance, new City requirements include the Urban Forestry Ordinance (2006) and the Stormwater Management Ordinance (2010). The Urban Forestry Ordinance was enacted to protect trees within the City. This ordinance defines which trees are protected and describes the procedures, including when permits are needed, for tree removal and replacement. The Stormwater Management Ordinance was enacted to require that development resulting in ground disturbance of 5,000 square feet or more incorporate on-site stormwater control measures through the incorporation of elements described in the City's Stormwater Design Guidelines (SDGs). Mitigation Measure 1: Noise (Pile Driving), from the Initial Study has been superseded by Mitigation Measure F-1 from the Eastern Neighborhoods EIR, which is different from, but similar to, the noise (pile driving) mitigation measure identified in the Initial Study for the proposed project. The new noise (pile driving) mitigation measure, as identified in Summary Table S-3, page S-64, would apply to the proposed project, or either variant, and would reduce the impact related to noise (pile driving) to a less-than-significant level with mitigation for the proposed project, or either variant.

The Initial Study found project-specific effects and/or cumulative impacts that relate to aesthetics, transportation, and air quality to be potentially significant, and they are analyzed in this EIR. The EIR also analyzes construction and operational impacts, where relevant. For example, construction traffic effects are discussed in Section V.D., below. In addition, this EIR includes analysis of cumulative PDR land supply impacts, which the Eastern Neighborhoods (EN) EIR found to be a significant and unavoidable impact related to the proposed rezoning within the EN in August 2008.[40] The EIR also assesses Cultural and Paleontological Resources, Noise, and Greenhouse Gas Emissions in Sections V.C., V.E., and V.G., respectively. Cumulative impacts are analyzed for each topic.

[40] San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400.

A. LAND USE

The Initial Study for the proposed project completed in 2003 (Appendix A) evaluated its potential to divide an established community; to conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; or to have a substantial impact upon the existing land use character of the site and vicinity. The 2003 Initial Study found that the proposed project's land use impacts would be less than significant. For informational purposes, this section discusses existing land use on the project sites and in the surrounding area and the less–than-significant project impacts identified in the 2003 Initial Study.

Subsequently, the 2008 Eastern Neighborhoods EIR found that cumulative development in the Eastern Neighborhoods would have a significant and unavoidable cumulative impact on PDR land supply. [41] As a result, this EIR evaluates the project's contribution to the *Eastern Neighborhoods Zoning and Area Plans*' (EN Project's) significant and unavoidable cumulative PDR land supply impact identified in the EN Project's certified EIR. The Eastern Neighborhoods EIR covered the four neighborhood area plans prepared under the Eastern Neighborhoods Community Planning Program, as discussed in the preceding Chapter IV, Plans and Policies.

SETTING

Location

The proposed project's 801 Brannan and One Henry Adams sites are both located south of Market Street in Showplace Square adjacent to the I-80 Freeway (Central Skyway) and its junction with U.S. 101 (James Lick Skyway) to the west (see Figure 1, page 11). The 801 Brannan site is located one block north of the One Henry Adams site along Eighth Street. The South of Market area (SoMa) extends to the north and east. The Mission Bay Redevelopment Area begins one block to the east of the project sites across Seventh Street and south of Townsend Street. The 303-acre Mission Bay Redevelopment Area is anchored by the University of California San Francisco's new biomedical research center. The redevelopment area

[41] *Ibid.*

includes millions of square feet of commercial, office, hotel, and PDR space, and approximately 6,000 residential units.[42]

The project sites are several blocks north of Sixteenth Street and the Potrero Hill neighborhood. The Mission District is located to the west and southwest. The east-west Sixteenth Street connects the Central Waterfront neighborhood and the southern part of Mission Bay with Showplace Square/Potrero Hill, the Mission District, and upper Market Street to the west.

LAND USE HISTORY [43]

Historically, Showplace Square's location near residential and industrial areas made it a natural center for lighter industrial uses and commercial warehouses. Unlike the nearby neighborhoods of SoMa, Potrero Hill, and the Mission, Showplace Square never had a long-standing concentration of residential land use nor did it ever have a concentration of heavy industrial land use, as did the Central Waterfront. This history produced the eclectic mix of early 20th century commercial and industrial buildings that remain today.

Initial commercial development was located near Mission Creek. As early as 1853, factory owners ran slaughterhouses on Brannan Streets between Sixth and Ninth Streets, subsequently moving south near Islais Creek. Buildings appeared near Showplace Square as early as the late 1870s. By the end of the 19th century, Sixth Street was lined with lumber yards and planing mills interspersed with saloons, vacant land, and dump-related activities. The outlying areas of Showplace Square housed lumber-related industries as late as 1929. Dwellings were restricted to a few boarding houses.

No remaining buildings in Showplace Square date from the 19th century, although Jackson Playground appears on an 1873 map of the area as "Jackson Park." Showplace Square includes many large commercial and industrial buildings from the first few decades of the 20th century. Many of these

[42] The maximum development program for Mission Bay includes: (1) 6,000 housing units, with 1,700 (28%) affordable to moderate-, low-, and very low-income households; (2) 6 million gsf of office/life science/technology commercial space; (3) a new UCSF research campus containing 2.65 million square feet of building space on 43 acres of land donated by the master developer and the City; (4) 500,000 gsf of city and neighborhood-serving retail space; (4) a 500-room hotel with up to 50,000 gsf of retail entertainment uses; (5) 41 acres of public open space, including parks along Mission Creek and the Bay; (6) 8 acres of open space within the UCSF campus; (7) a new 500-student public school, a new public library and new fire and police stations.

[43] The subsection summarizes information about the area's historical land use from the introduction, land use, housing, and historical resources chapters from the following document: SF Planning Dept.), *Showplace Square/Potrero Area Plan*, adopted version December 19, 2008. http://www.sf-planning.org/ftp/General_Plan/Showplace_Square_Potrero.htm, accessed May 2, 2011. This document is also on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E.

buildings used reinforced concrete masonry construction, a building technology that San Francisco engineers began using after the 1906 earthquake because of its greater resistance to fire and earthquake damage than wood construction.

The area's original warehouse and industrial district served the nearby port facilities until after World War II, when, with the decline of the Port of San Francisco, the area became underutilized and attractive for economic reuse. Until the 1970s, Jackson Square, the historic district just north of the Downtown, was the primary location for the City's interior design trade, including furniture showrooms. As commercial vacancy rates dropped and rents increased in the Jackson Square area, many furniture showrooms and other design businesses were priced out of the neighborhood. With its larger floor plates and lower rents, Showplace Square attracted firms relocating from Jackson Square and evolved into a well-defined cluster of furniture makers, designers and contractors, including high-end antique dealers and interior decorators, all of which are PDR uses.

PDR businesses still dominate land use in the area today, with over one hundred office and home furniture showrooms, including re-upholstery shops, retail stores, and small shops. Many of these uses are located in the San Francisco Design Center, which carries products from over 2,000 manufacturers. The San Francisco Design Center consists of approximately 138 design showrooms located in three separate buildings. Most of the San Francisco Design Center's showroom space is located in two Design Center buildings, the Showplace at Two Henry Adams Street and the Galleria at 101 Henry Adams Street, with the remainder located in the Garden Court building at One Henry Adams Street on the project site. However, increasing development proposals for residential and office projects over the past ten years, some of which are under construction in or near Showplace Square, are part of a land use trend that could threaten the economic advantages of the cluster of furniture- and design-related businesses if enough such projects were to be constructed. This transition from PDR to a greater mix of uses, including residential, is occurring around Eighth and Brannan, east of the freeway and along Sixteenth and Seventeenth Streets. Once buildings are converted or demolished and rebuilt to mixed retail and residential uses, PDR uses, such as the Design Center cluster of furniture and design businesses, are unlikely to be able to reuse them in the future.

Surrounding Land Use

Building heights in Showplace Square generally vary from one to five stories, with one seven-story parking structure and a 112-foot tall tower at the Gift Center as the principal exceptions (see detailed discussion below of surrounding building heights). The San Francisco Design Center is the visible core of

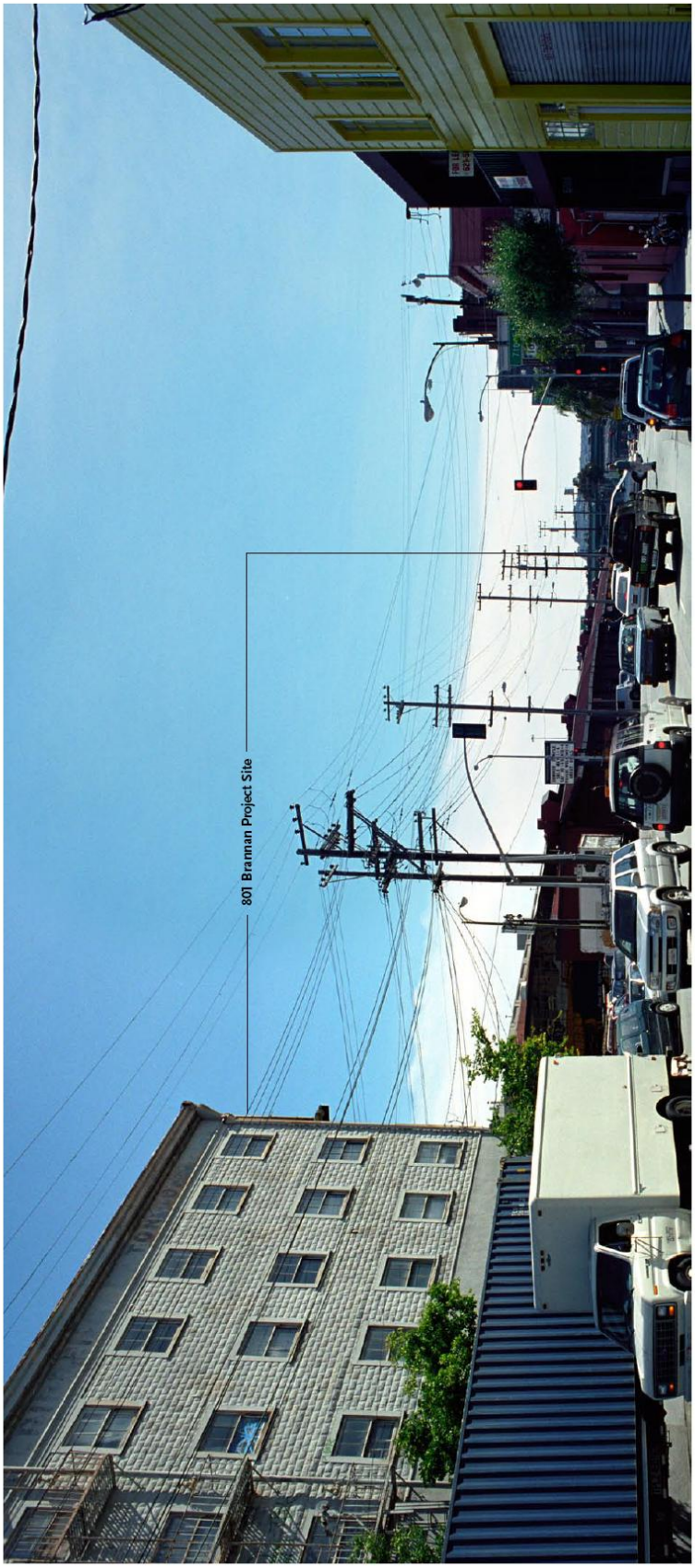
Showplace Square (see also Design Center subsection below). The bulk of that showroom space is located in three buildings on Henry Adams Street south of Division Street (One, Two, and 101 Henry Adams Street), with support functions located on the surrounding blocks. The southern portion of Showplace Square is a commercial/industrial neighborhood with a variety of industrial, retail, multimedia, and office uses, in addition to home furnishings and interior decoration businesses. Further south and east is the predominantly residential Potrero Hill neighborhood, consisting primarily of two- and three-story single-family residences, but including two small neighborhood commercial areas. One is along Twentieth Street between Arkansas and Missouri Streets and the other is along Eighteenth Street between Arkansas and Texas Streets. Figures 3, 4A, and 4B (in the Project Description, pages 14, 17, and 18, respectively) show existing views of the project site.

801 BRANNAN SITE

This project block is bounded by Brannan Street on the north, Seventh Street on the east, Townsend Street on the south and Eighth Street on the west. The northern half of 801 Brannan site is occupied by the 33-foot-high, 137,000-gross-square-foot Concourse Exhibition Center, which was built in approximately 1909, and a paved surface parking area. The Concourse Exhibition Center is used for product fairs and exhibitions. Figure 22, page 41, shows the project site viewed from Brannan Street looking west. The southern portion of 801 Brannan is covered by a private paved surface parking area that connects Seventh and Eighth Streets. Beyond the project site to the southeast, there is an approximately 57-foot-high,[44] three-story office building on the southeastern corner of the project block at Townsend and Seventh Streets. Adjacent development consists of a 65-foot-high, five-story office building at 600 Townsend Street and a seven-story, 65-foot-high parking structure. At the southwest corner of the project block at the intersection of Townsend and Eighth Streets and immediately south of 801 Brannan site, is the approximately 65-foot-high, five-story Townsend Center office building at 650 Townsend Street.

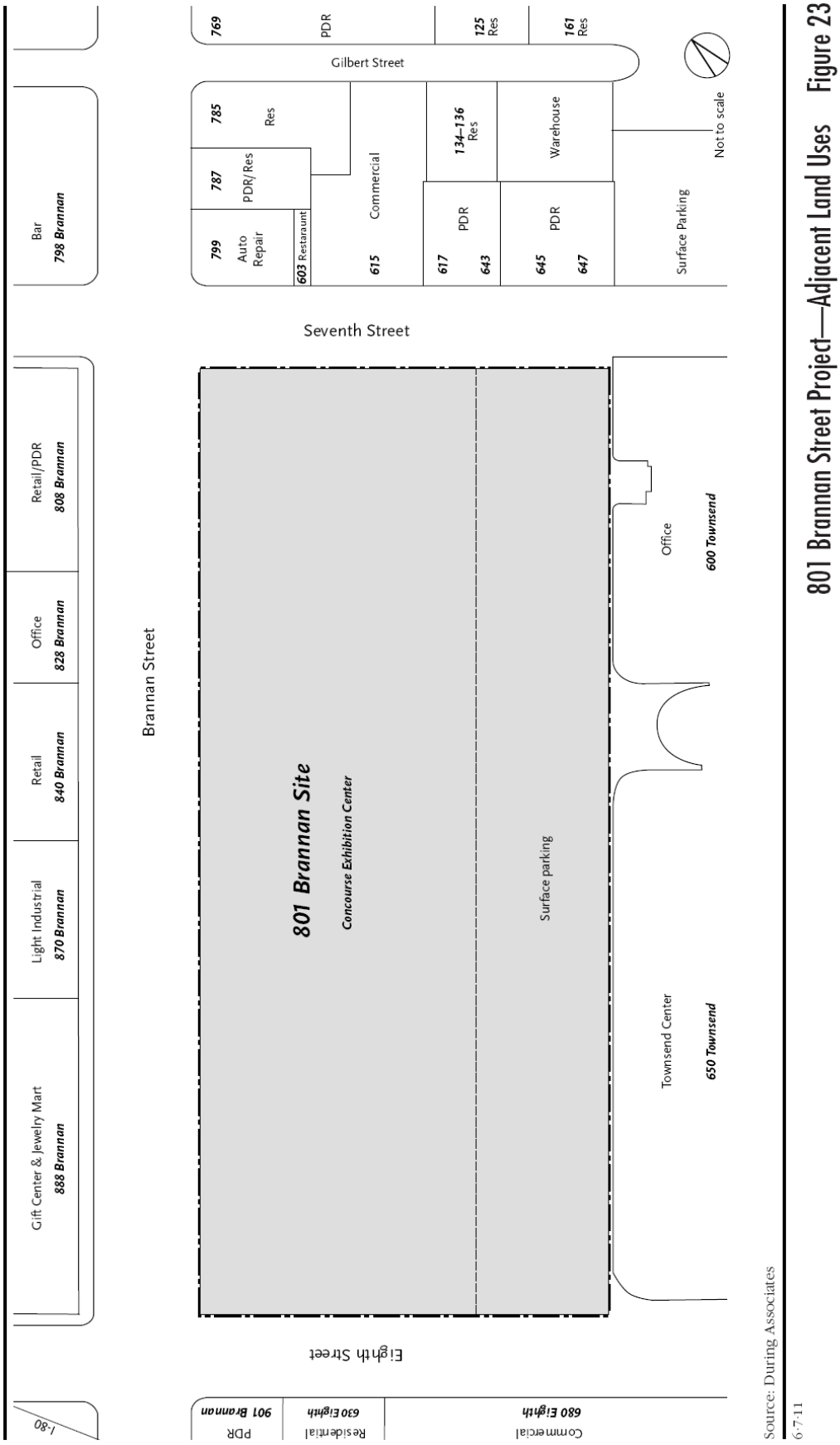
A variety of land uses surround the project block (see Figure 23, page 76). Opposite 801 Brannan site and across Brannan Street to the north is the four-story Gift Center/Jewelry Mart (888 Brannan Street), which varies in height from 60 feet to 72 feet and contains a 112-foot tower. The adjacent building east of the Gift Center/Jewelry Mart is a 44-foot-high, two-story light industrial building (870 Brannan Street), an approximately 40-foot-high, three-story commercial building (840 Brannan Street), a 20-foot-high, two-

[44] Heights of some buildings are taken from photogrammetric images. Smith & Smith, Landscape Architects, *Building Heights Analysis, Showplace Square Portrero Hill Neighborhood*, August 20, 2002. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.



Source: Square One Productions
6-7-11

Photo—801 Brannan Site Figure 22



Source: During Associates
6-7-11

801 Brannan Street Project—Adjacent Land Uses Figure 23

story commercial building (828 Brannan Street), and the 39-foot-high, two-story office building (808 Brannan Street, between Langton and Seventh Streets).

PDR and residential uses predominate along Brannan Street, east of the project site and across Seventh Street. On the southeastern corner of Brannan and Seventh Streets is an auto repair business; Adjacent to it is a four-story industrial building at 781 Brannan Street, a recently built five-story, 50-foot-high, 56-unit, Single Resident Occupancy hotel (SRO) at 785 Brannan Street, (at the corner of Gilbert Street), a 35-foot-high, three-story light industrial building (769 Brannan Street), a 25-foot-high, one- and two-story light industrial building (755 Brannan Street). On Gilbert Street are two modern three-story-over-parking residential buildings at 125 and 161 Gilbert Street, and an older flat at 134-136 Gilbert Street with two stories over a parking garage. On east side of Lucerne Street, at the corner of Brannan Street, is a set of five, modern, four-story, four-unit residential buildings at 5-45 Lucerne Street and a modern 12-unit, four-story-over-parking residential building at 50 Lucerne Street.

PDR uses predominate along Seventh Street across from the 801 Brannan site. On the east side of Seventh Street immediately opposite the Brannan site is a small one-story restaurant (603 Seventh Street), three 25-foot-high, two-story commercial buildings (retail flowers at 615 Seventh Street, imports at 617 Seventh Street, an export florist at 643 Seventh Street, graphics and printing at 645 Seventh Street, and framing at 647 Seventh Street), a paved surface parking lot, and a 30-foot-high, two-story commercial building on the northeast corner of Seventh and Townsend Streets (imports/ exports at 685 Seventh Street). The block southeast of Seventh and Townsend Streets is occupied by railroad tracks and a right-of-way leading to the Caltrain Depot on Fourth Street between Townsend and King Streets.

The historic Baker & Hamilton Building (City Landmark #193), a 56-foot-high, three-story office building (601 Townsend) is located on the southwest corner of Townsend and Seventh Streets in relation to the project. The recently completed 53-foot-high building at 625 Townsend Street combines four stories of office/commercial space on Townsend Street with a five-level parking structure in the rear. The approximately 40-foot-high, three-story, residential building at 675 Townsend Street is on the southeast corner of Eighth and Townsend Streets at the Townsend Circle. The building contains approximately 148 residential units over ground-floor retail/office opposite the One Henry Adams site. Eighth, Townsend, Division, and Henry Adams Streets all intersect at Townsend Circle. There are three buildings on the west side of Eighth Street between Townsend and Brannan Streets. The 20- to 35-foot-high, one- and two-story retail/commercial Sobel Design Building (680 Eighth Street) is at the northwest corner of Brannan and Townsend Streets. A 43-foot-high, four-story, residential building is at 630 Eighth Street. A 20-foot-

high, one-story commercial building (901 Brannan) is located at the southwest corner of Brannan and Eighth Streets.

ONE HENRY ADAMS SITE

The One Henry Adams site is located approximately one block south of the 801 Brannan site, and consists of the entire block bounded by Division (north), Rhode Island (east), Alameda (south), and Henry Adams (west) Streets. Figure 24, page 79, shows a view looking north along One Henry Adams Street that includes the project site. On the northeast corner of the One Henry Adams site is a 20-foot-high, two-story office/showroom building (55 Division Street). In the middle of the eastern portion of the proposed project site at 40 Rhode Island Street is a vacant 25-foot-high, one-story building, which previously housed an ice manufacturing business. A 70-space, paved surface parking area occupies the southeast corner of the One Henry Adams site. At the southwest corner of the One Henry Adams site at the intersection of Henry Adams and Alameda Streets is a 20-foot-high, one-story showroom building (3 & 5 Henry Adams Street) extending north along Henry Adams Street to the 55-space surface parking lot on the northwest corner of the project site at the intersection with Division Street that extends south along Henry Adams Street.

Across Rhode Island Street to the east of the project site is a 20-foot-high, one-story building occupied by office, commercial, light industrial, and restaurant uses (1 through 25 Rhode Island Street) and a surface parking lot for the adjacent three-story office building (5 Rhode Island) on the northeastern corner of Rhode Island and Alameda. Across Henry Adams Street to the west is the 65-foot-high, four-story San Francisco Design Center Showplace Square Building (Two Henry Adams Street). It occupies the entire block (bound by Division, Henry Adams, Vermont, and Alameda Streets). The four-story design-center Galleria Building (101 Henry Adams Street) is on the block directly south of the project site, which is bound by Alameda, Rhode Island, Fifteenth, and Henry Adams Streets.

On the south side of King Street, between Division and Seventh streets is a modern six-story residential building. It continues south along Seventh Street to Berry Street, filling in the block to about mid-block on Berry Street between Seventh and Del Haro streets.

Design Centers and PDR

A design center is a cluster of buildings containing multiple wholesale showrooms leased by tenants representing international, national, regional, and local manufacturers and designers with a particular

Source: Square One Productions
6.7.11

Photo—One Henry Adams Site Figure 24

focus on furniture, fabrics, and accessory lines for residential and office interiors and exteriors. Historically, design tenants serve the smaller wholesale market, not the larger retail market. As a result, design showrooms generate less traffic from customers, delivery trucks, etc., than a retail business.[45]

The concentration of buildings occupied by the core designer showroom sales function and ancillary support services create a cluster of related uses with economic advantage. The proximity of the primary sales function with support functions reduces the cost of business and increases competitiveness compared to a more dispersed locational pattern.

The existing San Francisco Design Center consists of approximately 138 design showrooms located in three separate buildings in Showplace Square, ranging from 300 to 20,000 square feet, and comprising a total of almost 600,000 square feet.[46] The bulk of the San Francisco Design Center's showroom space is located in two Design Center buildings: the Showplace at Two Henry Adams Street and the Galleria at 101 Henry Adams Street. The remainder of the showroom space, approximately 14,600 square feet housing two showroom tenants, is located in the third Design Center building: the Garden Court building at One Henry Adams Street on the project site, which would be demolished as part of the project. Figure 1, page 11, identifies the location of these buildings. There are no showrooms or other permanent tenants in the Concourse Exhibition Center at 801 Brannan Street. Access to the San Francisco Design Center was restricted, until about 1995, to wholesale trade only. Currently, while the public is allowed in the Design Center, most of the showrooms sell to only wholesale trade professionals.

Showplace Square's design showrooms are a wholesale interior design and furniture showroom subset of San Francisco's PDR uses. Showplace Square's building stock, many with large open floor plates, is well matched to PDR uses, such as furniture showrooms, that typically need large interior spaces that can be reconfigured easily to create various showroom sizes or to accommodate frequent changes of use.

PDR Land Supply

As discussed in the preceding Chapter IV. Plans and Policies, the Eastern Neighborhoods Community Planning Program was the City's response to guide land use change in ways that would create vibrant

[45] The *January 2000 San Francisco Interim Transportation Impact Analysis Guidelines* contains a trip generation estimator for Sales/Showrooms land uses of 6.0 trips per 1,000 square feet compared to a rate for General Convenience Retail land uses of 150 trips per 1,000 square feet, or a showroom rate 96 percent lower than general retail. The trip rates include travel by all modes, and include trips by delivery trucks.

[46] Data is from the Property Management Group, San Francisco Design Center (contact: Sean P. Murphy, ACHILL Development, LLC.). This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2000.618E.

mixed-use neighborhoods and resolve two Citywide land use policy dilemmas: (1) stabilizing the conversion of the City's last remaining supply of industrially-zoned land, and (2) substantially increasing affordable housing production. Since the late 20th Century, the historical transformation of the City's last remaining industrial areas accelerated in southeastern San Francisco. Housing and offices displaced industrial businesses along with the shops and services that catered to them. The new uses displaced some long-standing businesses and, in some cases, conflicted with existing uses. Wealthier residents moved into traditional working class neighborhoods and industrial districts, sometimes displacing long-time residents and creating land use conflicts with other uses. Over time, community activists, residents, and business owners alike recognized the need for rational planning to resolve these conflicts in ways that would meet a variety of neighborhood and Citywide land use needs by creating vibrant new neighborhoods and districts.

Eastern Neighborhoods Rezoning

To accomplish the two policy goals of the Eastern Neighborhoods Community Planning Program (Eastern Neighborhoods Program) the Planning Department conducted a community planning process to develop area plans for the Central Waterfront, East SoMa, Mission, and Showplace Square/Potrero Hill neighborhoods. The resulting area plans rezoned a certain amount of land to retain and promote PDR businesses and rezoned other areas for increased housing production and mixed uses. This rezoning allows for exclusive PDR use when necessary, but more often encourages mixed uses in ways that do not allow any one use to dominate. The plans rezone a substantial amount of land for housing production, from affordable to low-, moderate-, and middle-income households, in ways that create new mixed-use neighborhoods complete with the necessary supporting amenities, such as transit, open space, and schools.

The four adopted neighborhood plans in the Eastern Neighborhoods Program underwent environmental review published in the Eastern Neighborhoods Final Environmental Impact Report (EN FEIR),[47] a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the rezoning and other policies adopted within the EN project area. Three rezoning options were evaluated in the EN EIR for the four area plans vary in the amount of currently-zoned industrial land they would permit to be converted to residential and mixed-use districts. In general, Option A would have allowed the least conversion of PDR to other uses, and Option C would have

[47] *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E.

allowed the most. The "Preferred Project" identified was most similar to Option B, a mid-course option attempting to strike a balance between retaining a sufficient amount and type of PDR space relevant for San Francisco's economic future and allowing for as much housing production as made sense within the types of neighborhoods envisioned by community planning participants. The Planning Commission certified the EN FEIR on August 7, 2008 with Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors. The EN area plans, including the *Showplace Square/Potrero Hill Area Plan*, were adopted by the Board of Supervisors and signed by the Mayor in December 2008, becoming effective January 19, 2009.

IMPACTS

Significance Thresholds

A project would have a significant effect on the environment in terms of land use if it were to:

- Disrupt or divide the physical arrangement of an established community.
- 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.
- Have a substantial adverse impact on the existing character of the vicinity.

Physical Community

Impact LU-1: The proposed project, or either variant, would not disrupt or divide the physical arrangement of the land uses and activities of the surrounding established community. (Less than Significant)

As discussed in Chapter III, Project Description, the proposed project, or either variant, would intensify and change the land use at the project sites from four one- to two-story buildings with approximately 166,204 square feet, four surface parking areas, and about 580 parking spaces, to up to five, 68-foot-tall, six-story buildings with approximately 1,187,934 square feet and approximately 824 dwelling units, 50,087 square feet of retail space, and 866 parking spaces. The proposed project, or either variant, would be constructed within the existing lot boundaries at both the 801 Brannan and the One Henry Adams sites. The proposed buildings would not interfere with or change the existing street plan nor impede the passage of persons or vehicles. The proposed project, or either variant, individually and cumulatively

would not disrupt or divide the physical arrangement of the land uses and activities of the surrounding established community, and would result in a ***less-than-significant*** impact.

Adopted Plans and Regulations

Impact LU-2: The proposed project, or either variant, would not conflict with applicable plans, policies, or regulations. (Less than Significant)

As discussed in Chapter IV, Plans and Policies, the proposed project, or either variant, would on balance have no policy or plan inconsistency. The project sponsor would request Large Project Authorization under *Planning Code* Section 329 and seek exceptions from the rear yard, massing reduction, and street frontage requirements of the *Planning Code*.

The rear yard requirement of *Planning Code* Section 134(a)(1) states that the rear yard is to be located in the rear of the property and be equal to at least 25 percent of the lot depth. Each building of the proposed project, or either variant, would have an inner courtyard instead of the traditional rear yard in the back of the property.

The mass reduction requirement of *Planning Code* Section 270 states that buildings with street frontages greater than 200 feet in length must incorporate one or more mass reduction breaks, which are: (1) not less than 30 feet in width; (2) be not less than 60 feet in depth from the street-facing building façade; (3) extend up to the sky from a level not higher than 25 feet above grade or the third story, whichever is lower; and (4) result in discrete building sections with a maximum plan length along the street frontage not greater than 200 feet. Under this *Code* requirement, horizontal mass breaks are required along: (a) Building 1's Eighth Street frontage because the building's frontage is 225 feet; and (b) Building 2's Brannan Street frontage because building's frontage is 340 feet. A Section 329 exception would be required for Building 1 because the mass reduction break is not the required 60 feet in depth from the street-facing building façade. The buildings proposed under Variant 1 and 2 would have the same need for a Section 329 exception as the proposed project.

The street frontage provisions of Section 145.1 include the requirement that no more than one-third of the width of 20 feet, whichever is less, of any given street frontage of a new or altered structure facing a street may be devoted to parking and loading ingress or egress. The project sponsor would request an exception to this requirement because development at the One Henry Adams site would be designed with a combined parking and loading ingress exceeding 20 feet in width. The project sponsor would also request an exception to the requirements that space for active uses be provided within the first 25 feet of

building depth on the ground from any façade facing a street at least 30 feet in width, and that off-street parking at street grade be set back at least 25 feet on the ground floor from any façade facing a street at least 30 feet in width, in order to accommodate the proposed design of the garage.

For the reasons discussed above, effects regarding potential conflicts with land use plans and policies would be ***less than significant*** for the project or either variant.

Land Use Character

Impact LU-3: While changing and intensifying uses on the project site, the proposed project, or either variant, would not substantially or adversely change the pattern of land use in the project vicinity, and would be compatible with existing and new PDR, residential, and retail uses in Showplace Square. (Less than Significant)

The proposed project, or either variant, would intensify and change the character of land use at the project sites from four one- to two-story buildings in approximately 166,204 square feet of building area with four surface parking areas and about 580 parking spaces, to up to five, 68-foot-tall, six-story buildings with approximately 1,187,934 square feet of building area and up to approximately 824 dwelling units, 54,598 square feet of ground-floor retail space, and 866 parking spaces. The existing 33-foot tall exhibition center and surface parking at the 801 Brannan site, and office, commercial, light industrial uses in three one- to two-story buildings and surface parking at the One Henry Adams site would be demolished.

The proposed project, or either variant, would be a notable change in the land use character of the project sites and Showplace Square; however, this change would not be a substantial adverse land use effect because the proposed uses would be compatible with surrounding and planned uses. The project area has been characterized by a predominance of industrial uses. Recently, office, multimedia, and design showroom uses, as well as residential uses, have replaced traditional industrial uses. Residential buildings in the project vicinity (see Figure 23, above, page 76) include a four-story residential building (630 Eighth Street) on Eighth Street opposite the 801 Brannan site; a four-story building with ground-floor commercial space with three residential stories above on the south side of Brannan Street east of Seventh Street (781 Brannan Street); a five-story, 50-foot-high, 56-unit, residential building at 785 Brannan on the corner of Gilbert Street; two three-story-over-parking residential buildings at 125 and 161 Gilbert Street; an older flat at 134-136 Gilbert Street with two stories over a parking garage; a renovation of a two-story residential building at 763 Brannan on the corner with Butte Alley; a four-story three-unit residential building at Lucerne Street (5-45 Lucerne); and a 12-unit, four-story-over-parking residential building at 50

Lucerne Street. On the north side of Brannan Street, between Harriet Street and Sixth Street, is a large, four-story residential building (590 Sixth Street). On the northeast corner of Eighth and Townsend Streets (675 Townsend) opposite the One Henry Adams site is an approximately 148-unit building with three stories of residential over ground-floor retail/office. Each of the four-story residential buildings contain fewer residential units than the up- to- 824 units of the proposed project, which would more than double the number of dwelling units in the project vicinity. Even without the proposed project, or either variant, the surrounding area is changing from an industrial district to a mixed-use district of interior design and showroom PDR uses with emerging residential, supporting retail, and smaller office uses. At both project sites, the proposed project, or either variant, would be consistent with the UMU district zoning, including the 68-foot height limit.

The proposed project, or either variant, with predominantly residential use and ground-floor retail, would be compatible with new residential uses in the project vicinity, other existing uses, and uses envisioned in the UMU Land Use district. The proposed retail space is anticipated to be absorbed by the market into whichever range of retail uses are viable at the time of leasing, from local site-serving uses, to wider area-serving uses, to possibly some uses that draw customers citywide or from other jurisdictions. The residential uses of the proposed project, or either variant, would be compatible with the predominantly residential Potrero Hill neighborhood located several blocks to the south and east of the project sites. While the proposed project, or either variant, would contribute to changes in the pattern of land use in the project vicinity by adding up to 824 residential units, there are no apparent sources of land use conflict or incompatibility between the existing residential and non-residential uses. For these reasons discussed above, the project's, or either variant's, land use character effects would be ***less than significant***.

Economic Effect

The economic effects of closing the San Francisco Concourse exhibition and fair space associated with the construction of housing on the 801 Brannan site would be expected to be minimal.[48] Closure would not be expected to substantially and adversely affect the remaining industry clusters in Showplace Square, the local exposition and meeting industry, the economy of San Francisco, or local citizens. Neighborhood-level impacts would be minor. There are only minor links between the use of the Concourse and the long-

[48] Economic Research Associates, *San Francisco Concourse: Analysis of Potential Impacts Due to Closure—* Administrative Draft, November 12, 2007. Prepared for the San Francisco Convention & Visitors Bureau. This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2000.618E.

term success of the permanent vendors occupying other buildings within the neighborhood. The temporary gift, apparel, and furniture vendors that historically comprised the backbone of the Concourse's users no longer rely on the space due to broad industry changes and competition from Las Vegas. The smaller music/spectator events and meeting/banquet events would most likely be able to use other spaces within the City, such as existing music clubs and performing venues, hotel meeting/ conference spaces/services, the public library, etc. The larger users of the Concourse would be able to find other venues within the City or region, particularly Fort Mason Center or the San Mateo County Event Center. However, a few consumer shows or local market trade shows may not be able to find an affordable site, and may choose to cease operations. If some shows move to locations outside San Francisco or cease, the economic impacts on the City would be expected to be minimal because they are not major drivers of visitation. Instead, they serve local attendees whose low economic impact would not qualify or justify use of the Moscone Complex, where regional, national, or international shows generate 1,800 room-nights per event or more. If consumer shows could not find another affordable local venue, local residents would lose one source of specialty shopping opportunity.

Expositions and meetings encompass a wide variety of event types, have diverse spatial requirements, and thus, are held in different sized facilities depending on the needs of the user groups. The major types of user groups include: conventions and conferences; trade shows; consumer shows; meetings and banquets; and music and other spectator events. Exposition and meeting facilities range in size, layout, flexibility, and amenities. The majority of meeting and exposition spaces are publicly owned. Depending on the type of event, these facilities generally contribute to the local economy. Small venues are not always economically self-supporting. Larger facilities that draw regional (and beyond) attendees often support their operations through transient occupancy taxes. Civic facilities, are often subsidized and not high-earning, but provide cultural, educational, entertainment, or other public benefits to citizens. Most venues fall into one of the following categories: convention and conference centers; exposition centers; community/civic centers; spectator arenas.

The Concourse is classified as an Exposition Center because it contains a large, flat-floor area that can be arranged to suit a broad variety of user groups and lacks break-out meeting space. While large-scale conventions, tradeshows and conferences are drawn to the Moscone Center, the Concourse historically has served as a home for most other types of user groups, such as smaller trade shows catering to the local market, consumer shows, meetings and banquets, and spectator events. Generally, the economic effects of the events held at the Concourse are less than those of larger convention facilities because the majority of attendees are non-local. Earlier in its history, the Concourse hosted trade shows attended by

outside visitors (furniture, apparel), but changes in those industries eliminated those uses of the Concourse facility. Although San Francisco has numerous other exposition and meeting venues, the Concourse is privately owned and operates without public subsidy. Much of the Concourse's benefit to San Francisco is not financial, but quality of life, in the sense that it provides entertainment and consumer shopping opportunities for local residents.

Cumulative PDR Land Supply Impact

Impact C-LU-4: The proposed project, or either variant, would demolish existing PDR space and its non-PDR land uses would preclude future PDR use of the site. (Significant and Unavoidable)

One issue addressed through the EN rezoning and community planning process was the degree to which existing industrially-zoned land would be rezoned to primarily residential and mixed-use districts, thus reducing land traditionally used for PDR businesses and employment. As discussed above, the EN FEIR assessed the potential environmental impacts for three options which varied in the amount of industrial land that would remain zoned for PDR uses: Option A (least conversion of PDR land), Option B (mid-range conversion of PDR land, and the Preferred Project), and Option C (most conversion of PDR land). The cumulative land use change resulting from the EN rezoning was determined to result in a significant and unavoidable PDR land supply land use impact. The FEIR contains an analysis of how rezoning would affect 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*.[49,50]

In selecting the Preferred EN Project, the Commission found that, among other considerations, the Preferred Project would "create complete neighborhoods with a balance of housing and jobs." As discussed in the Project Description, pursuant to the EN rezoning of the four adopted area plans effective January 19, 2009, the project sites are now zoned Urban Mixed Use (UMU), where residential and retail uses are principally permitted uses.[51] The UMU district, established in *Planning Code* Section 843, is designed to create vibrant mixed-use neighborhoods while maintaining key industrial buildings and uses. The UMU district is also designed to be a "buffer between residential districts and PDR districts in the Eastern Neighborhoods. Allowed uses in the UMU district include a range of production,

[49] *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008, *op. cit*.

[50] San Francisco Planning Commission Motion 17659, August 7, 2008. This document is on file for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2004.0160E.

[51] San Francisco Planning Department, About the Eastern Neighborhoods webpage. This document is available at http://www.sf-planning.org/index.aspx?page=1677, accessed May 2, 2011.

distribution, and repair uses, such as light manufacturing, home and business services, arts activities, warehouse, and wholesaling. Other permitted uses include retail, educational facilities, and nighttime entertainment. Housing is permitted, but is subject to higher affordability requirements. Family-sized residences are encouraged and office uses are restricted to the upper floors of multiple story buildings."

The EN FEIR concluded that, while the character of land uses and neighborhoods would change because of the rezoning in the Eastern Neighborhoods, new residential development would be directed to areas most suitable for future residential development, and PDR uses would be encouraged in areas best suited for PDR uses. However, the FEIR also concluded that the cumulative physical land use change associated with such development, specifically the loss of land available for development of PDR uses, would be considered adverse and therefore, would be a significant impact under CEQA. The EN project FEIR concluded that rezoning in the Eastern Neighborhoods would result in reduction in the supply of land and buildings available for PDR use based on conservative assumptions about future PDR activities. This loss of space available for PDR uses could result in displacement of PDR businesses and jobs, which would be a potentially adverse social and economic effect stemming from the physical land use changes that the rezoning would enable. In certifying the EN project FEIR, the Planning Commission therefore found that the Preferred EN would have a potentially significant and unavoidable PDR land supply impact in the absence of substantial change in the land use controls of the Port of San Francisco, an Agency outside the jurisdiction of the EN Program.[52]

Because the adopted EN project will potentially have a significant and unavoidable effect on the supply of PDR land over time, projects within the Eastern Neighborhoods planning area that would cause a net reduction in PDR space, either by demolishing existing PDR space such as a building with an existing PDR use or a building without an existing PDR use but one that could be used for PDR businesses, or changing an existing PDR use to a non-PDR use, may result in a "cumulatively considerable contribution" to the EN project's significant and unavoidable cumulative PDR land supply impact. Thus, the CEQA question for the proposed project, or either variant, is whether the proposed land use changes would constitute a cumulatively considerable contribution to the EN project's significant and unavoidable PDR land supply impact.[53]

The current UMU zoning permits a range of PDR and non-PDR uses, but does not require replacement PDR space for the demolition of existing PDR buildings or businesses. Currently, 137,000 square feet of

[52] San Francisco Planning Commission Motion 17659, August 7, 2008, p. 14.

[53] *CEQA Guidelines*, Section 15065(a)(3).

PDR space exists in the Concourse Exhibition building at the 801 Brannan site. The One Henry Adams site contains 1,615 square feet of office space in the 55 Division Street building, 13,000 square feet of vacant manufacturing (PDR) space at 40 Rhode Island, and 14,549 square feet of existing showroom uses (PDR) in two structures: 55 Division Street (8,549 square feet) and Three and Five Henry Adams Street (6,000 square feet). In total, the project sites contain 164,549 square feet of existing PDR space (137,000 square feet at the 801 Brannan site and 27,549 square feet at the One Henry Adams site) that would be demolished and not replaced under the proposed project or either variant.

This reduction of 164,549 square feet of existing PDR space would be part of the land use change anticipated for the EN project analyzed in the EN FEIR discussed above. The EN FEIR found that the net reduction in land available for development of PDR uses within the EN areas would range from approximately 554,865 to 759,097 square feet.[54] The proposed project, or either variant, would redevelop the project sites into mixed residential-retail uses that would not include any replacement PDR showroom space or other PDR space.

As a result, the proposed project, or either variant, would preclude future PDR use at either site, thereby (a) eliminating an existing vacant former manufacturing building and the existing PDR designer-showroom buildings that could accommodate future PDR uses, and (b) incrementally reducing the supply of land suitable for PDR development in Eastern Neighborhoods to meet projected demand for PDR space. The EN EIR did not identify feasible mitigation measures for reducing or avoiding this cumulative PDR land supply impact. As a result, the impacts of the proposed project, or either variant, would be considered a cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact. This would be considered a significant project impact.

There are no feasible mitigation measures available for the proposed project's or either variant's cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact, and the proposed project's, or either variant's, contribution would be ***significant and unavoidable***. Only selection of the No Project alternative or Alternative C, The Mixed Residential and PDR alternative, described in Chapter VII, Alternatives, would reduce the cumulative PDR land supply impact to a less-than-significant level.

[54] Table 13, East SoMa: Projected residential and non-residential floor area, 2,026. Eastern Neighborhood FEIR, p. 70. The Eastern Neighborhoods FEIR estimated the following reductions in net PDR space in the Eastern Neighborhoods: 759,097 gsf under the Option C rezoning scenario, 636,620 gsf under the Option A rezoning scenario, and 554,865 gsf under the "No Project" condition.

CONCLUSION

Development under the proposed project, or either variant, would intensify existing land use on the project sites and in the surrounding area. They would not physically divide an established community, conflict with land use plans or regulations adopted for the purpose of avoiding or mitigating an environmental effect, nor substantially and adversely alter the land use-character of the vicinity. The proposed project's and either variant's land-use impacts, with the exception of cumulative PDR land supply, would be less than significant under CEQA for the reasons discussed above.

However, the net PDR loss of 164,549 square feet of existing PDR space, along with the non-PDR uses proposed for both sites that would preclude PDR use of the sites in the future, would be considered a cumulatively considerable contribution to the EN EIR's significant and unavoidable cumulative PDR land supply impact for the proposed project, or either variant, (see Impact C-LU-4, page 87). This would be a significant and unavoidable impact.

B. AESTHETICS

Existing visual quality and urban design conditions, and changes due to the proposed project, or either of the two project variants, are discussed in this subsection.

SETTING

Urban Form

SHOWPLACE SQUARE

Showplace Square is characterized by design showrooms for a variety of home furnishings and design materials. Showplace Square is generally bounded by Bryant Street to the north, Seventh Street to the east, Sixteenth Street to the south, and Potrero Ave (and Eleventh Street) to the west. The southern portion of this area is a commercial/industrial neighborhood with a variety of industrial, retail, multimedia, and office uses, in addition to home furnishings and interior design businesses. Further south and east is a predominantly residential area, of primarily two- and three-story single-family residences. Architecture in Showplace Square consists of a combination of early 20th century buildings and more recent construction. Although buildings vary in style, age, and size, with heights distributed roughly uniformly between one and five stories, there is a broad pattern of rectilinear low- to mid-rise buildings, with generally flat rooflines, regular boxlike forms, and horizontal, rather than vertical, massing. Buildings are generally built to the property line.

The two project sites are located within the low- to mid-rise urban form of Showplace Square. The flat area and absence of high-rise buildings imparts a homogenous urban form compared to many other neighborhoods of San Francisco that are characterized by greater variations in topography, building heights, and/or proximity to the San Francisco Bay or the Pacific Ocean. The elevated I-80 freeway and its junction with U.S. 101 about one half to one block from the project sites is one of the more prominent visual features due to its linearity, but its height is similar to that of nearby buildings and does not rise substantially above the low- to mid-rise urban skyline characterizing the project area. The more recent construction in the area is generally several stories higher and more massive than that of the older buildings. The project vicinity also includes several scattered areas of vacant land and surface parking lots that reduce the visual density of the project area. In spite of appearing low density, the overall visual

character of the area is predominantly urban, with an accessible visual scale and limited variation in building heights such that the buildings exhibit horizontal rather than vertical massing.

Early 20th century buildings are scattered intermittently within Showplace Square. The most notable is the historic Baker & Hamilton Building (City Landmark #193), a 56-foot-high, three-story masonry office building (601 Townsend) on the southern side of Townsend Street, at the western corner of Seventh and Townsend Streets. The immediate project area is not within any district designated at the local, state, or federal level for its historic or architectural character. There are approximately 255 individually landmarked buildings and eleven designated historic districts in San Francisco subject to *Planning Code* Article 10. There is one city landmark designated under Article 10 located within the project vicinity: the Baker & Hamilton building mentioned above.[55] Both project sites are outside of potential historic districts in the immediate project vicinity; these potential districts include the Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District, with buildings constructed between 1893 and 1929, and the Northeast Mission – Industrial Employment District, with buildings constructed between 1893 and 1955.[56]

However, some surrounding buildings within the project vicinity are important.[57] Opposite the 801 Brannan site is the 870 Brannan Street building, which is listed on the National and California Registers of Historic Places, and the 808 Brannan Street building, which is included in the Unreinforced Masonry Building and San Francisco Architectural Heritage Surveys. Included in these same surveys is the 600 Townsend Street building south of the 801 Brannan site. The blocks west and south of the One Henry Adams site contain buildings that have been identified as contributors to the potential Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District and the Northeast Mission Industrial Employment District. Buildings in the district are built between 1893 and 1929, typified by heavy-timber frame and brick construction, and have the following, character-defining features:

- Heavy-timber or steel-framing.
- Exterior brick construction - typically American common bond.
- Granite or molded brick water tables.
- Heights ranging from one to seven stories.

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55 San Francisco Planning Department, *Historic Context Statement – Showplace Square Survey*, San Francisco California, prepared by Kelley and Ver Planck, October 20, 2008. p. 6. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

56 San Francisco Planning Department, *Historic Resource Evaluation Response* (HRER), 801 Brannan and One Henry Adams Street, June 24, 2010, p.9. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

57 *Ibid*, p 9.

- Grid-like arrangement of punched window openings with either flat lintels or segmental arched headers.
- A classic tripartite façade arrangement consisting of base, shaft, and capital; flat or gable roofs.
- Wood double-hung or steel casement windows.
- Corbelled brick or concrete or terra cotta ornament - including door and window surrounds, stringcourses, quoins, window arches, friezes, and cornices.

Although the existing low-rise early 20th century buildings within the vicinity contribute to the varied visual character of the area, they are too dispersed and few in number to define the visual character of the immediate area.

801 BRANNAN SITE

The 801 Brannan site is occupied by the 33-foot-high, one-story Concourse Exhibition Center and a paved surface parking area with approximately 390 spaces. The building was constructed in approximately 1909 and altered subsequently to its current relatively contemporary appearance.

The visual character of the area's development arises from its low- to mid-rise industrial buildings (1-5 stories) and horizontal massing. Typical materials include brick, masonry, and wood. Some of the modern buildings include more decorative use of glazing and metal exterior materials.

Opposite the 801 Brannan site (on the north side of Brannan Street) is the four-story, Gift Center/Jewelry Mart (888 Brannan Street) which varies in height from 59 feet to 71 feet and contains a 110-foot tower. To the east of the Gift Center/Jewelry Mart is a 28-foot-high, two-story light industrial building (870 Brannan Street). Further east on Brannan Street, and west of Langton Street, are an approximately 35-foot-high, three-story commercial building (840 Brannan Street), and a 20-foot-high, two-story commercial building (828 Brannan Street). Langton Street, a one-block north-south street that has its southern terminus at Brannan Street, meets Brannan Street east of the 828 Brannan Street building. Between Langton Street and Seventh Street on the north side of Brannan Street is the 39-foot-high, two-story office building (808 Brannan Street). Several one- to three-story commercial and office buildings are located on the 500 block of Seventh Street, which lies to the northeast of the 801 Brannan site. On the east side of Seventh Street immediately opposite the 801 Brannan site is a 20-foot-high, one-story auto repair business, and restaurant (603 Seventh Street). Further to the east, on the south side of Brannan Street, a 50-foot-high, 56-unit SRO was recently built at 785 Brannan Street at Gilbert. Continuing east is a 45-foot-high, four-story building with ground-floor commercial use with residential use above (787 Brannan Street). Further east, on the northeast side of Gilbert Street, are a 35-foot-high, three-story light industrial building (755

Brannan Street), a 25-foot-high, two-story light industrial building, and a 45-foot-high, four-story live/work building just east of Lucerne Street (5 Lucerne) on the east corner of Brannan and Lucerne Streets. The visual character of this existing development along Seventh Street is similar to the linear character of the Brannan Street view corridor described above. There is an auto repair facility and small one-story restaurant (mentioned above) on the northeast side of Seventh Street immediately opposite the 801 Brannan site. Further to the south are three 25-foot-high, two-story commercial buildings (615, 617, 643, 645, and 647 Seventh Street), a paved surface parking lot, and a 30-foot-high, two-story commercial building on the north corner of Seventh and Townsend Streets (685 Seventh Street). The block at the eastern corner of Seventh and Townsend Streets is occupied by railroad tracks and a right-of-way leading to the Caltrain Depot at Fourth between Townsend and King Streets.

Similar to the Brannan and Seventh Street corridors described above, the Eighth Street corridor also has a low- to mid-rise, linear visual character. At the northeast corner of Eighth and Townsend Streets, immediately south of the 801 Brannan site, is the approximately 65-foot-high, five-story Townsend Center office building (650 Townsend Street), which is about 72 to 80 feet high, including a large skylight. A 20-foot-high, one-story commercial building (901 Brannan) is located on the southwest corner of Brannan and Eighth Streets. A 43-foot-high, four-story live/work building (630 Eighth Street) is located further to the south on Eighth Street, and the 20-to-35-foot-high, one- and two-story retail/commercial Sobel Design Building (680 Eighth Street) occupies the remainder of the southwest side of Eighth Street between Brannan and Townsend Streets. The elevated I-80 Freeway crosses Brannan Street approximately one-half block west of Eighth Street.

ONE HENRY ADAMS SITE

The One Henry Adams site consists of three paved surface parking areas (although the two along the western property line merge together and appear as one) with approximately 127 parking spaces; an occupied 20-foot-high, one-story showroom building (Three and Five Henry Adams Street); an occupied 20-foot-high, two-story office/showroom building (55 Division Street); and a 25-foot-high, one-story vacant former ice manufacturing building (40 Rhode Island Street). The buildings on the One Henry Adams site vary in style and appearance, but are one-story, utilitarian, structures with limited design character. They are consistent with the range of building styles in the vicinity described above.

Similar to the 801 Brannan site described above, the visual setting of the One Henry Adams site also consists of low- to mid-rise, rectilinear structures, generally built to the property line, that impart a comparable urban, linear character to the Division, Henry Adams, Alameda, and Rhode Island Street

view corridors. North of the site across Division Street is the confluence of Division, Eighth, and Townsend Streets, with a traffic circle, a one-story design showroom building, and the 70-foot tall SEGA building. To the northeast of the One Henry Adams site, and east of the traffic circle between Townsend and Division Streets, is a three-story building with ground-floor commercial uses and upper-story residential uses followed by a similar four-story mixed-use building. Along Rhode Island Street to the east, uses include a one-story building with office, commercial, light industrial, and restaurant uses, two paved surface parking areas, and a three-story office building. Across Alameda Street south of the site, the four-story Galleria building occupies an entire block (bounded by Alameda, Rhode Island, Fifteenth, and Henry Adams Streets). Along Henry Adams Street west of the project site, the four-story, 65-foot-high brick and timber San Francisco Design Center Showplace building (Two Henry Adams Street) occupies the block bounded by Division, Vermont, Alameda, and Henry Adams Streets. The elevated I-80 Freeway crosses Division and Alameda Streets approximately one and one-half blocks west of Henry Adams Street.

Views

View corridors are defined by physical elements such as buildings and structures that guide lines of sight and control view directions available to pedestrians and motorists. Although the flat topography and existing development in the project vicinity restricts views to surrounding areas from the street level, some of the street corridors offer limited views of features such as distant hills of Bernal Heights, Twin Peaks, and Mount Davidson to the west and southwest. The view corridors in all directions in the project vicinity are framed mostly by low- to mid-rise buildings (one to five stories), and view corridors to the west are framed and limited by the elevated I-80 and U.S. 101 freeways. View corridors adjacent to the 801 Brannan site include Seventh, Eighth, and Brannan Streets, and view corridors adjacent to the One Henry Adams site include Division, Rhode Island, Alameda, and Henry Adams Streets. There are no designated scenic public views or vistas in the project vicinity. There are some private views over buildings that might be available from nearby residences, although most of the surrounding buildings are non-residential. The project sites are visible and views of the project sites are limited to occupants of nearby buildings, drivers, pedestrians, and bicyclists along adjacent streets as discussed in the preceding sections.

Due to the flat topography and low-rise development of the project area, some of the most expansive public views in the vicinity are offered by the elevated I-80 and U.S. 101 freeways immediately west of the two project sites. These include Twin Peaks and Mount Davidson towards the west and southwest; the high-rise buildings of Downtown to the north; and the Bay and East Bay hills to the east. This

juxtaposition of the urban built form and natural landforms contributes to a clear and recognizable image for motorists as they pass through the City.

Visual Resources

Both project sites are developed completely with buildings and surface parking areas. As described in the project description, there are 39 trees between the two project sites, many of which are street trees. There are 11 trees on the 801 Brannan site, all of which are *Ficus microcarpa*, or more commonly, Indian laurel fig, littleleaf fig, or ficus. Eight of these are street trees protected under the City's Urban Forestry Ordinance and three are trees located within the lot, not subject to the Ordinance. There are 28 trees on the One Henry Adams site: eight of these are street trees, 19 are significant trees, and one tree located inside the lot approximately 25 feet from the lot line is not subject to the procedures of the ordinance. Trees on the One Henry Adams site include *Ficus microcarpa*, commonly known as Indian laurel fig, little-leaf fig, or ficus; *Crataegus phaenopyrum*, more commonly, Washington thorn; palm trees; and *Tristania conferta*, or Brisbane box. There are no trees with landmark status pursuant to the definitions in the City's Urban Forestry Ordinance at either project site.

As both of the project sites are developed, neither project site contains other scenic resources such as rock outcroppings or other features of the built or natural environment that contribute to a scenic public setting.

Light and Glare

Buildings on the project sites have a small amount of glazing and do not have reflective glass. Typical building use is during the daylight hours and does not include substantial use of lights, inside or outside, during nighttime hours. Planning Commission Resolution No. 9212 (1981) established guidelines aimed at limiting glare from proposed buildings, and was also intended to allow people outside buildings to be able to see activity within the building on the ground floor. The resolution requires the use of clear, untinted glass at and near street level and restricts the use of mirrored, highly reflective, or densely tinted glass except as an architectural or decorative element.

REGULATORY SETTING

The Urban Design Element of the San Francisco *General Plan*, the *Showplace Square/Potrero Area Plan*, the San Francisco *Planning Code*, Planning Commission Resolution No. 9212, which prohibits the use of

mirrored or reflective glass, and the Green Building Ordinance provide standards regulating the design for the proposed project.

The Urban Design Element of the *General Plan* focuses on the physical character and environment of the City as modified by preservation and development. It also promotes the preservation of landmarks and structures with notable historic, architectural, or aesthetic value. Urban design policies require proposed projects to take into account the surrounding urban context through building design and placement. Policies strive for the integration of proposed buildings with existing buildings by requiring building height and bulk designs that respect adjacent buildings, establish and protect visual relationships and transitions, and respect older structures. Policies also emphasize visual amenities, including landscaping and pedestrian areas that are human scale. The Urban Design Element highlights the importance of recognizing and protecting major public views in the City, with particular attention to views of open space and water.[58] These policies also emphasize provision of visual amenities, including landscaping and pedestrian areas that are user friendly.

IMPACTS

Significance Thresholds

A project would have an adverse impact on visual quality if it would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment that contribute to a scenic public setting.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties.

Views and Visual Character

Impact AE-1: The proposed project's, or either variant, up to five buildings at the two sites would add mass and visual density to Showplace Square's urban form but would not substantially alter the existing pattern of heights, disrupt the visual continuity of existing buildings, have a substantial adverse affect on a scenic vista, or degrade the existing visual context. (Less than Significant)

[58] San Francisco *General Plan,* Urban Design Element, Objective 1, Policy 1.1.

801 BRANNAN SITE

The proposed infill development, or that under either variant, would increase the scale of development on the 801 Brannan site from an existing 33-foot-tall exhibition hall to three 68-foot-tall residential-retail buildings, and on the One Henry Adams site from 20- to 30-foot commercial, industrial, and office buildings to two 68-foot-tall residential-retail buildings. The 68-foot height of the 801 Brannan structures under the proposed project, or either variant, would be greater than the one- to five-story buildings in the project vicinity, but would be shorter than the adjacent 72- to 80-foot-high Townsend Center building (699 Eighth Street at Townsend Street). The proposed 801 Brannan structures under the proposed project, or either variant, would be similar in height to the majority of the Gift Center/Jewelry Mart building located at 888 Brannan Street opposite the project site on the north side of Brannan Street, which varies in height from 59 feet to 71 feet, and also includes a 110-foot-high tower. The massing of the proposed 801 Brannan buildings also would be similar to that of the three larger nearby buildings, in addition to the Townsend Center and Gift Center/Jewelry Mart. Several other buildings of comparable height and bulk have been built in Showplace Square in recent years within one block of the two project sites, including the five-story, 65-foot-high office building (600 Townsend Street) and an adjacent seven-story, 65-foot-high parking structure located on Townsend Street to the south of the 801 Brannan site; the four-story, 65-foot-high San Francisco Design Center Showplace Square Building occupying the entire block bounded by Division, Henry Adams, Vermont, and Alameda Streets immediately to the west of the One Henry Adams site; and the four-story, 65-foot-tall Galleria building occupying the entire block bounded by Alameda, Rhode Island, Fifteenth, and Henry Adams Streets immediately to the south of the One Henry Adams site.

The residential-retail buildings proposed for the 801 Brannan site would be up to six stories and 68 feet tall. The proposed project, or either variant, would be built to the property lines on Brannan, Seventh, and Eighth Streets, with ground-floor retail uses along Eighth and Brannan Streets with residential units on the upper floors. Within a fundamentally rectilinear silhouette, the structures on the 801 Brannan site would appear as a set of three separate buildings (or two buildings under Variant 1), articulated by open-space walkways and different façade colors and treatments. In the southeastern portion of the site, there would the new two-way, publicly accessible Brannan Alley. It would include a sidewalk and linear landscaped open space area connecting Seventh and Eighth Streets.

ONE HENRY ADAMS SITE

Similarly, the two 68-foot-tall structures at the One Henry Adams site would be taller than or of equal height to nearby buildings, and it would be shorter than the adjacent 72- to 80-foot-high Townsend Center building. The bulk of the two proposed structures at the One Henry Adams site would be similar to the largest nearby buildings (the Townsend Center and Gift Center/Jewelry Mart, six-story office building and adjacent seven-story parking structure, San Francisco Design Center Showplace Square Building, and Galleria building discussed above). In particular, the height and bulk of the two proposed structures would be similar to that of the two adjacent structures. Immediately to the west across Henry Adams Street is the four-story, 65-foot-high San Francisco Design Center Showplace Square Building (Two Henry Adams) occupying the entire block bounded by Division, Henry Adams, Vermont, and Alameda Streets. Immediately to the south across Alameda Street is the four-story, 65-foot-tall Galleria building (101 Henry Adams) occupying the entire block bounded by Alameda, Rhode Island, Fifteenth, and Henry Adams Streets.

The project proposed for the One Henry Adams site would be built to the property lines on Alameda, Henry Adams, Division, and Rhode Island Streets, and would be six stories and approximately 68 feet tall. On the first floor, retail space would face Henry Adams and Division Streets and a portion of Rhode Island Street. On the upper floors, residential units would face all four streets and the inner courtyards. The silhouette of the residential buildings would be rectangular in form. The buildings would use a variety of colors, windows, and façade and roof treatments, to provide both horizontal and vertical articulation of the buildings' façades. Balconies of various sizes would be located in a variety of positions intended to add visual interest to the façades.

Off-Site Urban Design Effects

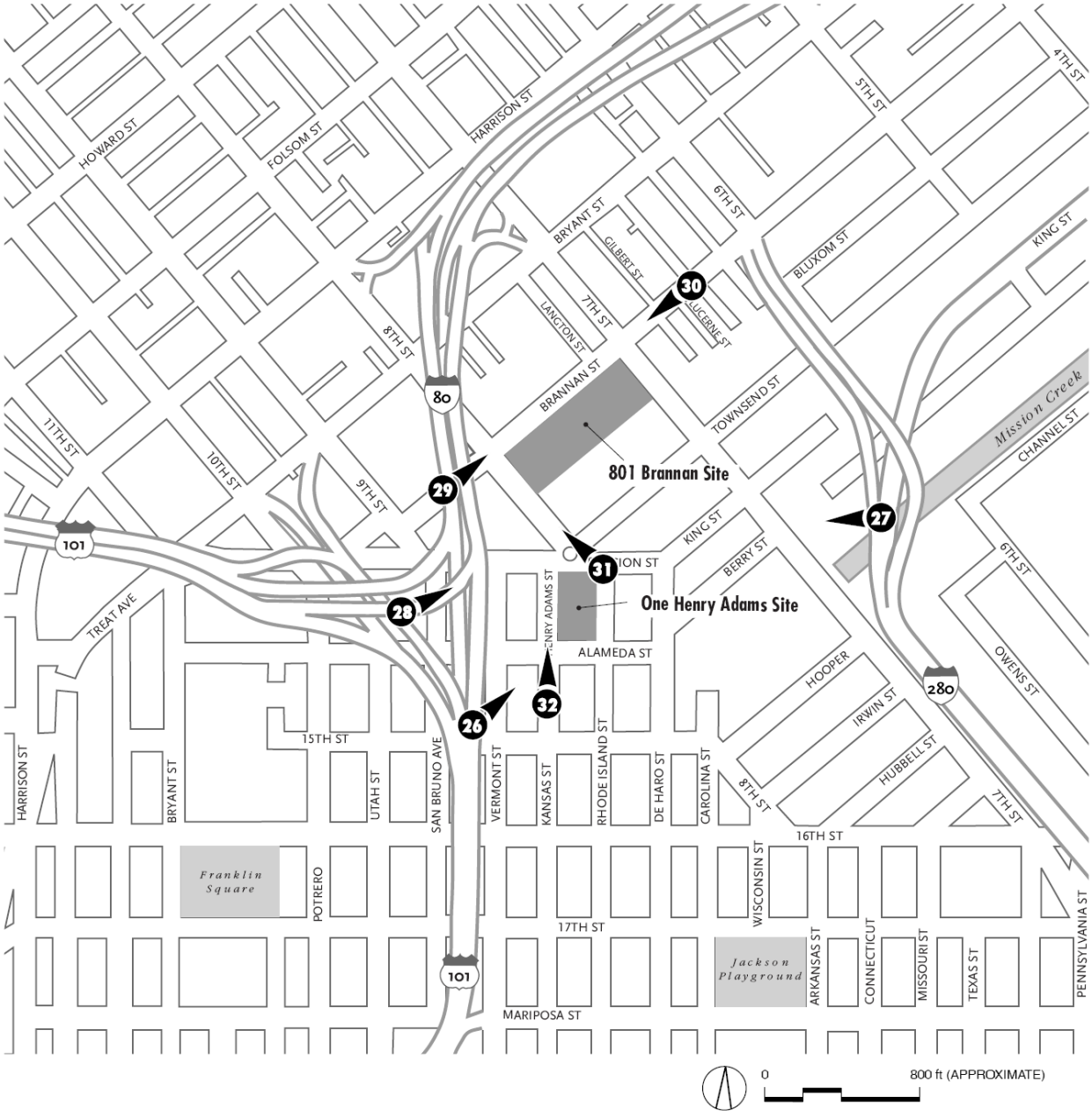
The preceding discussion describes the visual character of the proposed project at each site. As discussed in Impact CP-5, in V.C. Cultural and Paleontological Resources, below, construction of the proposed six-story buildings at both project sites would create a significant impact on adjacent off-site historical properties. As a result, Mitigation Measure M-CP-5, page 144, calls for the project sponsor to submit a detailed building envelope design for further review by Department preservation planning staff prior to issuance of any building permit or scheduling of any hearing regarding project entitlements. The proposed design will be reviewed for conformance with the Planning Department's Industrial Design Guidelines and Secretary's Standards for compatibility with the character and context of surrounding historic, former industrial buildings.

Photo Simulations

The photo simulations that follow show representative views of the two development sites from three elevated freeway locations and four surface locations, shown in Figure 25, Viewpoint Locations, page 101: (1) Figure 26 from U.S. 101 looking north, page 102; (2) Figure 27, from I-280 looking west, page 103; (3) Figure 28, from the U.S. 101 flyover looking east, page 104; (4) Figure 29, from Brannan Street between Eighth and Ninth Streets looking east, page 105; (5) Figure 30, from Brannan Street between Sixth and Seventh Streets looking west, page 106; (6) Figure 31, from Division Street looking west, page 107; and (7) Figure 32, looking north along Henry Adams Street from between Alameda and Fifteenth Streets, page 108. Visual simulations of the development project were developed from these selected viewpoints. Because development proposed at the 801 Brannan site under either variant would be substantially the same as the proposed project, with similar building footprints and building heights (see Chapter III, Project Description), the simulations discussed below also describe analysis for the two project variants for the 801 Brannan site.

Both Sites

Figure 26 (Both Sites), View Looking North from Highway 101 (page 102), illustrates views of both of the proposed project's sites from the elevated U.S. 101 freeway, located west of the project sites. From this elevated vantage point, a portion of the proposed buildings of the project or either variant at the 801 Brannan site would be visible, although not prominent in this view. The height, mass, rectilinear form, and exterior treatments of the 801 Brannan buildings (project or either variant) would be consistent with existing nearby buildings and the general pattern of development in the vicinity. As discussed above, compliance with Mitigation Measure M-CP-5, page 144 would ensure design compatibility with adjacent historical buildings. The proposed buildings at the One Henry Adams site would also be clearly visible. Their height, mass, rectilinear form, and exterior treatments would not be substantially different from existing nearby buildings and the general pattern of development in the vicinity. The buildings at both sites would add infill development to the existing mass of structures in the area, and would not rise substantially above the existing skyline as viewed from this vantage point. The proposed buildings would not substantially block or change the existing views, from this vantage point (looking north from Highway 101). The proposed project, or either variant, would not have a significant visual impact from this perspective.



18 Arrow shows direction of photo view; number is photo view figure number

26 View Looking North from Highway 101

27 View Looking West from Highway 280

28 View Looking East from Highway 101 Flyover

29 View Looking East on Brannan Street between Eighth and Ninth Streets

30 View Looking West on Brannan Street between Sixth and Seventh Streets

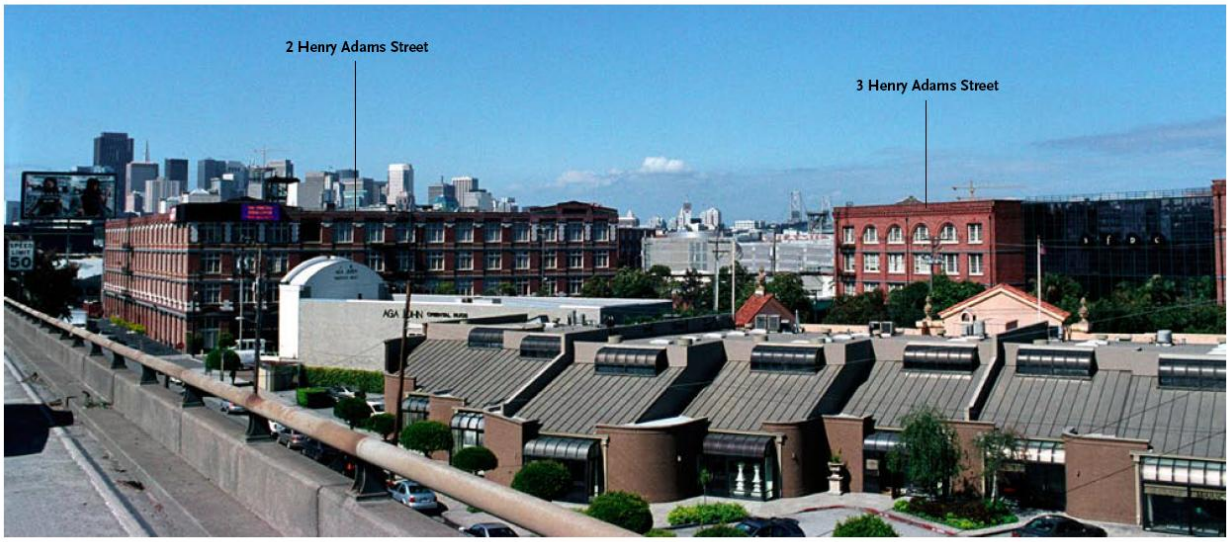
31 View Looking West on Division Street between Townsend and King Streets

32 View Looking North on Henry Adams Street between Alameda and Fifteenth Streets

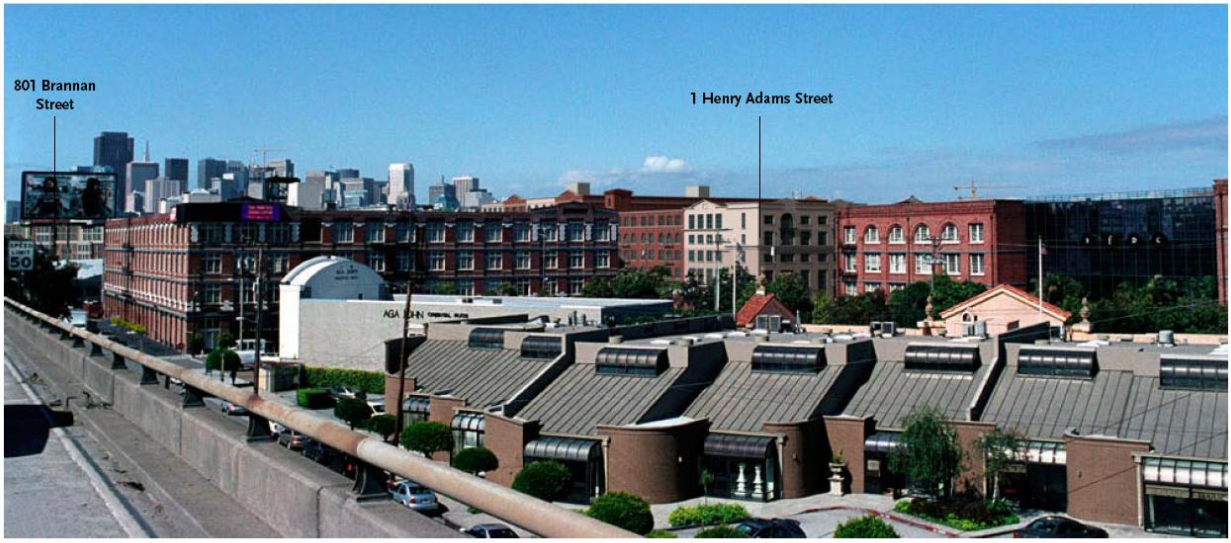
Source: During Associates

6-7-11

Viewpoint Locations Figure 25



Existing View



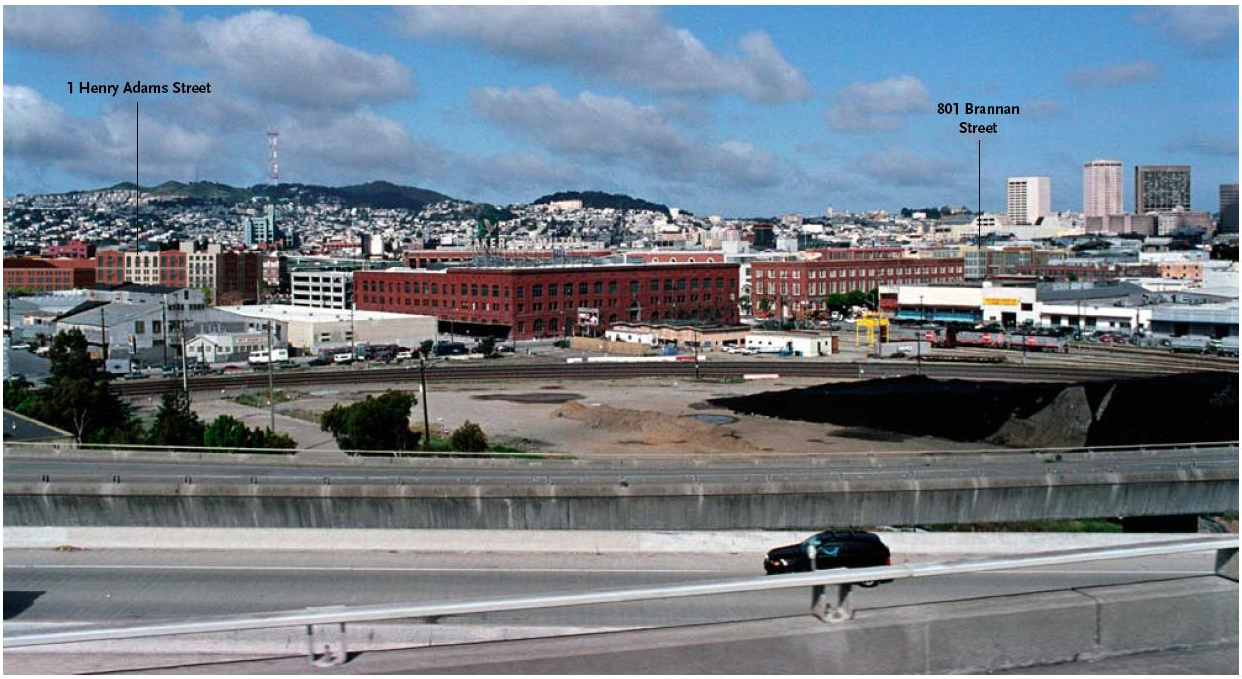
View with Proposed Projects

Source: Square One Productions

6·7·11

View Looking North from Highway 101 Figure 26

Existing View



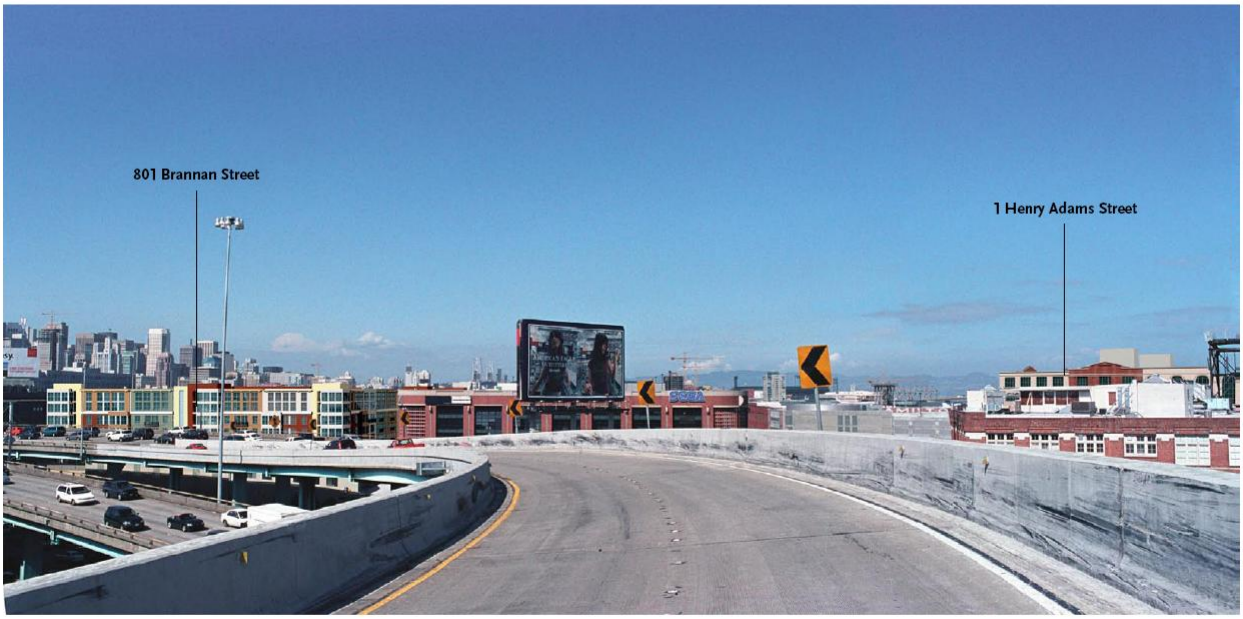
View with Proposed Projects

Source: Square One Productions

6-7-11

View Looking West from Highway 280 Figure 27

Existing View



View with Proposed 801 Brannan Street Project

Source: Square One Productions

6·7·11

View Looking East from Highway 101 Flyover Figure 28

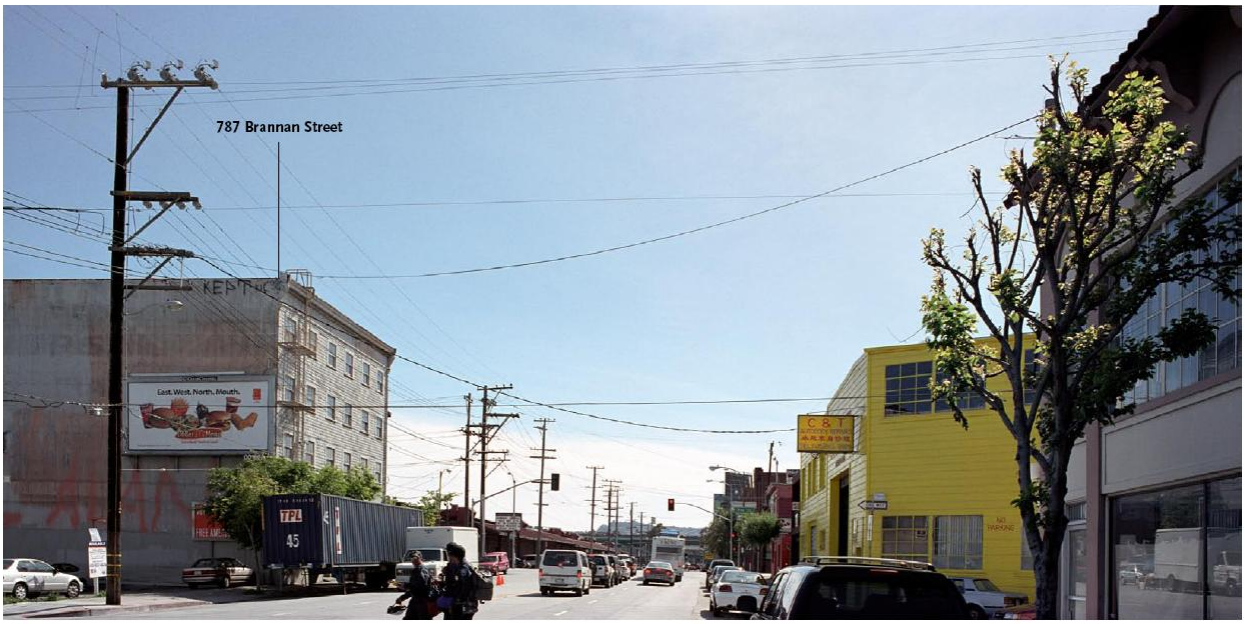
Existing View (Elevated Highway 101 Above)

View with Proposed 801 Brannan Street Project

Source: Square One Productions

6·7·11

View Looking East on Brannan Street between Eighth and Ninth Streets Figure 29



Existing View

View with Proposed 801 Brannan Street Project

Source: Square One Productions

6.7.11

View Looking West on Brannan Street between Sixth and Seventh Streets Figure 30

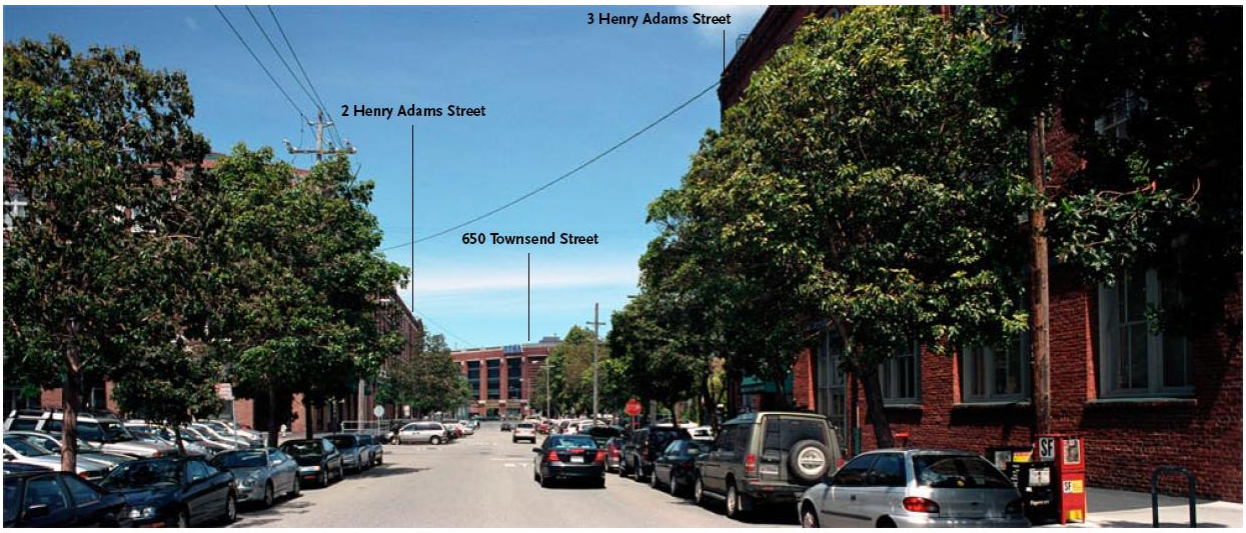
Existing View

View with Proposed 801 Brannan Street Project

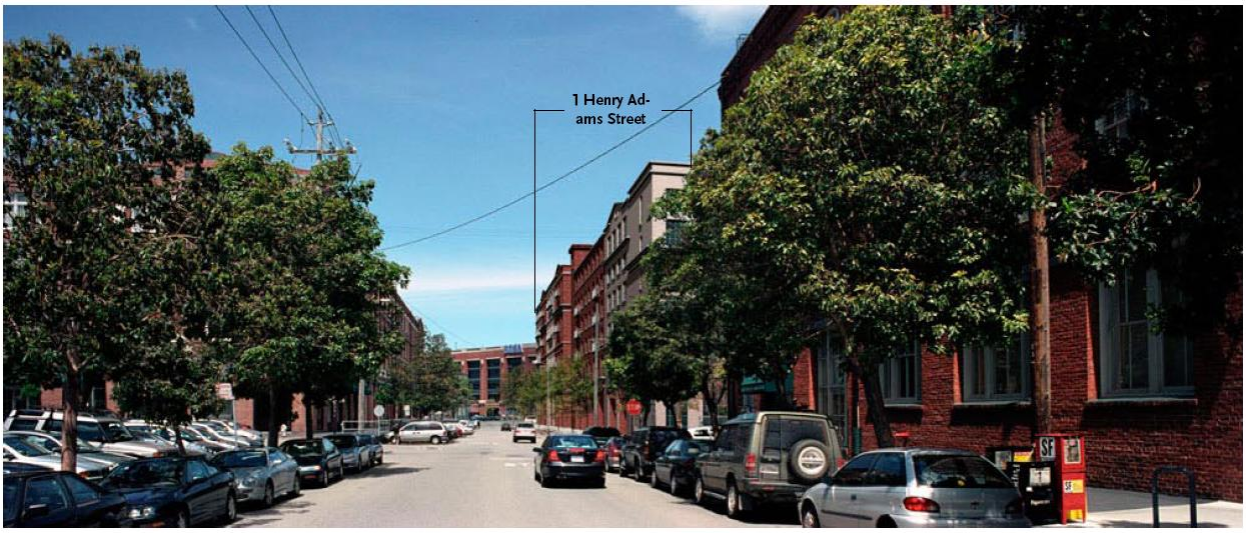
Source: Square One Productions

6·7·11

View Looking West on Division Street between Townsend and King Streets Figure 31



Existing View



View with Proposed One Henry Adams Street Project

Source: Square One Productions

6·7·11

View Looking North on Henry Adams Street between Alameda and Fifteenth Streets Figure 32

Figure 27 (Both Sites), View Looking West from Highway 280 (page 103), illustrates views of both of the proposed project's sites from the elevated I-280 freeway, located east of the project sites. From this elevated vantage point, the buildings at both sites (project or either variant) would be visible. Their height, mass, rectilinear form, and exterior treatments would be similar to existing nearby buildings and the general pattern of development in the vicinity. As discussed above, compliance with Mitigation Measure M-CP-5, page 144, would ensure design compatibility with adjacent historical buildings. From this vantage point, the buildings at the two sites (project or either variant) would add to the existing mass of structures in the area, would not rise substantially above the existing skyline of nearby buildings, and would either not block views of more distant buildings or would partially and inconsequentially block them. The proposed buildings would not substantially block views from this vantage point (looking west from Highway 280). The proposed project, or either variant, would not have a significant visual impact from this perspective.

Figure 28 (Both Sites), View Looking East from Highway 101 Flyover (page 104) illustrates views of the proposed project's 801 Brannan and One Henry Adams sites from the elevated northbound ramp connecting U.S. 101 and I-80, located west of the project sites. From this elevated vantage point, the upper portion of the proposed buildings (project or either variant) would be clearly visible; they would be consistent in height with the existing adjacent buildings in the project vicinity and would be lower than the more distant high-rises of the downtown area.

The buildings' rectilinear form, exterior treatments, and massing would be generally consistent with existing buildings and the general pattern of development in the area. As discussed above, compliance with Mitigation Measure M-CP-5, page 144, would ensure design compatibility with adjacent historical buildings. The 801 Brannan buildings (project or either variant) would add to the existing mass of structures in the area, but would not constitute a new visual element, nor would its volume rise substantially above the existing skyline. The very top portion of the proposed One Henry Adams buildings may be visible behind the structure at Two Henry Adams Street. The proposed buildings (project or either variant) would not substantially block views from this vantage point (looking east from Highway 101 Flyover). The proposed project, or either variant, would not have a significant visual impact from this perspective.

801 Brannan Site

Figure 29 (801 Brannan), View Looking East on Brannan Street between Eighth and Ninth Streets (page 105), illustrates views looking east along Brannan Street toward the proposed project's 801 Brannan site.

From this vantage point, the western portions of the proposed 801 Brannan buildings (project or either variant) would be prominent when viewed from under the elevated U.S. 101 freeway. The 801 Brannan buildings, at 68 feet in height, while lower than the existing 71-foot-tall Gift Center/Jewelry Mart building and its 110-foot-tall tower on the northern side of Brannan Street, would be more prominent from this viewpoint than the Gift Center/Jewelry Mart. However, the proposed buildings at 801 Brannan (project or either variant) would not block views of visual features other than a swath of the sky (partially screened by the elevated U.S. 101 freeway under existing conditions), and would not substantially block views from this vantage point (looking northeast on Brannan Street between Eighth and Ninth Streets). The proposed project's, or either variant's exterior treatments and overall rectilinear shape and massing would be consistent with, but larger than, the existing general development pattern in the vicinity of the project site. As discussed above, compliance with Mitigation Measure M-CP-5, page 144, would ensure design compatibility with adjacent historical buildings. The proposed project, or either variant, would not have a significant visual impact from this perspective.

Figure 30 (801 Brannan), View Looking West on Brannan Street between Sixth and Seventh Streets (page 106), illustrates views looking west along Brannan Street toward the proposed project's 801 Brannan site. From this vantage point, the northern portion of the proposed buildings (project or either variant) would be clearly visible. The buildings would extend the street wall that is formed by existing buildings on either side of Brannan Street near the 801 Brannan site. The proposed project, or either variant, would block a portion of the distant view of Twin Peaks, Diamond Heights, and Mt. Davidson to the west. However, the portion of the view of distant hills that the 801 Brannan buildings (project or either variant) would eliminate constitute a relatively small and distant portion of the view from this vantage point. The view blockage would not substantially alter the overall visual impression from this location (looking west on Brannan Street between Sixth and Seventh Streets). The proposed buildings at 801 Brannan (project or either variant) would appear similar in height to the existing buildings in the immediate vicinity, and their rectilinear shape and massing and exterior treatments would be consistent with the general pattern of the existing streetscape. As discussed above, compliance with Mitigation Measure M-CP-5, page 144, would ensure design compatibility with adjacent historical buildings. The proposed project, or either variant, would constitute infill development in this view and would alter the aesthetic character of the site from a shorter commercial building to taller, more massive residential-retail buildings. As described above, however, the proposed project, or either variant, would not have a significant visual impact from this perspective.

Figure 31 (801 Brannan), View Looking Northwest on Division Street between Townsend and King Streets (page 107), illustrates views looking northwest along Eighth Street toward the 801 Brannan site. From this vantage point, the western façade of the proposed buildings at the 801 Brannan site (project or either variant) would be visible. The height and bulk of the buildings would appear similar to that of the existing five-story Townsend Center on the northeast corner of Townsend and Eighth Streets (699 Eighth Street), and would be visually consistent with the street wall on Eighth Street formed by existing buildings to the north and south. The project's, or either variant's, height, massing, and exterior treatments would conform to the general pattern evident in the vicinity of the project site. As discussed above, compliance with Mitigation Measure M-CP-5, page 144 would ensure design compatibility with adjacent historical buildings. The proposed buildings (project or either variant) would not substantially block views from this vantage point, and the proposed project, or either variant, would not have a significant visual impact from this perspective.

One Henry Adams Site

Figure 32 (One Henry Adams), View Looking North on Henry Adams Street Between Alameda and Fifteenth Streets (page 108), illustrates views looking north from Henry Adams Street between Alameda and Fifteenth Streets toward the proposed project's One Henry Adams site. From this vantage point, the western façade of the proposed two buildings would be visible. The apparent height and bulk of the proposed buildings would be approximately one story greater than, but generally similar to, that of existing nearby buildings, including the four-story San Francisco Design Center Showplace Square Building (identified as Two Henry Adams Street in Figure 32) immediately to the west and the five-story Townsend Center to the north. The height, massing, exterior treatments, and overall visual character of the proposed buildings would fall within the range of existing nearby buildings and the general pattern of development in the vicinity, and the proposed buildings would not substantially block views from this vantage point. As discussed above, compliance with Mitigation Measure M-CP-5, page 144 would ensure design compatibility with adjacent historical buildings. The proposed project, or either variant, would not have a significant visual impact from this perspective.

VIEW FROM PRIVATE RESIDENCES

Although the proposed buildings at the 801 Brannan site (project or either variant) would be visible from adjacent and nearby buildings, only a few buildings are residences. There is a four-story "live/work" building located at 60 Eighth Street, approximately 100 feet west of the 801 Brannan site on the opposite side of Eighth Street; a four-story building at 787 Brannan Street with residential uses on the upper floors,

about 250 feet northeast of the 801 Brannan site; a four-story live/work building just east of Lucerne Street (5 Lucerne) at the corner of Brannan Street, about 500 feet northeast of the 801 Brannan site; and a five-story SRO hotel at 785 Brannan Street, two buildings east of Seventh Street. The proposed buildings at the One Henry Adams site could be visible from residential buildings across Division Street and east of the traffic circle in the tip of the triangular block between Townsend and Division Streets. Immediately facing the site is a three-story building with ground-floor commercial uses and upper-story residential uses (102 Division Street), followed by a similar four-story mixed-use building (92 Division Street). For those residences with views of development (project or either variant) proposed at either the 801 Brannan site (approximately 12 units) or the One Henry Adams site (approximately 28 units), the proposed project, or either variant, would change the existing views of the project sites' 20- to 33-foot-tall buildings and views of the sky and adjacent 65- to 80-foot-tall buildings in the background. The proposed project, or either variant, would replace these views with the proposed 68-foot-tall buildings, which would block all or a substantial amount of the view of background buildings, hills, and sky. Although some reduced private views would be an undesirable change for those individuals affected, the change in views would not exceed that commonly expected in an urban setting. As indicated above, the proposed project, or either variant, would not substantially degrade or obstruct scenic views from public areas.

CONCLUSION: VIEWS AND VISUAL CHARACTER

As discussed above, the proposed project's, or either variant's, buildings at the two sites would constitute a noticeable change in the visual environment and add to the overall mass and visual density of the existing development and urban form of Showplace Square. The height and bulk of the proposed project's buildings at both sites would be similar to that of the larger buildings nearby. The proposed buildings (project or either variant) would be constructed within the existing block and street configuration, including the new two-way publicly accessible Brannan Alley, a new two-way, publicly-accessible alley connecting Seventh and Eighth Streets. From some moving vantage points for motorists on I-280 and U.S. 101, the proposed project, or either variant, would be visible but would not rise substantially above the existing skyline. The proposed project, or either variant, would not introduce structures of substantially different visual character or demonstrably negative visual effect into the area. The project vicinity includes buildings of similar height, mass, and form as the proposed project. The proposed project, or either variant, would not substantially alter the existing pattern of heights, disrupt the visual continuity of existing buildings, or degrade the existing visual context. As a result, the proposed project, or either variant, would have a ***less-than-significant*** impact on a scenic vista and the existing visual character or quality of the site and its surroundings.

Scenic Resources

Impact AE-2: The proposed project, or either variant, would not damage scenic resources, except for the removal of existing trees, which would be removed and replaced in compliance with the City's Urban Forestry Ordinance. (Less than Significant)

The proposed project, or either variant, would not damage scenic resources that contribute to a scenic public setting because neither project site contains scenic resources, including, but not limited to rock outcroppings, and other features of the built or natural environment. The proposed project, or either variant, would remove the 39 trees on both sites, 35 of which are protected, either as street trees (16) or significant trees (19) under San Francisco's Urban Forestry Ordinance, as discussed above in the setting. However, the proposed project, or either variant, would comply with the City's Urban Forestry Ordinance regarding removal and replacement of street trees, significant or landmark trees, as discussed in Section V.H.13. Biological Resources, and therefore, there would be no significant effect on trees as scenic resources.

Light and Glare

Impact AE-3: The proposed project, or either variant, would not emit excessive light and glare and would comply with Planning Commission Resolution 9212. (Less than Significant)

The proposed project's, or either variant's, lighting would be consistent with lighting typical of other mid-rise buildings in the project vicinity, and the project or either variant would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. The proposed project, or either variant, would not generate obtrusive light or glare that would substantially affect other properties, and would therefore result in a ***less-than-significant*** light or glare impact, as indicated on pages 19-20 of the Initial Study (Appendix A).

CONCLUSION

As discussed above, neither the proposed project, nor either variant, would have a substantial demonstrable negative effect on a scenic vista, scenic resources, the visual character of the site or surrounding area, or create a new source of obtrusive light and glare. The proposed project, or either variant, would therefore have a less-than-significant aesthetic impact.

C. CULTURAL AND PALEONTOLOGICAL RESOURCES

INTRODUCTION

This section assesses the potential impacts on cultural and paleontological resources, including archeological resources and historical architectural resources, resulting from implementation of the proposed project, or either variant. The Initial Study (see Appendix A) found that implementation of the proposed project would not adversely affect historic architectural resources or archeological resources. However, there have been updates to the analysis for these topics since publication of the Initial Study (IS) in 2003.

Cultural resources include paleontological resources, archeological resources and historical (architectural) resources. With respect to archeological resources, an assessment of archeological sensitivity at the two project sites was made by Planning Department staff in March 2005, subsequent to the publication of the IS.[59] In addition, as previously stated there have been changes to the City's CEQA Initial Study Checklist that have occurred since 2003 related to cultural resources. Lastly, the Planning Department has made revisions to the standard mitigation measures for potential effects to archeological resources. For these reasons, the analysis with respect to archeological resources, paleontological resources, and human remains has been updated below.

Evaluation of the potential for proposed projects to affect "historical resources" is a two-step process; the first step is to determine whether the property is an "historical resource" as defined in Section 15064.5(a)(3) of the State *CEQA Guidelines*, and, if it is an "historical resource," the second step is to evaluate whether the action or project proposed by the sponsor would cause a "substantial adverse change" to the "historic resource."[60] These steps are discussed in detail in the Planning Department's Preservation Bulletin No. 16, entitled CEQA Review Procedures for Historical Resources.

The one building at the 801 Brannan site and two of the three buildings at the One Henry Adams site (55 Division and 40 Rhode Island Streets) are over 50 years old and proposed for demolition. Therefore, pursuant to procedures outlined in the Planning Department Presentation Bulletin 16, the Department

[59] Randall Dean, San Francisco Planning Department, *Memorandum: Archeological Sensitivity* (801 Brannan / One Henry Adams), March 15, 2005. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

[60] San Francisco Preservation Bulletin No. 16.

required supplemental historical research to determine whether those buildings are historical resources for the purposes of CEQA, either individually or as contributory buildings to a potential historic district. Therefore, this section also summarizes information on the history, architecture, and significance of these buildings from the historical resource evaluations that were prepared for the proposed project by architectural historian consultants.[61,62] In addition, a summary of the Department's determination regarding the historical resource status of these buildings as well as of potential project impacts to historical resources is presented here.[63]

SETTING

Paleontological Resources

There are no known paleontological resources (fossils) at the two project sites. As described in the geotechnical report prepared for the 801 Brannan site, the site is underlain by a layer of historic fill ranging in depth from 15 to 34 feet below ground surface (bgs), beneath which lies a deposit of marine clay and silt, approximately 48 to 100 feet thick.[64] As described in the geotechnical report prepared for the One Henry Adams site, the site is underlain by a layer of historic fill ranging in depth from 8 to 19 feet bgs, beneath which lies a deposit of marine clay and silt deposit 31 feet thick.[65] The fill, clay, and silt, typically do not contain paleontological resources.

Archeological Resources

An archeological assessment has been prepared for the proposed project to addresses the prehistoric, historic, and natural formation contexts of the project site, the potential for archeological resources to be

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61 Kelley & VerPlanck Historical Resources Consulting, *op. cit.*

62 Architectural Resources Group; (1) *Western Pacific Railroad Freight Depot, 801 Brannan Street, San Francisco, Historic Resource Evaluation Report* (801 Brannan HRE), June 24, 2010; (2) *National Ice and Cold Storage Company, 40 Rhode Island/55 Division Streets, San Francisco, Historic Resource Evaluation Report* (One Henry Adams HRE), June 24, 2010. These reports are available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

63 San Francisco Planning Department, *Historic Resource Evaluation Response* (HRER), 801 Brannan Street/1 Henry Adams Street, June 24, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

64 Treadwell & Rollo, *Draft Geotechnical Investigation*, 801 Brannan Street, San Francisco, California, June 21, 2001. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

65 Treadwell & Rollo, *Draft Geotechnical Investigation*, 1 Henry Adams Street, San Francisco, California, August 2, 2001. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

present, and the eligibility of the expected resources for listing to the California Register of Historic Resources (CRHR).[66,67,]

Historically, the proposed project sites were located within the tidal estuary of Mission Creek. Mission Creek flowed through the southwestern quadrant of the 801 Brannan site. The rest of the 801 Brannan site was tidal wetlands except for a narrow strand of dry, sandy land that ran along the south side of Brannan Street widening as it approached Seventh Street. The One Henry Adams site was located on a tidal island in the center of the estuary of Mission Creek between two sloughs flowing south of the main watercourse. These are the physiographic features, based on mid-1850s topographic maps that characterized the project sites prior to any intensive human modification. The landscape of the San Francisco Bay Area has undergone a series of large-scale changes since the time that prehistoric people first inhabited the area. Prior to the formation of San Francisco Bay due to the rise in sea level during the late Pleistocene period more than 10,000 years ago, the project sites would have been significantly different than in the mid-19th century: the project sites would have been interior, upland sites with silty soils.

More than half-dozen prehistoric sites have been recorded in the area between Mission Bay and Market Street. These prehistoric sites have a considerable range in age from approximately 5,000 years B.P. (before present) to a Native American site with a possible historic component that might make it contemporaneous with the Mission Period recently discovered west of the project sites. These prehistoric sites have also varied greatly in depth from 1.8 meters (6 feet) to 22.9 meters (75 feet) below existing grade. The majority of known prehistoric midden sites in the San Francisco Bay Area have been discovered near the Bay and occasionally within tidal marshes and/or at depths below current sea level. Because of the locational and current/historical physiographic features of the project sites and the archeological record of known prehistoric sites in the project vicinity, there is a reasonable probability that prehistoric resources may be present within the two project sites.

The archeological resource studies prepared for the project sites note a 35 to 40 year differential in the historical development of the two project sites. The upper portion of the 801 Brannan site was occupied by nine structures by 1857; the majority or all of which would probably have been residences. By 1887 the 801 Brannan site contained industrial uses (Golden City Chemical Works, Pacific Woodenware & Cooperage Co.). The wetlands and sloughs within the 801 Brannan site were filled in the 1890s with 6 to 9

66 Randall Dean, 2005, *op. cit.*

67 Randall Dean, San Francisco Planning Department, *Memorandum:* 801 Brannan / 1 Henry Adams Mixed-Use Project – review of previous archeological assessment, May 9, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

feet of fill. By the end of the 19th century, the 801 Brannan site had a number of dwellings and small commercial uses (stores, saloons) in the eastern portion of the site. The remainder of the site contained warehouses and industrial uses (Pacific Sheet Metal Works, American Box Factory, Pacific Bottle Yard, Anspacher Bros. Hay Warehouse, McNab & Smith, Draymen). The entire 801 Brannan site burned in the Great Fire of 1906. The One Henry Adams site was not developed until possibly the 1890s and was probably only filled in the previous decade. In 1899 the site contained two industrial uses (National Ice Co., Pioneer Soap Co. Works). The One Henry Adams site did not burn in 1906 and by 1913 the National Ice Co. covered the entire project site.

Historical Resources

THE NEIGHBORHOOD[68]

The project neighborhood is within Showplace Square governed by the *Showplace Square/Potrero Hill Area Plan* developed through the Eastern Neighborhoods planning effort, discussed in more detail later in this section. The two project sites are located in Showplace Square, south of downtown within one block north and south of the Townsend Circle at Townsend and Division Streets, as discussed above in Chapter III, Project Description, beginning on page 9 and in Chapter V.A. Land Use, beginning on page 71. The neighborhood is a mixed-use area with the design-oriented interior design and home furnishings businesses interspersed with multimedia, retail, office, and industrial uses. Showplace Square was originally developed as a warehouse and industrial district serving nearby port facilities, once one of the City's important industries. The prominence of the Port of San Francisco declined after World War II, and over time maritime activity gave way to furniture showrooms, furniture factories, and interior design uses. Jackson Square, about 1.5 miles to the north of Showplace Square was the City's primary location for furniture showrooms until the 1970s, when the showrooms were priced out of the area by the rising rents that high-end antique dealers and interior decorators were willing to pay. Real estate developer Henry Adams was instrumental in shifting the concentration of furniture showrooms and related businesses to the many large early-century warehouse buildings still present in Showplace Square. Today there are well over 100 furniture businesses in showrooms in Showplace Square, many of them located in the San Francisco Design Center (Two Henry Adams Street and 101 Henry Adams Street). More recently,

[68] This subsection summarizes information about the area's historical land use from the introduction, land use, housing, and historical resources chapters from the following document: SF Planning Department, *Showplace Square/Potrero Area Plan*, adopted December 19, 2008. Available online at http://www.sf-planning.org/ftp/General_Plan/Showplace_Square_Potrero.htm, accessed May 2, 2011. This document is also on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E.

numerous residential and office projects have been developed or approved in the area, leading to a shift to a more mixed-use character.

The area's buildings date from the early 1900s through the present. Regardless of date, Showplace Square buildings often have large footprints and range from one to five stories in height. The surrounding area and buildings have been described previously in Chapter V.A. Land Use, Section "Surrounding Land Use," page 73. A number of individual historical resources are located in proximity to the project sites. The Baker & Hamilton Building, located at 700 Seventh Street (one block south of the 801 Brannan site), is a large, three-story red brick building that is listed on the National Register of Historic Properties, is registered as City Landmark No. 193 pursuant to Article 10 of the *Planning Code*, and is listed in the book *Here Today*. Also on the National Register is the National Carbon Company Building, located at 888 Brannan Street, directly across the street from the 801 Brannan site.[69] This large, four-story, reinforced concrete, former industrial building is listed on both the National and California Registers.[70] At the eastern end of the same block is 808 Brannan Street (aka 588 Seventh Street), a two-story, brick, industrial building identified as a potential historical resource in the Unreinforced Masonry Building Survey and San Francisco Architectural Heritage Survey surveys.[71] In addition, immediately adjacent to the northeast corner of the existing 801 Brannan Street building is 600 Townsend Street, a three-story, brick, former industrial building identified as a potential historical resource in the same surveys.[72]

EASTERN NEIGHBORHOODS COMMUNITY PLANNING PROCESS

The project sites are located within the *Showplace Square/Potrero Hill Area Plan*, a planning area of the Eastern Neighborhoods (EN) program. The EN community planning process began in 2001 in response to rapid transformation of the area caused by a dramatic increase in demand for office space in the mid- to late-1990s, largely as a result of the "dot-com" boom of software and internet companies. This demand resulted in conversion of many former industrial properties to office space and live/work developments. The rapid escalation in property values and rental prices forced many artists and low- and middle-income workers from the area as production, distribution, and repair (PDR) jobs were displaced.

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69 Note that this property is listed as 870 Brannan (aka 599 Eight Street) in the Planning Department's HRER, *op. cit*, and listed as 545 Eighth Street in the KVP Showplace Square Survey, *op. cit.* Because the extant building has "888 Brannan" emblazoned on its Brannan Street and Eighth Street façades, for the purposes of this document, the building is referred to as 888 Brannan Street.

70 San Francisco Planning Department, HRER, *op. cit.*, p. 2.

71 *Ibid.*

72 *Ibid*, p. 9.

For purposes of historical architectural resources, the *Showplace Square/Potrero Hill Area Plan*, establishes historic preservation objectives and policies that provide for identification, retention, reuse, and sustainability of the area's historic properties. In addition, as discussed in the Policy and Regulatory Framework below, the results of historical resource surveys and interim procedures for building permit review associated with the EN rezoning relate to the cultural resource impacts analysis for the proposed project.

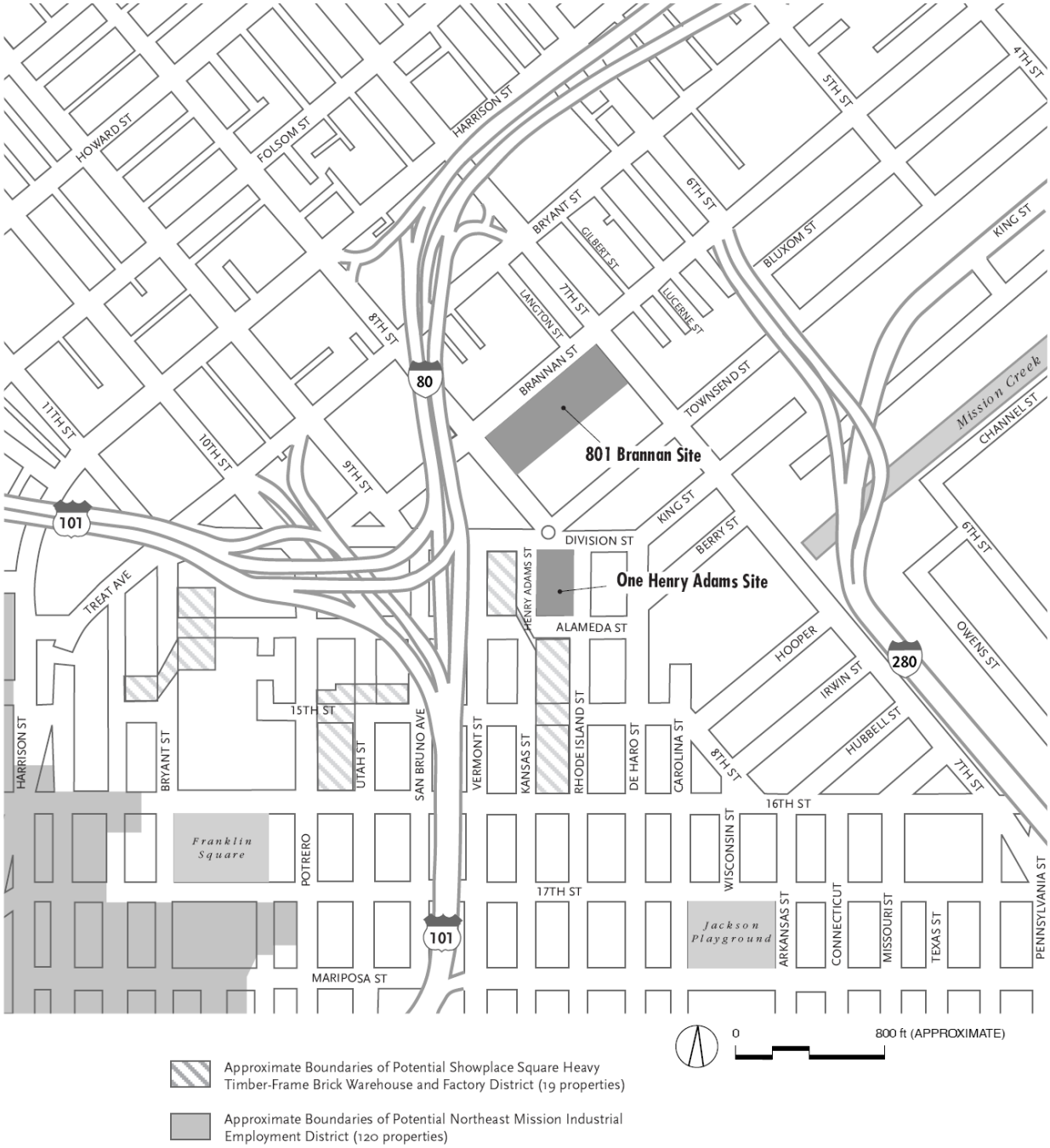
HISTORIC DISTRICTS

As part of the San Francisco's Eastern Neighborhoods long-range planning effort, discussed below, the Planning Department retained the services of Kelley & VerPlanck Historical Resources Consulting (KVP) to survey the historically industrial zones of two planning study areas: Showplace Square/Potrero Hill and the Mission. The KVP survey identified and documented two potential historic districts within the project area: the Northeast Mission Industrial Employment District, with a period of significance of 1895 to 1955, containing 82 contributing properties, and the smaller and discontinuous Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District, whose buildings were constructed between 1893 and 1929.[73] The boundaries of the two potential historic districts are shown in Figure 33 page 120. Both project sites are outside the nearby Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District, which includes buildings in some of the blocks surrounding the project sites.

Although most properties in Showplace Square surveyed in 2008 by KVP do not rise to the level of individual significance, there are dozens of properties that do qualify for listing in the National Register of Historic Places and/or the California Register of Historic Resources.[74] In addition, one discontiguous potential historic district composed of 19 heavy-timber brick industrial buildings has been identified, the Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District, which KVP found to be eligible for listing in the California Register under Criterion 3 (Design/Construction). Developed between 1893 and 1929, the contributors to this district would create a cohesive district of two-to-six-story masonry buildings of similar scale, massing, setback, materials, fenestration pattern, style, and architectural detail. Character-defining features of the buildings in this potential district include: heavy-timber or steel framing; exterior brick construction (typically American common bond, granite, or

[73] *Ibid*, p. 9.

[74] Kelley & VerPlanck Historical Resources Consulting, *op. cit*.



Source: During Associates

6·7·11

Potential Historic Districts in the Project Vicinity Figure 33

molded brick water tables); heights ranging from one to seven stories; grid-like arrangement of punched window openings with either flat lintels or segmental arched headers; a classic tripartite façade arrangement consisting of base, shaft, and capital; flat or gable roofs; wood double-hung or steel casement windows; and corbelled brick or concrete or terra cotta ornament, including door and window surrounds, string courses, quoins, window arches, friezes, and cornices.

The potential Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District is composed of three separate but proximate sub-districts: a western sub-district composed of four properties containing three contributing resources to the district, centered on the intersection of Bryant and Alameda Streets; a central sub-district centered on the intersection of Fifteenth and Utah Streets, composed of seven properties containing seven contributors; and an eastern sub-district, a long and narrow district centered on Kansas and Fifteenth Streets and comprising eight properties containing six contributors to the district. In the vicinity of the One Henry Adams site, contributors to this potential district include Two Henry Adams Street, a four-story, brick building constructed in 1915, and 101 Henry Adams Street, a four-story, brick building constructed in 1906; these buildings are across Henry Adams Street and Alameda Street, respectively, from the One Henry Adams site.

801 BRANNAN SITE

Building History

The site currently occupied by the Concourse Exhibition Hall (the 801 Brannan site) had been fully developed with buildings by 1899, based on Sanborn maps of the era. At this time, the surrounding area was developed with industrial, manufacturing, and warehouse uses, with many buildings connected to rail spurs leading to freight depots owned by Southern Pacific and Atkinson Topeka & Santa Fe railroads. Major industries nearby included the Golden City Chemical Works at the northwest corner of Seventh and Townsend Streets (southeastern corner of the block occupied by 801 Brannan Street), the San Francisco and Pacific Glass Works at the northeast corner of Seventh and Townsend Streets, and the Chicago Brewing Company at Eighth and Brannan Streets. Mission Creek ran through the southwest corner of the block occupied by the 801 Brannan site.

Fire following the 1906 San Francisco Earthquake destroyed the buildings occupying the 801 Brannan Street project block at that time. The newly formed Western Pacific Railway had acquired and fenced off the block by January 9, 1907. The Railway had elaborate plans to establish a new terminal in San Francisco that would be part of a larger freight depot and yards to be located on the blocks between

Brannan and Townsend, and Seventh and Ninth Streets. Plans for the freight depot included buildings extending from Eighth to Seventh Street along Brannan Street, in two rows, with separate offices near Seventh and Brannan Streets. Western Pacific hired contractor Thomas D. Day's Sons to construct the new freight depot and it was operational by 1913. Rail lines ran between the buildings allowing freight to be unloaded from rail cars and discharged from the buildings' north and south loading docks. Two drayage companies were located on the block to the north. Western Pacific had a three-story freight office building directly across Eighth Street from the freight depot, at the southwest corner of Eighth and Brannan Streets.

The freight sheds extended about three quarters of the way from Eighth to Seventh Streets until 1931. At that time, additions to the northern freight building expanded it to its current length. A one-story frame building was added in 1937 to the southern shed on west side of Seventh St (east end of the lot) for use as a freight shed. The southern freight building had reached its current length by 1946, except for the two-story office at the shed's western end. The building continued to house the Western Pacific Railroad Company through 1980, but by 1957 the railroad was sharing the structure with other businesses. Henry Adams and Company purchased the property in 1979, converting the building to design industry use. Renovations in 1980 included a 33-foot tall, steel-and-glass structure built to fill the gap between the two freight depots and creating the Concourse Exhibition Hall, a showplace for furniture and interior design trade shows and other events. By 2002, Bay West Showplace Investors owned the property and the building continues to function as the Concourse Exhibition Hall.

Building Description

The extremely long, one-story, rectangular 801 Brannan Street building is composed of three parts. There are two long, heavy-timber freight sheds built in 1909, situated parallel to each other (the northern and southern freight sheds). The third part, a steel-frame and glass structure extending almost the full length of the sheds, was built in 1980 and joins the two sheds into one building. The northern freight shed is a one-story building with a heavy-timber structural system and a metal-covered shed roof with six modern vents protruding through the roof-like dormers and spaced along the roof slope. The structural system divides the walls into thirty-six bays that are covered with modern metal vertical siding. The historic siding material does not appear to be intact underneath. A band of three narrow windows is located in every other bay along the very top of the wall, although a few windows have been removed and covered with plywood. Eleven openings contain either modern roll-down metal doors or paired metal pedestrian doors. The east elevation of the northern freight shed has no openings. The western elevation of the northern freight shed has glass windows and doors that open onto a concrete patio.

The one-story southern freight shed is roughly twice as wide as the northern shed and is flanked by two-story office sections on its east and west ends. The one-story shed is similar to the northern freight building in form and materials. The two-story offices at the east and west ends are utilitarian in design with flat roofs and a selection of different windows breaking up the outer walls. Similar to other sections of the building, the walls are covered with vertical metal siding. However, the second floor of the west-end office is covered with red brick veneer.

The third section of the building, the steel-and-glass structure built in 1980, fills the long gap between the two freight sheds. A shallow-pitched gabled roof standing taller than the freight sheds tops this section. It has a continuous band of windows along the tops of the north and south elevations. The east and west elevations are glass walls containing paired aluminum glass doors opening to entrance areas.

From inside the building, the heavy-timber structural system is clearly visible, as are changes in the structural system associated with different phases of building construction and renovation. The northern and southern sheds are primarily open spaces that have been divided with modern walls and rooms. The open center of the building, where the trains historically ran, is enclosed at the north and south sides and has been divided by the insertion of large staircases and a mezzanine. Historically, the center section was lower to facilitate loading and unloading, and the floor height of the sheds was designed to match the floor height of train cars. This configuration is still visible in the eastern half (approximate) of the building, but not the western end of the building, where the center section floor is flush with the shed floor height and gently ramps down. The interior walls of the sheds are covered with modern vertical siding. The pattern of historic door openings is not visible.

ONE HENRY ADAMS SITE

The One Henry Adams site occupies the entire block bound by Division, Rhode Island, Alameda, and Henry Adams Streets. Although listed as having only one address (55 Division Street) in the Planning Department's Parcel Information Database, there are three buildings and three surface parking lots on the project site with five addresses between them: one building each at 55 Division Street and 40 Rhode Island Street, respectively, and one building at Three and Five Henry Adams Street. Because the former buildings are "Category B" buildings under the Planning Department procedures for CEQA review (i.e., properties requiring further review) and the latter building is a "Category C" building (i.e., properties determined not to be historical resources), they are addressed in separate discussions below.

Building History – 55 Division / 40 Rhode Island

A year after its founding in 1892, the National Ice Company constructed a "depot" at the southwest corner of Eighth and Brannan Streets. By 1899, they had constructed a number structures on the One Henry Adams block: primary structures such as a Cold Storage House, Ice Storage House, Freezing Tanks, Engine House, Boiler House, and Wagon Sheds; and ancillary buildings such as sheds, water distillers, and a brine pump. It is likely that the National Ice Company used the Southern Pacific spur tracks traversing the northeast corner of the property to receive natural ice from the Sierra and goods requiring cold storage, and for providing refrigerated train cars with ice. In 1899, Pioneer Soap Company Works was located on the southeast corner of the project block.

The 1906 earthquake and fire destroyed many of the buildings in the neighborhood. The fire spread south to the northern edge of Showplace Square, stopping halfway through the block at the northeast corner of Townsend and Eighth Streets, a half block from the One Henry Adams site project block, which was not destroyed by the fire.

By 1913, the company had expanded to occupy the entire project block, constructing a large five-story "Cold Storage" building where the soap works company had stood. In 1937, the company demolished some of its older structures and constructed a new Class C building, the "Ice Making Plant," facing Rhode Island Street. The new structure was built without a rail spur, reflecting a shift to trucks for transport instead of rail. In 1944, the lunch counter on the northeast corner of the block was demolished and the 55 Division Street building (Class C) was constructed—a one-story "garage and shop."

By 1944, the project site's appearance had changed substantially from that of 1913, and it was not as densely developed. The northeast corner of the block was more fully developed because the railroad spur had been removed. Buildings were larger and faced the streets instead of the rail spur. The only remaining buildings were 40 Rhode Island/55 Division, the five-story Cold Storage building, and two small, detached offices at the west side of the property.

By 1958, Ocoma (frozen) Foods Company used some of the space in the 55 Division/40 Rhode Island building complex. Both the National Ice and Cold Storage Company and Ocoma Foods continued using the buildings through 1962. The property was vacant from 1963 to 1964. Subsequently, Pacific Telephone and Telegraph Company leased some space through the late 1970s, using it as a mailroom and for truck storage. The San Francisco Ice Company plant occupied the part of the property facing Rhode Island Street through 1982.

In the late 1970s, the portion of the building facing Division Street was vacant, and by 1979, Plus Kitchens (furnishings) and Snapview Architectural Signage occupied it. By 1983, Bay West owned the entire block and converted some of the space to design uses. By 1991, Toda Development Inc. owned the property. Currently, the 40 Rhode Island Street portion of the subject properties is vacant. Retail functions continue to operate out of the building at 55 Division Street and are accessible from entrances on the north and west elevations.

Building Description – 55 Division / 40 Rhode Island

The building at 55 Division Street was constructed as an addition to 40 Rhode Island Street, and the two give the appearance of a single building. The building style is simplified Art Deco applied to a utilitarian structure. The buildings are located on the east side of the block, stretching from mid-block to the northeast corner of Rhode Island and Division Streets. Together, the buildings have an irregular shaped footprint and do not fully occupy the block, thereby allowing for the surface parking lots on the block's southeast and northwest corners and the perpendicular parking and loading areas fronting Rhode Island Street. The reinforced concrete walls of the building are covered with smooth cement plaster. A flat roof surrounded by a parapet tops the building.

The primary (east) façade is composed of three main parts. The 25-foot-tall center and southern sections comprise the vacant manufacturing facility, the "ice house," while the northern 20-foot-high section generally comprises the 55 Division Street addition with entrances on the eastern, northern, and western façades. The northern entrance is the 55 Division Street address while the separate entrance through the west façade leads to a subdivided space with an address posted as One Henry Adams Street. The entrance through the eastern façade is a service entrance. The 20-foot-high eastern façade, has a simple water table that wraps around to the north and west elevations. The horizontal band that decorates the central bay also extends over this northern section at the cornice line. Metal screens cover the windows. An indented bay suggests there was a large opening that has been infilled.

The 25-foot-high center section of the eastern façade, the original 40 Rhode Island portion of the building, is divided by eight articulated attached pilasters with pointed tops that project above the roof at the cornice line and divide the center section into seven bays. A simple metal-frame awning covers the northern four pilasters and bays. The fenestration and doorways are irregular, with various-sized industrial windows, a glazed pedestrian door, large boarded openings covered with metal grills, a door hanging from an overhead rail, and metal roll-down door. A loading dock projects from the center section at the fourth through seventh bays.

The 25-foot-tall southern section continues the horizontal band of the center section, and includes a second, ornamental lower band that is scored rather than projecting. A "San Francisco Ice Company" sign is painted on the wall near the south corner of the façade. This southern section of the east façade has a variety of metal and aluminum doors and windows.

The south elevation of the building steps back twice. This elevation includes different types and sizes of windows, a boarded-up pedestrian door, and two metal roll-down doors. Stylistic detailing is limited to vertical piers at the façade (east elevation) and simple horizontal molding at the east and south elevations.

Building History – Three and Five Henry Adams

The third building on the lot, the Three and Five Henry Adams Building, was constructed in 1970 (Building Permit). It is less than 50 years old and does not require further assessment as a potential historical resource. Its age, in combination with its simple utilitarian design and materials, does not indicate a high probability of being a historical resource, that is, having a strong association with an important historic event or person, being a representative example of historically important architecture, or yielding important historic or prehistoric information. The building is discussed for informational purposes and as part of the setting for the 55 Division and 40 Rhode Island Street buildings. The architect is unknown. The original owner is the Pacific Telephone and Telegraph Company. Subsequent owners included Bay West (1983), Toda Development Inc. (1991), and Bay West (2004). The building was originally used for truck storage; subsequently, it was used for indoor and outdoor plant sales and then as wholesale furniture and interior design showrooms, which remains its current use.

Building Description – Three and Five Henry Adams

The building at Three and Five Henry Adams Street is a one-story, 20-foot-tall structure with a very long rectangular footprint and flat roof. The walls are clad in vertical metal siding. Building entrances are at the west and south elevations and are composed of paired aluminum glazed doors. Large modern window openings are located at the west and north elevations.

POLICY AND REGULATORY FRAMEWORK

Federal

The City of San Francisco treats properties listed on the National Register of Historic Places (National Register) as historic resources subject to protection pursuant to CEQA (see the following discussions of

State and Local regulations for additional information). The National Register is the nation's comprehensive inventory of known historic resources, including buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the national, state, or local level. Typically, resources over fifty years of age are eligible for listing in the National Register if they meet any one of four significance criteria and if they retain historic integrity. However, resources under fifty years of age can be listed if they are of "exceptional importance," or if they are contributors to a potential historic district. The four basic criteria under which a structure, site, building, district, or object may be determined eligible for listing in the National Register are:

> **Criterion A (Event):** Properties associated with events that have made a significant contribution to the broad patterns of our history;
>
> **Criterion B (Person):** Properties associated with the lives of persons significant in our past;
>
> **Criterion C (Design/Construction):** Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components lack individual distinction and;
>
> **Criterion D (Information Potential):** Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be determined eligible based on its significance to American history, architecture, archeology, engineering, or culture at the national, state, or local level. As discussed below, the *CEQA Guidelines* establish similar criteria for historical resources. The National Register is administered by the National Park Service.

The Secretary of the Interior has established standards for preserving historic buildings and other properties for reuse without significantly compromising the historic integrity of the resource. The *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (*Secretary's Standards*) provide guidance for working with historic properties that are used by Federal agencies and local government bodies across the country (including the San Francisco Historic Preservation Commission) to evaluate proposed rehabilitative work on historic properties. Although the standards are not prescriptive, and compliance with the *Secretary's Standards* does not definitively determine that a project would not cause a substantial adverse change in the significance of an historic resource, projects that comply with the *Secretary's Standards* benefit from a regulatory presumption under CEQA that they would have a less-than-significant adverse impact on an historic resource. Projects that do not comply with the *Secretary's Standards* may or may not cause a substantial adverse change in the significance of an historic resource.

The *Secretary's Standards* identify four general approaches to the treatment of historic properties; in descending hierarchical order, they are: preservation, rehabilitation, restoration, and reconstruction. For each approach, the *Secretary's Standards* identify specific standards and criteria that should be met, and provide instructive guidelines for how to achieve the standards.

State

Under CEQA, evaluation of historical resource impacts is a two-step process. The first step determines whether the property is a historical resource. If necessary, the second step evaluates whether the proposed project would cause a substantial adverse change to the character-defining features of the historical resource.

CEQA Statutes, Section 21084.1 defines a historical resource as, "… a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources," properties included in a local register of historical resources, or properties deemed significant pursuant to criteria set forth in *Public Resources Code* Section 5024.1(g). According to *CEQA Guidelines*, Section 15064.5(a)(3), a lead agency can determine that a resource is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the determination is supported by substantial evidence in light of the whole record.

Under *CEQA Guidelines* Section 15064.5(a),[75] generally a historical resource that is not formally listed or identified as eligible in an adopted state or local survey will be considered historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (*Public Resources Code*, Section 5024.1, Title 14 CCR, Section 4852) including the following:

- ***Criterion 1:*** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- ***Criterion 2:*** Is associated with the lives of persons important in our past;
- ***Criterion 3:*** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- ***Criterion 4:*** Has yielded, or may be likely to yield, information important in prehistory or history.

[75] The California Environmental Quality Act (CEQA) was originally enacted in 1970 in order to inform, identify, prevent, and disclose to decision-makers and the general public the effects a project may have on the environment. Historical resources are included in the comprehensive definition of the environment under CEQA.

To be eligible for the California Register, a property must not only meet at least one of the criteria of significance but must also retain enough of its historic character or appearance to be recognizable as a historical resource and to convey the reasons for its significance [CCR Section 4852 (c)]. According to National Register Bulletin 15, the seven aspects of integrity are location, design, setting, materials, workmanship, feeling, and association.

Local

To support historical resource evaluation, the San Francisco Planning Department has organized some twenty-seven criteria into three major categories that classify properties based on their evaluation and inclusion in specified registers or surveys, as outlined in San Francisco Preservation Bulletin 16 and summarized here (Category A is divided into two subcategories):

- *Category A.1 - Resources Listed on or Formally Determined to be Eligible for the California Register of Historical Resources*. These properties are historical resources.
- *Category A.2 - Adopted Local Registers, and Properties That Have Been Determined to Appear or May Become Eligible for the California Register*. These properties are presumed to be historical resources for purposes of CEQA, unless a preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- *Category B - Properties Requiring Further Consultation and Review*. Properties that do not meet the criteria for listing Categories A.1 or A.2, but for which the City has information indicating that further consultation and review will be required to evaluate whether a property is a historical resource for the purposes of CEQA.
- *Category C - Properties Determined Not To Be Historical Resources or Properties For Which The City Has No Information Indicating that the Property is a Historical Resource*. Properties that have been affirmatively determined not to be historical resources, properties less than 50 years of age, and properties for which the City has no information indicating that the property qualifies as a historical resource.

The Planning Department considers a listing of historical resources approved by ordinance or resolution of the Board of Supervisors or the Planning Commission to be a local register of historical resources for purposes of CEQA evaluation. These lists include Articles 10 and 11 of the *Planning Code* as well as other adopted historical resource surveys, including the Here Today survey, the 1976 *Citywide Architectural Quality Survey*, the 1977-78 *Downtown Survey (Splendid Survivors),* the Dogpatch Survey, the Central Waterfront Survey, and the North Beach Survey. Other historical resource surveys, such as the Architectural Heritage surveys and the 1990 Unreinforced Masonry Building survey are not approved by ordinance or resolution, but contain useful initial information as the basis for further study.

The 801 Brannan Street building and the One Henry Adams Street buildings (55 Division, 40 Rhode Island, and Three and Five Henry Adams) have not been previously listed on the National Register of Historic Places (National Register) or the California Register of Historic Resources (California Register).[76,77] They are not included in the California Historical Resources Information System (CHRIS), not listed in any adopted local register or adopted local survey, and not documented as part of the 1968 Junior League Survey (the basis of the book *Here Today*) or the 1976 San Francisco Architectural Heritage Survey. However, a Foundation for San Francisco's Architectural Heritage Field Survey Form was prepared in the 1980s for the 801 Brannan Street building, but no category was assigned, and eligibility was not evaluated.[78]

Eastern Neighborhoods Interim Permit Review Procedures for Historic Resources

As previously discussed, the project sites are located within the *Showplace Square/Potrero Hill Area Plan*, an element of the San Francisco *General Plan* that became effective on January 19, 2009. The Final Environmental Impact Report for the *Eastern Neighborhoods Rezoning and Plans,* certified by the San Francisco Planning Commission on August 7, 2008, provided Interim Permit Review Procedures for Historic Resources (Interim Procedures). The Interim Procedures were developed to provide additional protection for potential historical resources within the Eastern Neighborhoods while historical resource surveys are being completed for these areas. These procedures will remain in effect until the Historic Preservation Commission (HPC) adopts the Historic Resource Surveys for these areas.

The Interim Procedures apply to projects that propose demolition or major alteration to a property constructed prior to 1963 within the plan area, or to projects that propose new construction within the plan area that is over 55 feet, or 10 feet taller than adjacent buildings built before 1963. With proposed demolition of buildings constructed prior to 1963 and proposed construction of four buildings over 55 feet tall, the proposed project is subject to the Interim Procedures. As required by the Interim Procedures, the proposed project was presented to the HPC for review and comment on June 16, 2010. The HPC provided the following comments on the proposed project:

1. The Commission concurs with the Department's preliminary findings regarding identification of historical resources and potential impacts.
2. The historical resource evaluation and analysis of potential impacts pursuant to the CEQA appears appropriate.

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[76] Architectural Resources Group; 801 Brannan and One Henry Adams HREs, *op. cit*.

[77] San Francisco Planning Department, HRER, *op. cit*.

[78] Architectural Resources Group; 801 Brannan HRE, *op. cit.*, p. 2.

3. The Commission concurs that the proposed Mitigation Measure to require further design review of detailed building envelope designs by Department Preservation staff should be incorporated into the environmental document for the project.[79]

Information regarding the historical resource evaluation and analysis of potential impacts pursuant to the CEQA that was conducted for the proposed project as well as the Planning Department findings regarding identification of historical resources and potential impacts are discussed under Impacts below.

IMPACTS

Significance Criteria

A project would have a significant effect on the environment in terms of cultural or paleontological resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, including those resources listed in Article 10 or Article 11 of the *San Francisco Planning Code*;
- Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

CEQA Guidelines Section 15064.5 defines a "substantial adverse change" as "demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." The significance of a historical resource is "materially impaired," according to Guidelines Section 15064(b)(2), when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that:

- convey its historic significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources (including a determination by the lead agency that the resource is eligible for inclusion in the California Register);
- account for its inclusion in a local register of historical resources adopted by local agency ordinance or resolution (in accordance with *Public Resources Code* Section 5020.1(k)); or

[79] San Francisco Historic Preservation Commission, Motion No. 0069: A*dopting findings related to the interim procedures for permit review in the eastern neighborhoods plan area for the proposed demolition of existing buildings on the two project sites and construction of new approximately six-story, 68'-0" tall, buildings for residential over commercial and parking at 801 Brannan Street (Assessor's Block 3783, Lot 001) and 1 Henry Adams Street (Assessor's Block 3911, Lot 001), located within UMU (Urban Mixed Use) District and a 68-X Height and Bulk District***.** June 16, 2010. This motion is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of 2000.618E.

- account for its identification in a historical resources survey that meets the requirement of *Public Resources Code* Section 5024.1(g), including, among other things, that "the resource is evaluated and determined by the [State Office of Historic Preservation] to have a significance rating of Category 1 to 5 on DPR Form 523," unless the lead agency "establishes by a preponderance of evidence that the resource is not historically or culturally significant."

In general, a project that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (including the Standards for Rehabilitation) is considered mitigated to a less-than-significant level.[80]

Historic Architectural Resource Evaluation

An Environmental Evaluation application for the proposed project was submitted to the Planning Department on June 19, 2000. At that time, Department environmental review procedures did not identify commercial structures more than 50 years old which were not included on any surveys as requiring further review with respect to historic resource impacts. Subsequently, in 2008 the Department modified its CEQA Review Procedures for Historic Resources such that the buildings on the two project sites were subject to evaluation for historic resource impacts.[81] An evaluation of the potential historic resource impacts resulting from the proposed project, or either variant, was conducted for the buildings at the two project sites, consistent with the City's CEQA Review Procedures for Historic Resources.[82] The results of the analyses are summarized below.

801 BRANNAN STREET EVALUATION

As part of the environmental review for this project, a Historic Resource Evaluation report was prepared for the building at this site by an independent historic architectural consultant (HRE).[83] In response, the Planning Department prepared a determination regarding the historical resource status of the building and regarding potential project impacts to off-site historical resources (HRER).[84] The 801 Brannan Street building may be considered individually significant under Criterion 1 of the California Register for its

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80 Public Resources Code 14(3) Section15064.5(b)(3).

81 San Francisco Planning Department. 2008. Preservation Bulletin No. 16. Planning Department CEQA Review Procedures for Historic Resources. Available online at http://www.sfplanning.org/Modules/ShowDocument.aspx?documentid=5340, accessed May 12, 2011.

82 San Francisco Planning Department. 2008. Preservation Bulletin No. 16. Planning Department CEQA Review Procedures for Historic Resources, available online at http://www.sfplanning.org/Modules/ShowDocument.aspx?documentid=5340, accessed May 12, 2011.

83 Architectural Resources Group, 801 Brannan HRE, *op. cit*.

84 San Francisco Planning Department, HRER, *op. cit*.

contribution to the broad patterns of California's history and cultural heritage. Transcontinental Railroads were pivotal in the development of San Francisco and in the West more generally. They connected western communities to markets in the more populated East, and increased the speed and ease of goods and passenger travel across the country beyond anything previously known. The three transcontinental railroads that reached San Francisco, and stimulated the city's growth, were the Central Pacific/Southern Pacific (1869), the Atchison, Topeka, & Santa Fe (1900), and the Western Pacific (1909). Three Western Pacific office buildings remain (600 Seventh Street, The Ferry Building, and Mills Building), but they do not retain or did not have a sufficient historical association.[85] The freight depots at the 801 Brannan site are one of three Western Pacific depot buildings known to remain. In addition, Western Pacific's association with the property was long in duration, as the company owned and operated the building from the time of its construction in 1909 to its sale to Henry Adams and Co. in 1979. Consequently, the freight sheds at 801 Brannan Street are the buildings in San Francisco most strongly associated with the Western Pacific Railroad, and they are significant for their representation of the role of the Western Pacific Railroad in the development of the City.[86]

The 801 Brannan Street building does not retain sufficient integrity to communicate its historic characteristics, and the Planning Department Historic Preservation Technical Specialist concurred with this finding for the following reasons.[87,88] The building is in its original location, and therefore, has a high degree of integrity of location. However, the property has poor integrity of design because of the loss of the loading docks and rails, the truncation of roof overhangs at the center section, and the enclosure and division of the formerly open center section.[89] The integrity of setting is moderate, with the loss of the rail spurs running through the property being negative, the many existing buildings dating from the 1910s through 1940s being positive, and the James Lick Freeway elevated structure cutting through the surrounding blocks being negative.[90] Because so much of the sheds' original materials have been removed and/or replaced (roofing, roof overhang and exterior and interior wall siding, doors) the building has poor integrity of materials.[91] The building has fair integrity of workmanship because although the

85 Architectural Resources Group, 801 Brannan HRE, *op. cit.*, pages 16-17

86 *Ibid*, p. 17.

87 *Ibid*.

88 San Francisco Planning Department, *Historic Resource Evaluation Response* (HRER), 801 Brannan Street/1 Henry Adams Street, June 24, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

89 Architectural Resources Group, 801 Brannan Street HRE, *op. cit.*, p. 18.

90 *Ibid*, p. 18.

91 *Ibid*, p. 19.

workmanship of the heavy timber structure is visible at the exterior and interior, the workmanship relating to the wall surfaces, door openings, and rails and ties has also been lost.[92] The loss (or covering) of the rail lines, the enclosure and division of the open air space where the rail cars rolled in and out, and the infill or replacement of all loading dock openings and doors—all essential to the character and feeling of a freight depot—compromises the building's feeling, and results in a poor integrity of feeling.[93] Finally, the 801 Brannan Street building has poor integrity of association to the Western Pacific Railroad—the capacity to convey the relationship of the association to an observer—because the rail lines are no longer visible, many of the loading docks have been infilled, and the interior floor is no longer a single level.[94]

In summary, the building at 801 Brannan Street retains integrity with respect to location. However, it no longer retains integrity with respect to design, setting, workmanship, materials, feeling or association as described above. Therefore, the building does not retain sufficient integrity to convey its historical significance—its representation of the freight functions of the Western Pacific Railroad. The low integrity in six of seven aspects results from the loss (or covering) of the rails and ties, the replacement of all wall siding (interior and exterior), infill of original loading dock openings, and the enclosure and division of a former open air space for rail cars.[95] Therefore, the building at 801 Brannan Street is not a historical resource for the purpose of CEQA.

The Historic Resource Evaluation Response (HRER) prepared by the Planning Department identified off-site historical resources in the vicinity of the project sites and concluded that the proposed project could adversely affect the setting, or surroundings, of these historical resources.[96] Potentially affected resources included the building at 870 Brannan Street (aka 545-599 Eighth Street or 888 Brannan), across the street from the 801 Brannan site, which was constructed in 1917 and is listed on the National and California Registers, and the building at 808 Brannan Street (aka 598 Seventh Street), constructed in 1930, which was surveyed in the Unreinforced Masonry Building Survey and San Francisco Architectural Heritage Survey.[97] Also included in these two surveys was 600 Townsend Street, which is south of the 801 Brannan site on the opposite side of the proposed Brannan Alley and was constructed circa 1911.

92 *Ibid*, p. 19.

93 *Ibid*, p. 19.

94 *Ibid*, pp. 19-20.

95 *Ibid*, p. 20.

96 San Francisco Planning Department, HRER, *op. cit.*, pp. 9-10.

97 Architectural Resources Group, 801 Brannan HRE, *op. cit.*, pp 20-21.

The HRER concluded that the proposed project buildings would not be directly connected to any of these buildings and would not pose a potential for direct impacts to these off-site historical resources, but determined that indirect impacts could result from altering the surroundings of the buildings, which could materially impair the significance of the resources. This determination is discussed further in the section on impacts to historic architectural resources, below.

ONE HENRY ADAMS SITE EVALUATION

As part of the environmental review for this project, a Historic Resource Evaluation report was prepared for the buildings at this site by an independent historic architectural consultant (HRE).[98] The Planning Department's HRER, cited above, also addressed the historical resource status of these buildings as well as potential project impacts to off-site historical resources.[99] The buildings at 55 Division and 40 Rhode Island Streets do not appear to reach the level of significance to be individually eligible for the California Register under any of the four criteria.[100] The buildings are not associated with significant historic events, broad historic patterns, or important persons.[101,102] The buildings do not embody the characteristics of a type of architecture, nor do they represent the work of a master architect or craftsperson.[103,104] Because the buildings do not appear to be individually eligible under any of the four criteria, the buildings' integrity—their capacity to convey its historic character and appearance—is not relevant.[105] Therefore, the buildings at the One Henry Adams site have been determined not to be historical resources for the purpose of CEQA.

Off-site historic resources in proximity to the One Henry Adams site include buildings in the blocks west and south of the site that have been identified as contributors to the potential Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory District, which is typified by heavy-timber frame and brick construction built between 1893 and 1929.[106] As with the off-site resources in proximity to the

98 Architectural Resources Group, One Henry Adams HRE, *op. cit.*

99 San Francisco Planning Department, HRER, *op. cit*.

100 *Ibid*, p. 8.

101 *Ibid*, p. 7.

102 Architectural Resources Group, One Henry Adams HRE, *op. cit.),* p. 12.

103 San Francisco Planning Department, HRER, *op. cit*., p. 7.

104 Architectural Resources Group, 40 Rhode Island/55 Division Street HRE, *op. cit.*, p. 13.

105 San Francisco Planning Department, HRER, *op. cit*., p.

106 Randall Dean, 2005 and 2011, *op. cit.*

801 Brannan site, the HRER concluded that the proposed project buildings would not be directly connected to any of these buildings and would not pose a potential for direct impacts to these off-site historical resources, but determined that indirect impacts could result from altering the surroundings of the buildings, which could materially impair the significance of the resources. This determination is discussed further in the section on impacts to historic architectural resources, below.

Impact Evaluation

PALEONTOLOGICAL RESOURCES

Impact CP-1: The limited excavation associated with the proposed project, or either variant, would not destroy, directly or indirectly, either a unique paleontological resource or site or unique geologic feature. (No Impact)

Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units that may be fossiliferous, include sedimentary and volcanic formations.

The project sites are underlain by non-fossiliferous fill material, which does not have potential to contain fossils, to depths of between 15 to 34 feet under the 801 Brannan site and 8 to 19 feet under the One Henry Adams site. The fill material consists of loose to-medium-dense sand with varying amounts of silt, clay, gravel, concrete, brick, mortar, and wood fragments. Below the fill material is a non-lithologic formation. The proposed project, or either variant, would involve limited excavation for the five buildings to a depth of up to 12 feet and foundation support on pilings that would extend to depths of between 75 and 125 feet. Construction of the one proposed subterranean level in Building 1 (the Southern Building) at the One Henry Adams site would involve excavation to a depth of 11 feet. The excavation for the five buildings would not penetrate the fill material, and even if the excavation at Building 1 at One Henry

Adams penetrated the fill material, the underlying non-lithologic formation does not contain fossiliferous material. Thus, neither the proposed project, nor either variant, would have the potential to disturb paleontological resources, and there would be ***no impact***.

Both project sites are fully developed and do not contain unique geologic features. Therefore, the proposed project, or either variant, would have ***no impact*** on unique geologic features.

ARCHEOLOGICAL RESOURCES

Impact CP-2: Excavation for the proposed project, or either variant, could result in extensive physical effects on any archeological deposits that may be present beneath the surface of the two project sites. (Less than Significant with Mitigation)

The potential presence of archeological resources within the project sites is evaluated in two reports prepared by an archeological consultant, Archeo-Tec: *Archival Cultural Resources Evaluation of the Proposed Eighth and Brannan Development Project,* September 2000, and *Archival Cultural Resources Evaluation of Site B, 3 Henry Adams Street and Site C, 102 Henry Adams Street of the Proposed Showplace Square Neighborhood Development Project*, February 2001. The archeological reports describe the prehistoric, historical, and site formation contexts and assess the likelihood assess the likelihood of the presence of archeological resources within the two project sites. An archeological research design/treatment plan (*Vanished Community 19th-Century Archaeological Research Design and Treatment Plan for the SF-80 Bayshore Viaduct Seismic Retrofit Projects.* McIlroy, J. and M. Praetzellis [ed.] 1997) was prepared for the Central Freeway retrofit project that addressed potential effects to archeological resources within a ten-block area, including the three blocks to the northwest, west, and southwest of the 801 Brannan site and the two blocks to the northwest and one-block-over-to-the-west of the One Henry Adams site. The archeological research design/treatment plan (ARDTP) contains a historical overview of the general area and formulates a research context for evaluating the significance of expected historical archeological resources. The research design evaluates the potential eligibility of the expected historical archeological property types in the study area for listing in the California Register of Historic Resources (CRHR) on the basis of their potential to address research questions.

The types of archeological resources that may remain from the historical archeological property types (domestic, commercial, and industrial) identified in the archeological documentation for the project sites include: filled hollows/receptacles (wells, privies, cisterns, trash pits) and sheet refuse (deposited over a period of time or episodic as in the case of a fire). It is reasonable to assume that archeological remains of these property types may be present within the project sites. Based on the project sites' archeological

assessment reports and the Central Freeway retrofit project ARDTP it is reasonable to assume that at least some of the archeological resources that may be present within the project sites may have sufficient integrity and historical associations to qualify as historical resources under CEQA (*CEQA Guidelines* Section 15064.5(c)(1)).

The proposed project would involve excavation to a depth of up to 12 feet at the 801 Brannan site and up to 11 feet at the One Henry Adams site. Excavation under either variant would be to similar depths for each site. The archeological assessment prepared for the project sites states that excavation proposed as part of the project, or either variant, could result in extensive physical effects deeply buried or formerly submerged pre-historic deposits, or 19th century domestic deposits at the 801 Brannan site. There also is a possibility that deeply buried or formerly submerged prehistoric deposits at the One Henry Adams site could be adversely affected by the proposed project, or either variant. In addition, there is an unpredictable possibility that Spanish-Mexican period deposits associated with the navigational use of Mission Creek could be affected at either site. Therefore, the proposed project, or either variant, could result in ***potentially significant*** archeological impacts. As recommended in the Department Archeological Sensitivity memorandum, implementation of Mitigation Measure M-CP-2a (Archeological Testing) for the 801 Brannan site and Mitigation Measure M-CP-2b (Accidental Discovery) at the One Henry Adams site, would reduce those impacts to a ***less-than-significant*** level.[107]

MITIGATION MEASURE M-CP-2A: ARCHEOLOGICAL TESTING FOR THE 801 BRANNAN SITE

> Based on a reasonable presumption that archeological resources may be present within the 801 Brannan 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 archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less-than-significant level potential effects on a significant archeological resource as defined in *CEQA Guidelines* Section 15064.5 (a)(c).

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[107] Randall Dean, 2005 and 2011, *op. cit.*

Consultation with Descendant Communities

On discovery of an archeological site[108] associated with descendant Native Americans or the Overseas Chinese an appropriate representative[109] of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the 801 Brannan site and to consult with ERO regarding appropriate archeological treatment of the 801 Brannan site, of recovered data from the 801 Brannan site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program

The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the 801 Brannan site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

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

Archeological Monitoring Program

If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be

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

[109] 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.

archeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the 801 Brannan site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

Archeological Data Recovery Program

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.

- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains 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 (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound, and one unlocked, searchable PDF copy on CD, of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest 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.

MITIGATION MEASURE M-CP-2B: ACCIDENTAL DISCOVERY AT THE ONE HENRY ADAMS SITE

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

contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project at the One Henry Adams site, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the One Henry Adams site, the project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist.

The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

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

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

HUMAN REMAINS

Impact CP-3: Excavation during construction for the proposed project, or either variant, could disturb or remove human remains. (Less than Significant with Mitigation)

While it is unlikely that project-related ground disturbing activities would disturb human remains, there exists the possibility for disturbance, resulting in a ***potentially significant*** impact. Implementation of

Mitigation Measures M-CP-2a and M-CP-2b, above, would reduce this impact to a ***less-than-significant*** level under the proposed project, or either variant.

HISTORIC ARCHITECTURAL RESOURCES

Project Impacts, Including Variants for the 801 Brannan Site

On-Site Impacts

Impact CP-4: Neither the proposed project, nor its variants, would have a substantial adverse effect to on-site historic architectural resources. (Less than Significant)

The proposed project, or either variant, would include the demolition of the four existing buildings at 801 Brannan, 55 Division, 40 Rhode Island, and Three and Five Henry Adams Streets. Based on the discussion above, none of the buildings are considered historical resources for the purposes of CEQA. Thus, the proposed demolition of these four buildings at the two project sites would be a ***less-than-significant*** historical resources project impact. Therefore, there would be no significant impact to on-site historic architectural resources as a result of the proposed project or either variant.

Off-Site Impacts

Impact CP-5: The design and new construction resulting from the proposed project, or either variant, may result in an adverse impact to off-site historical resources in the vicinity of the two project sites, including individual historical resources and nearby potential historic districts, and their associated contributing historical resources. (Less than Significant with Mitigation)

Previously discussed on page 118, a number of individual historical resources are in proximity to the 801 Brannan site: the Baker & Hamilton building at 601 Townsend Street, the building at 888 Brannan Street, across the street from the 801 Brannan Street project site, the building at 808 Brannan Street (aka 588 Seventh Street), and the building at 600 Townsend Street. Previously discussed and shown on Figure 33, page 120, the KVP context statement identified two potential historic districts in the project vicinity: the Showplace Square Heavy-Timber and Steel-frame Brick Warehouse and Factory Historic District, a discontiguous heavy timber-frame brick warehouse district, with a period of significance of 1893-1929; and the Northeast Mission Industrial Employment District, a larger potential district of general-purpose industrial buildings constructed during the period of significance of 1893-1955. The project properties are outside both districts, are not contributors, and would not directly affect other historical resources in the area. However, because the proposed project is located adjacent to or in close proximity to several

identified historical resources, there is potential for indirect adverse impacts. In general, an indirect adverse impact is an impact that results from the alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.

The Planning Department HRER concluded that based on the size of the project sites, the proposed project, or either variant, has the potential to materially impair the setting, or surroundings, of off-site historical resources identified in the project vicinity. Some of these buildings would be contributors to potential nearby historic districts, whose boundaries are shown in Figure 33, page 120. The proposed project has been depicted in massing studies, which provided sufficient information for the Planning Department to conclude that the overall height and bulk of the project would be consistent with the mixed one- to five-story building heights in the area, with double-height floor to floor heights typical of early 20th century industrial/commercial buildings, and with large building footprints that are built out to the property lines. However, the massing studies preclude a fine-grain analysis of the compatibility of the proposed designs with the character of surrounding historical resources. Absent this more detailed design information at this stage of the project entitlement process, the Department concludes that, given the size and proximity of the project sites, the design of proposed new construction, including either project variant, could materially impair the setting, or surroundings, of off-site historical resources, which would be a ***potentially significant*** impact. However, **Mitigation Measure M-CP-5** described below has been identified to require design review by Department preservation planning staff prior to issuance of any building permit or scheduling of any hearing regarding project entitlements. Implementation of Mitigation Measure M-CP-5 would reduce the impacts of the proposed project, or either variant, to a ***less-than-significant*** level.

MITIGATION MEASURE M-CP-5 (OFF-SITE RESOURCES – NEW BUILDING DESIGN):

> A detailed building envelope design shall be submitted for further review by Department preservation planning staff prior to issuance of any building permit or scheduling of any hearing regarding project entitlements. The proposed design will be reviewed for conformance with the Planning Department Industrial Design Guidelines and the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings for compatibility with the character and context of surrounding historic, former industrial buildings. Without imitating the features of the historic buildings (or contemporary buildings in the area), the design should:
>
> - use similar or complimentary materials,

- repeat and/or respect the heights of floors and rhythms and depths of bays,
- use compatible window/door types and sizes/shapes of openings,
- use compatible roof shapes,
- respect relationship of solids to voids and planar quality of massing at street-facing façades, and
- reference character-defining features of the surrounding historical resources.

Character-defining features of the surrounding historical resources include:

- heavy timber or steel-framing, exterior brick construction—typically American common bond, or reinforced concrete construction
- granite or molded brick water tables
- heights ranging from one to seven stories
- grid-like arrangement of punched window openings with either flat lintels or segmental arched headers
- a classic tripartite façade arrangement consisting of base, shaft, and capital
- flat or gable roofs
- wood double-hung or steel casement windows
- corbelled brick or concrete or terra cotta ornament - including door and window surrounds, stringcourses, quoins, window arches, friezes, and cornices.

With application of the mitigation measure, design of new construction under the proposed project, or either variant, would not result in material alteration of the adjacent historical resources in manner that would constitute a substantial adverse change to a historical resource or its immediate surroundings. Therefore, implementation of Mitigation Measure M-CP-5 would reduce potential off-site historical resource impacts to a ***less-than-significant*** level.

CONCLUSION

As discussed above, neither the proposed project nor either variant would have a significant effect on paleontological resources or unique geologic features. The proposed project, or either variant, could result in significant impacts to archeological resources and human remains. Mitigation Measures M-CP-2a and M-CP-2b, would reduce those impacts to less-than-significant levels.

As discussed above, neither the proposed project, nor either variant, would have a substantial adverse effect to on-site historic architectural resources and the demolition of the existing buildings under the proposed project, or either variant, would not cause a substantial adverse impact; and this impact would be less than significant. However, the proposed project design and construction of the new buildings at

both sites for the proposed project, or either variant, could impact the character of the buildings in the surrounding potential historic districts. This impact would be less than significant with the implementation of mitigation measure M-CP-5, Off-Site Resources – New Building Design.

D. TRANSPORTATION AND CIRCULATION

This section analyzes the potential project-level and cumulative impacts on transportation and circulation resulting from implementation of the proposed project or either variant. Transportation-related issues of concern that are addressed include traffic on local roadways, transit, bicycles, pedestrians, loading, emergency vehicle access, and construction-related activities. Additionally, a parking analysis is included for informational purposes. Transportation impacts are assessed for the proposed project for weekday p.m. peak period. This section also identifies mitigation measures that would reduce or avoid significant impacts, and recommends improvement measures to reduce less-than-significant impacts.

This section is based on information contained within the 801 Brannan Street and One Henry Adams Street Transportation Impact Study, March 7, 2011, prepared for this project by LCW Consulting.[110] The transportation study analysis includes analysis for development of the BMR parcel by the Mayor's Office of Housing (MOH); therefore, the study results include transportation impacts resulting from the proposed development at the One Henry Adams site as well as both the project sponsor-funded and City-funded aspects of the proposed development of the 801 Brannan site including the two variants for the 801 Brannan site.

SETTING

The transportation study area includes all aspects of the transportation network that may be measurably affected by the proposed project. The transportation study area is defined by the travel corridors and by facilities such as bus stops and transit stations. For this analysis, 16 intersections were identified as the key locations likely to be affected by the propose project. These intersections are shown on Figure 34, page 154). Transit and parking conditions were assessed for a study area bounded by Bryant Street, Sixth Street/I-280, Berry Street, De Haro Street, Sixteenth Street, US 101/I-80, Division Street, and Tenth Street (see Figure 34, page 154).

Roadway Network

Travel to and from the project sites involves the use of regional and local transportation facilities, highways, and transit services that link San Francisco with other parts of the Bay Area and northern

[110] LCW Consulting, 801 Brannan Street & One Henry Adams Street Transportation Impact Study, Final, March 7, 2011. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of 2000.618E

California. The project sites are accessible by local streets with connections to and from regional freeways and highways in the state system.

REGIONAL FREEWAYS

United States Highway 101 (U.S. 101) and Interstate 80 (I-80) provide the primary regional access for both project sites. U.S. 101 serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay. I-80 connects San Francisco to the East Bay and points further east via the San Francisco-Oakland Bay Bridge. U.S. 101 merges with I-80 west of both project sites. Near the project sites, U.S. 101 has eight lanes, with four lanes in each direction. Nearby eastbound/northbound access is provided with an on-ramp at Eighth Street/Bryant Street and off-ramps at Seventh Street/Bryant Street, Mariposa Street/Vermont Street and Ninth Street/Bryant Street. Nearby southbound access is provided with on-ramps at Tenth Street/Bryant Street and Seventh Street/Harrison Street and an off-ramp at Eighth Street/Harrison Street. Nearby southbound access is provided with on-ramps at Tenth/Bryant and Seventh/Harrison and an off-ramp at Eighth/Harrison.

Interstate 280 (I-280) provides regional access to the project sites from western San Francisco and the South Bay/Peninsula, and to and from downtown San Francisco. In the vicinity of the project sites, I-280 is a six-lane freeway (three lanes in each direction). Interstate 280 and U.S. 101 intersect to the southwest of the project sites. Nearby northbound and southbound on- and off-ramps are located at Mariposa/ Eighteenth Streets, and at Sixth/Brannan Streets.

LOCAL STREETS

Sixteenth Street

Sixteenth Street is an east-west roadway that runs between Illinois (east of Third Street) and Flint Streets. In the vicinity of the project sites, Sixteenth Street has two westbound lanes and one eastbound lane with on-street parking, sidewalks, and bicycle lanes on both sides of the street. The San Francisco *General Plan* (*General Plan*) identifies Sixteenth Street as a Secondary Arterial in the Congestion Management Program (CMP) Network, part of the Metropolitan Transportation System (MTS), a Transit Preferential Street (transit oriented) between Church and De Haro Streets. Sixteenth Street is part of Bicycle Route #40 between Third Street and Kansas Street.

Alameda Street

Alameda Street is an east-west roadway adjacent to the One Henry Adams site to the south that runs between Bryant and De Haro Streets. In the vicinity of the project site, Alameda Street has one lane in each direction with 12-foot-wide sidewalks and parallel parking on both sides of the street.

Division Street

Division Street is an east-west roadway adjacent to the One Henry Adams site to the north that runs between King/De Haro Streets and Bryant Street. In the vicinity of the project site, Division Street has one lane in each direction with 15-foot-wide sidewalks on the south side of the street, and parallel parking on both sides of the street. Between Eighth and Eleventh Streets, Division Street is part of Bicycle Route No. 36, and has a bike lane between Eighth and Ninth Streets. The *General Plan* identifies Division Street as a Major Arterial in the CMP Network and an MTS Street.

King Street

King Street is an east-west roadway that runs between Division/De Haro Streets and Seventh Street. King Street then connects with the I-280 off-ramp eastbound ending at The Embarcadero. In the vicinity of the project site, King Street has one lane in each direction with sidewalks on both sides of the street. King Street has parallel parking on both sides of the street. The *General Plan* identifies King Street as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (transit important), and a Neighborhood Network Connection Street.

Townsend Street

Townsend Street is an east-west roadway that intersects Division Street adjacent to the One Henry Adams site to the north, between Eighth and Division Streets. Townsend Street runs between this intersection and The Embarcadero. In the vicinity of the project site, Townsend Street has two lanes in each direction, and on-street parking and sidewalks on both sides of the street. Between Fourth and Seventh Streets sidewalks are discontinuous. Between Seventh and Eighth Streets, there is a 25-foot-wide sidewalk with metered parallel parking on the north side of the street adjacent to the Townsend Center. The *General Plan* identifies Townsend Street as an MTS Street.

Brannan Street

Brannan Street is an east-west roadway adjacent to the 801 Brannan site to the north that runs between Potrero/Division Streets and The Embarcadero. In the vicinity of the project sites, Brannan Street has two

lanes in each direction, ten-foot-wide sidewalks on both sides of the street, and parallel on-street parking on the north side of the street. Between Seventh and Eighth Streets there is a private parking lot on the south side of the street, with no on-street parking. East of Seventh Street, Brannan Street has parallel parking on both sides of the street. The *General Plan* identifies Brannan Street as a Major Arterial in the CMP Network and an MTS Street (between Fifth and Sixth Streets and between Ninth and Division Streets, only).

Bryant Street

Bryant Street is a two-way roadway between Cesar Chavez and Eleventh Streets, a one-way eastbound roadway between Eleventh and Sterling Streets, and a two-way roadway between Sterling Street and The Embarcadero. Bryant Street is the primary access route to and from eastbound I-80 and the Bay Bridge. In the vicinity of the project site, Bryant Street has five lanes in the eastbound direction with sidewalks and on-street parking on both sides of the street. The *General Plan* identifies Bryant Street as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (transit important and secondary transit street), and a Neighborhood Commercial Street.

Harrison Street

Harrison Street is a two-way roadway between The Embarcadero and Third Street, a one-way westbound roadway between The Embarcadero and Tenth Street, and a two-way roadway between Tenth and Cesar Chavez Streets. Harrison Street is the primary access route to and from westbound I-80. In the vicinity of the project sites, Harrison Street has five lanes in the westbound direction with sidewalks and on-street parking on both sides of the street. The *General Plan* identifies Harrison Street as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (secondary transit street), and a Neighborhood Commercial Street.

Potrero Avenue

Potrero Avenue is a north-south roadway between Brannan and Cesar Chavez Streets, and serves as a major north-south roadway through the eastern part of the City. South of Cesar Chavez Street, Potrero Avenue connects with Bayshore Boulevard. In addition, Potrero Avenue provides direct access to U.S. 101 at the Cesar Chavez freeway ramps. Potrero Avenue between Cesar Chavez and Seventeenth Streets generally has two travel lanes in each direction, and on-street parking on both sides of the street. Between Twenty-fifth Street and Seventeenth Street there is also a bicycle lane in each direction. The *General Plan* identifies Potrero Avenue as a Major Arterial in the CMP Network, an MTS Street, and a Transit

Preferential Street (secondary transit street). Potrero Avenue between Twenty-fifth Street and Seventeenth Street is part of Bicycle Route #25.

Vermont Street

Vermont Street is a north-south roadway between Division and Cesar Chavez Streets. Between Mariposa and Sixteenth Streets, Vermont Street is one-way northbound with three travel lanes; and one travel lane in each direction between Sixteenth Street and Division Street. In the vicinity of the project sites, Vermont Street has sidewalks and on-street parking on both sides of the street with 90-degree parking on the west side of the street. An off-ramp for US 101 northbound is located at the intersection of Vermont and Mariposa Street.

Henry Adams Street/Kansas Street

Henry Adams Street/Kansas Street is a north-south roadway adjacent to the One Henry Adams site to the west that runs as Henry Adams Street between Division Street and Sixteenth Street, and as Kansas Street between Sixteenth Street and Cesar Chavez Street. In the vicinity of the project sites, Henry Adams Street has one lane in each direction with a 15-foot-wide sidewalk only on the west side of the street. South of Alameda Street, there is parallel parking and sidewalks on both sides of the street. Henry Adams Street and Kansas Street are part of Bicycle Route #123.

Rhode Island Street

Rhode Island Street is a north-south roadway adjacent to the One Henry Adams site to the east that runs between Division and Twenty-Sixth Streets. In the vicinity of the project sites, Rhode Island Street has one lane in each direction with a 12-foot-wide sidewalk and parallel on-street parking on the east side and a 15-foot-wide sidewalk and 90-degree, unmetered on-street parking on the west side of the street. South of Alameda Street, there is parallel parking with sidewalks on both sides of the street.

De Haro Street

De Haro Street is a north-south roadway between Division and Twenty-Sixth Streets. In the vicinity of the project site, De Haro Street has one lane in each direction with a sidewalk on the west side of the street. De Haro Street has parallel on-street parking on both sides of the street north of Berry Street. Between Berry and Alameda Streets, there is diagonal parking on the west side and parallel parking on the east side of the street. South of Alameda Street, De Haro Street has 90-degree parking on both sides of the street (including within the sidewalk area on the east side of the street).

Ninth Street

Ninth Street is a one-way northbound roadway between Market and Division Streets. In the vicinity of the project sites, Ninth Street has four lanes in the northbound direction with sidewalks and on-street parking on both sides of the street. The *General Plan* identifies Ninth Street as a Major Arterial in the CMP Network, an MTS Street, and a Neighborhood Network Connection Street.

Eighth Street

Adjacent to the 801 Brannan site to the west, Eighth Street is a one-way southbound roadway between Market and Brannan Streets and a two-way north-south roadway between Brannan and Townsend and Division Streets. The I-80 westbound off-ramp connects with Eighth Street between Harrison and Bryant Streets. Between Market and Brannan Streets, Eighth Street has four southbound lanes and a bicycle lane with 10-foot-wide sidewalks and on-street parking on both sides of the street. Between Brannan Street and Townsend Street/Division Street, Eighth Street has one southbound lane and one northbound lane with 12-foot-wide sidewalks and parallel on-street parking on both sides of the street. The *General Plan* identifies Eighth Street as a Major Arterial in the CMP Network, an MTS Street, and a Neighborhood Network Connection Street between Market Street and Townsend Street. Eighth Street is part of Bicycle Route #23.

Seventh Street

Adjacent to the 801 Brannan site to the east, Seventh Street is a one-way northbound roadway between Market and Brannan Streets and a two-way north-south roadway between Brannan and Sixteenth Streets. The I-80 eastbound off-ramp connects with Seventh Street between Harrison and Bryant Streets. Seventh Street has four northbound lanes between Market and Bryant Streets and two northbound lanes between Bryant and Brannan Streets. Between Brannan and Sixteenth Streets, Seventh Street has one southbound lane, two northbound lanes, and a bicycle lane with 10-foot wide-sidewalks, and unmetered on-street parking on both sides of the street. Seventh Street has no transit lanes. The *General Plan* identifies Seventh Street as a Major Arterial in the CMP Network, a Secondary Arterial south of Bryant Street, and an MTS Street. Between Market Street and Sixteenth Street, Seventh Street is part of the Bicycle Route #23.

Intersection Operations

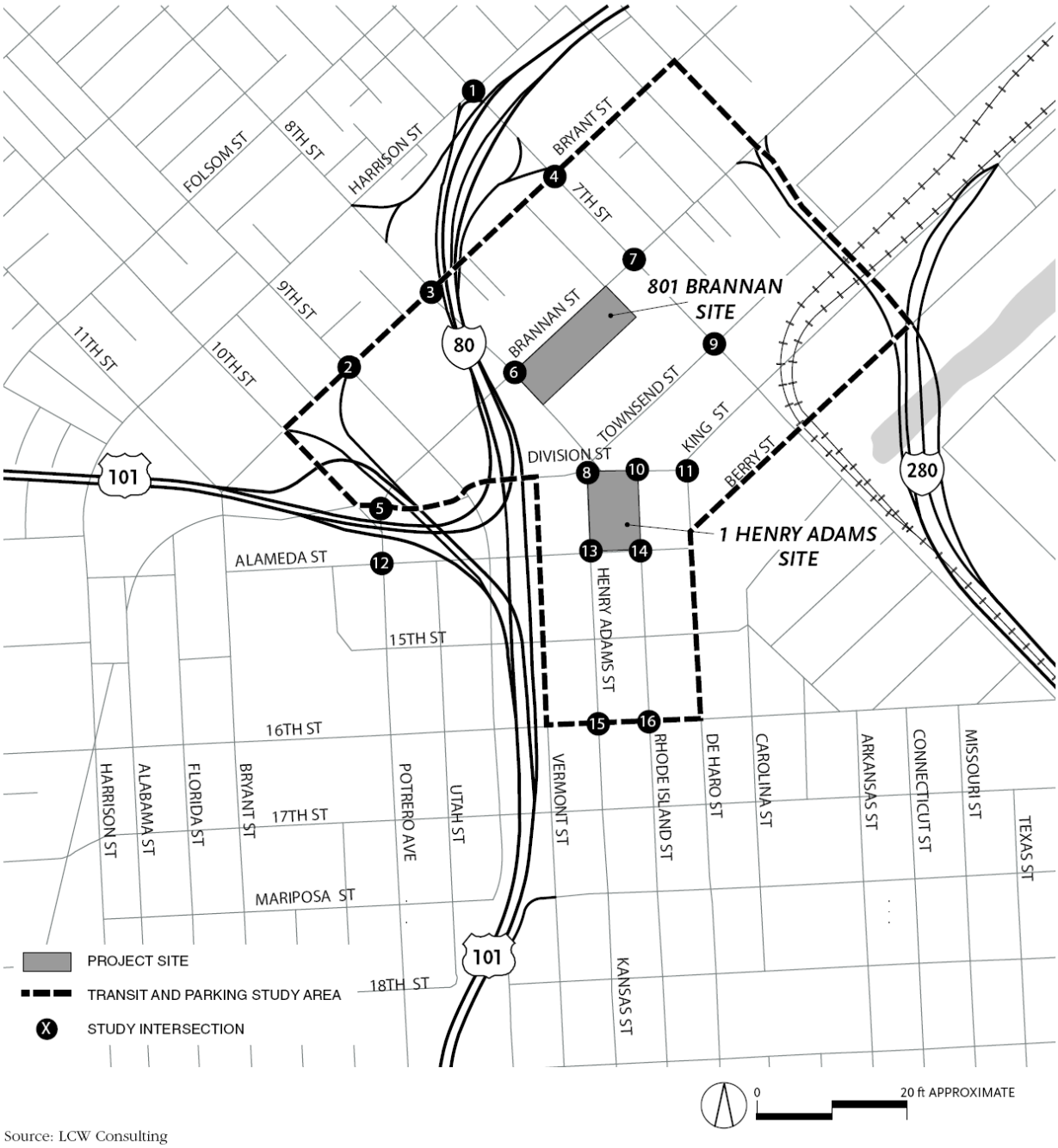
Existing intersection operating conditions were evaluated for the weekday p.m. peak hour (generally between 5:00 and 6:00 p.m.) of the p.m. peak period (4:00 to 6:00 p.m.) at 16 study intersections, (as shown

in Figure 34, page 154). Intersection turning movement volumes at the 16 study intersections were counted on Wednesday, September 9, 2009 and Thursday, September 10, 2009.

Traffic conditions at the study intersections were evaluated using Level of Service (LOS). LOS is a qualitative description of operations, ranging from LOS A (i.e., free-flowing conditions with little or no delay) to LOS F (i.e., jammed conditions with excessive delays). The discussion under "Approach to Analysis" presents the analysis methodology, and Table 5, page 166, presents the LOS definitions, for signalized and unsignalized intersections. Table 2 on the following page, presents the results of the intersection LOS analysis for the existing weekday p.m. peak hour conditions within the study area.

All signalized intersections operate under satisfactory conditions (i.e., at LOS D or better) except the intersections of Eighth/Brannan and of Division/Brannan/Potrero/Tenth, both of which operate at LOS E. At the intersection of Eighth/Brannan, the poor operating conditions are due to the three-phase operation of the signal. The poor operating condition at Division/Brannan/Potrero/Tenth is the result of the five-leg geometry of the intersection and the resulting complexity of the signalization plan, and not due to substantial volume demand at the critical approaches. In general, most signalized intersections located on the approaches to the I-80 eastbound and westbound on-ramps operate with somewhat congested conditions, with relatively long delays at the approaches that lead to the ramps. The other intersections, however, generally operate with relatively low delays at each approach. It should be noted that these intersection levels of service represent typical evening conditions, when there is some congestion on the regional freeway network, and on-ramp capacity is constrained. As a result, queues often form and long vehicular delays can be found at nearby intersections. However, when substantial congestion occurs, due to incidents on the freeway or major events in San Francisco, the resulting queues can severely degrade intersection operating conditions and affect geographic circulation patterns.

The unsignalized intersections operate satisfactorily (LOS D or better) with the exception of the intersection of Sixteenth/Rhode Island. At this intersection, the northbound and southbound approaches of Rhode Island Street are STOP-sign controlled, while eastbound and westbound Sixteenth Street traffic is uncontrolled. The HCM methodology indicates that the northbound and southbound approaches operate at LOS E with high average delays per vehicle. However, the traffic signal at the adjacent intersection of Sixteenth/Kansas results in gaps in the eastbound and westbound traffic flow that provides sufficient gaps to accommodate the northbound and southbound movements, and therefore the intersection operates at better conditions than presented in Table 2. The existing traffic volumes at this intersection do not meet peak-hour Caltrans signal warrants. SFMTA is currently preparing plans for signalization of this intersection, and the signal is planned to be operational by the end of 2011 or early 2012.



Source: LCW Consulting

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Transportation Study Intersections Figure 34

Table 2
Intersection Level of Service
Existing Conditions – Weekday PM Peak Hour

Intersection (keyed to Figure 34)	Delay [1]	LOS
Signalized		
1. Seventh/Harrison	29.8	C
2. Ninth/Bryant	40.8	D
3. Eighth/Bryant	23.0	C
4. Seventh/Bryant	21.5	C
5. Division/Brannan/Potrero/Tenth	**57.8**	**E**
6. Eighth/Brannan	**55.4**	**E**
7. Seventh/Brannan[5]	49.6	D
9. Seventh/Townsend	37.0	D
12. Alameda/Potrero	11.3	B
15. Sixteenth/Kansas/Henry Adams	17.4	B
Unsignalized		
8. Eighth/Townsend/Division/Henry Adams [2]	18.1 (wb)	C
10. Division/Rhode Island [3]	24.6 (nb)	C
11. Division/King/De Haro [2]	10.8 (sb)	B
13. Alameda/Henry Adams [2]	11.4 (nb/sb)	B
14. Alameda/Rhode Island [4]	11.7 (wb)	B
16. Sixteenth/Rhode Island [4]	**48.7 (nb)**	**E**

Notes:
1. Delay presented in seconds per vehicle. Intersections operating at LOS E or LOS F highlighted in **bold.**
2. Intersections 4-way STOP-controlled. Delay and LOS presented for worst approach, indicated in ( ). wb = westbound, sb = southbound, nb = northbound, eb = eastbound.
3. Uncontrolled T-intersection. Northbound Rhode Island Street traffic yields to eastbound/westbound Division Street traffic. Analyzed assuming STOP-sign control for northbound Rhode Island Street.
4. Intersection 2-way STOP-controlled.
Source: LCW Consulting, 2011

Transit Network

The project sites are served by public transit, with both local and regional service provided in the vicinity of the proposed project. Local service is provided by the San Francisco Municipal Railway (Muni) bus lines, which can also be used to access regional transit operators (including BART, AC Transit, Golden Gate Transit, SamTrans, and Caltrain).

Transit service within the City and County of San Francisco is provided by Muni, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines. Muni operates

eight bus lines in the vicinity of the proposed project. Table 3, below, presents the service frequencies and nearest stop locations for the Muni lines that operate in the vicinity of the project sites. These routes are shown in Figure 35, page 157.

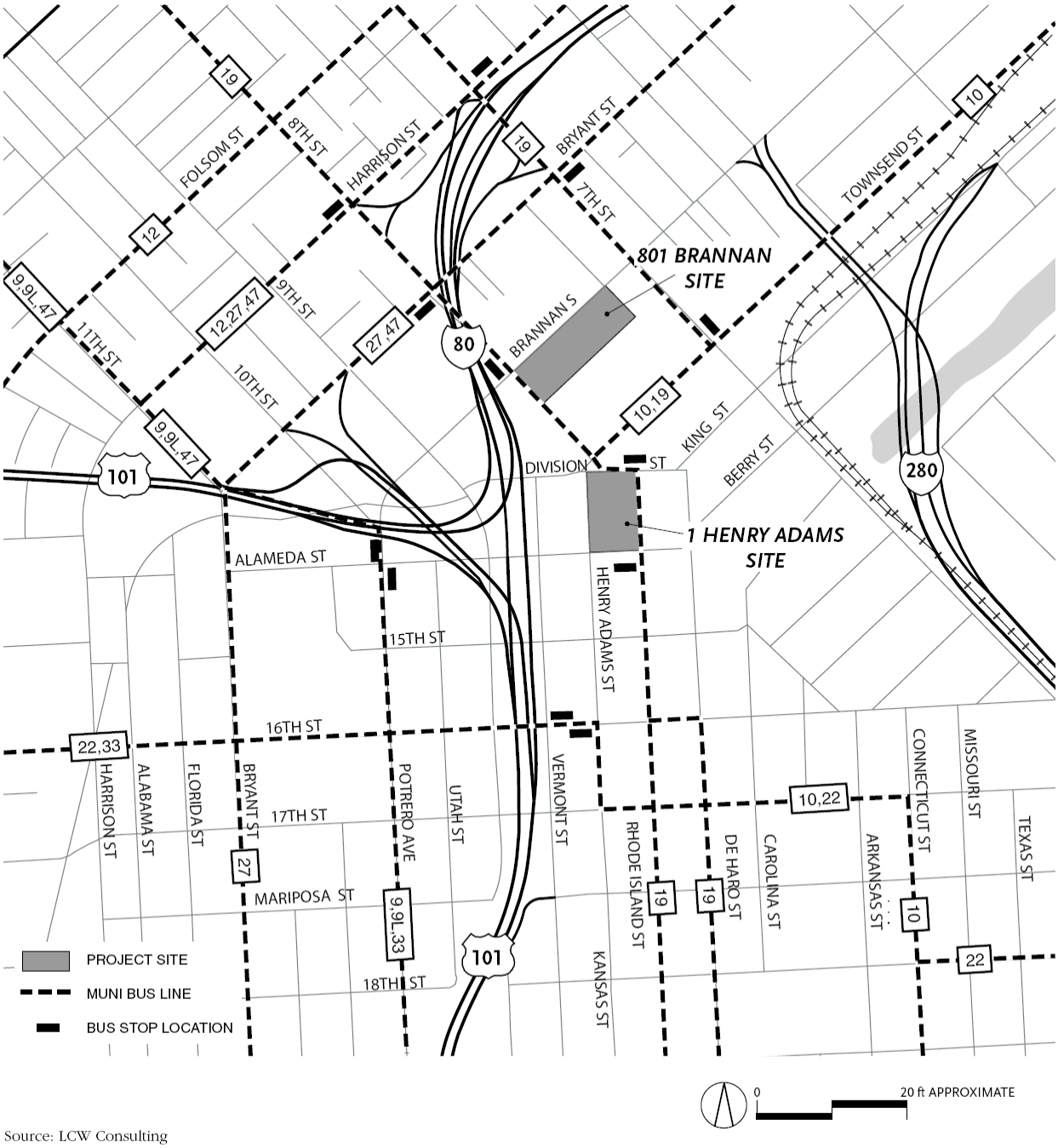
Table 3
Nearby Weekday Muni Service[1]

Route	Service Frequency (min.)			Nearest Stop Location (inbound, outbound)
	AM	Midday	PM	
8AX-Bayshore "A" Express [2]	7	--	7	Sixth/Bryant, Sixth/Harrison
8BX-Bayshore "B" Express [3]	7	--	8	Sixth/Bryant, Sixth/Harrison
10-Townsend	20	20	20	Division/Townsend, Division/Townsend
14X-Mission Express	7	--	7	Sixth/Bryant, Sixth/Harrison
19-Polk	12	15	12	Seventh/Brannan, Eighth/Brannan
22-Fillmore	8	8	7	Sixteenth/Vermont, Sixteenth/Kansas
27-Bryant	12	12	12	Eighth/Bryant, Eighth/Harrison
47-Van Ness	8	8	8	Eighth/Bryant, Eighth/Harrison

Notes:
[1] Reflects December 2009 service changes.
[2] 8AX-Bayshore "A" Express operates inbound toward Chinatown via Downtown between 6:30 and 9:30 AM, and outbound from Chinatown between 3:30 and 7:00 PM.
[3] 8BX-Bayshore "B" Express operates inbound toward Chinatown via Downtown between 6:30 and 8:30 AM, and outbound from Chinatown between 4:00 and 6:00 PM.
Sources: SF Muni, LCW Consulting, 2011.

Two Muni bus lines operate immediately adjacent to 801 Brannan: the 19-Polk northbound on Seventh Street and southbound on Eighth Street, and the 10-Townsend eastbound and westbound on Townsend Street (which turns from Kansas Street). In addition, two Muni bus lines operate immediately adjacent to One Henry Adams: the 19-Polk northbound and southbound on Rhode Island Street (northbound buses turn east on Townsend Street, then north on Seventh Street), and the 10-Townsend eastbound and westbound on Townsend Street (which turns south on Rhode Island Street).

The existing transit system serving the project vicinity was assessed by calculating the existing capacity utilization (riders as a percentage of capacity) at the maximum load point (the stop with the greatest transit demand). The discussion under "Approach to Analysis" presents the transit capacity utilization methodology used in the impact analysis. None of the lines in the project vicinity operate at or above the capacity utilization standard of 85 percent during the weekday p.m. peak hour (capacity relates the



Source: LCW Consulting

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Existing Muni Routes Figure 35

number of sitting and standing passengers to vehicle design capacity). However, the 8AX-Bayshore Express approaches the capacity utilization standard of 85 percent with its capacity utilization of 84 percent (at the maximum load point at Harrison/Sixth). Based on field observations and the Transit Effectiveness Project (TEP) data, the bus lines that operate in the vicinity of the 801 Brannan site and the One Henry Adams site currently operate at less than capacity and have space to accommodate additional passengers. Based on the most recent Muni ridership data, both the adjacent 10-Townsend and 19-Polk bus lines currently operate less than 60 percent of capacity at their maximum load points in both the inbound (towards downtown) and outbound (away from downtown) directions.

Transit service to and from the East Bay is provided by BART and AC Transit. BART operates regional rail transit service between the East Bay (from Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont) and San Francisco, and between San Mateo County (Millbrae and San Francisco Airport) and San Francisco. The nearest BART station to the proposed project is the Civic Center Station (about 0.8 miles to the northwest of the 801 Brannan site). The Sixteenth Street BART station is located 1.1 miles to the southeast of the One Henry Adams site. The Alameda-Contra Costa Transit District (AC Transit) is the primary bus operator for the East Bay, including Alameda and western Contra Costa Counties. AC Transit operates 37 routes between the East Bay and San Francisco, all of which terminate at the temporary Transbay Terminal located at the at the corner of Folsom and Beale Streets (about 1.9 miles northeast of both project sites), and will terminate at the new Transbay Terminal once it is completed. The new Transit Center will be located in the blocks bound by Mission, Main, Folsom, and Second Streets (about 1.8 miles northwest of both project sites).[111] The San Francisco terminal for ferry service to the East Bay (Oakland, Alameda, Harbor Bay Isle, and Vallejo) and the North Bay (Larkspur, Sausalito and Tiburon) is located at the Ferry Building (about 2.2 miles northwest of both project sites).

Transit service to and from the South Bay is provided by BART, SamTrans and Caltrain. SamTrans provides bus service between San Mateo County and San Francisco, including 14 bus lines which serve San Francisco (12 routes serve the downtown area). In general, SamTrans service to downtown San Francisco (bus line #391) operates along South Van Ness and Mission Street (about 1.2-1.4 miles northeast of both project sites). It should be noted that other SamTrans bus lines (#297 and #397) run on Potrero Avenue, about five blocks west of the project sites. Caltrain provides commuter heavy-rail passenger

[111] The former Transbay Terminal, at First and Mission Streets, is being replaced by an expanded, 5.4-acre Transbay Terminal located in the blocks bound by Mission, Main, Folsom, and Second Streets. Phase I of the construction, which is expected to be completed in 2013, would include bus service for AC Transit located at the third level of the new terminal located at Second and Mission Streets. For continued operations during construction, a temporary Transbay Terminal is in operation at the corner of Folsom and Beale Streets.

service between Santa Clara County and San Francisco. Caltrain currently operates 38 trains each weekday, with a combination of express and local service. The San Francisco Caltrain terminal is located at Fourth and Townsend Streets, in the South of Market area (about 0.8 miles northeast of the project sites).

Transit service to and from the North Bay is provided by Golden Gate Transit buses and ferries. Between the North Bay (Marin and Sonoma Counties) and San Francisco, Golden Gate Transit operates 22 commuter bus routes, nine basic bus routes and 16 ferry feeder bus routes, most of which serve the Van Ness Avenue corridor or the Financial District. Golden Gate Transit also operates ferry service between the North Bay and San Francisco. During the morning and evening commute periods, ferries run between Larkspur and San Francisco and between Sausalito and San Francisco. The San Francisco terminal is located at the Ferry Building, at The Embarcadero and Market Street (about 2.0 miles northeast of the project sites).

All regional transit providers can be accessed from the proposed project via Muni bus service. To travel between the Civic Center BART Station and the 801 Brannan site, riders can use the 19-Polk bus line. To travel between the Sixteenth Street BART Station and the One Henry Adams site, riders can use the 22-Fillmore bus line. To travel between the Caltrain Station or either the temporary or new Transbay Terminal[112] and both project sites, riders can use the 10-Townsend or 12-Folsom bus lines. To travel between the Ferry Building and the project site, riders can use the 10-Townsend or 19-Polk bus lines and transfer to other Muni bus or Metro lines on Market Street or Mission Street.

Table 4 on the following page presents the existing weekday p.m. peak hour ridership and capacity information for each regional screenline.[113] All regional transit providers operate at less than their load factor standards, which indicates that seats are generally available. In addition, BART operates at less than its standard of 1.35 passengers per seat, which indicates that the trains, on average, are not severely overcrowded.

[112] Phase I of construction of the new Transbay Terminal is expected to be completed in 2013, and would include bus service for AC Transit located at the third level of the new terminal located at Second and Mission Streets. For continued operations during construction, a temporary Transbay Terminal is in operation at the corner of Folsom and Beale Streets.

[113] A screenline is an imaginary line drawn across major transportation facilities in a corridor, typically following a feature such as a bridge or railway that has limited crossing points.

Table 4
Regional Transit Screenline Analysis
Existing Conditions – Weekday PM Peak Hour

Screenline	Hourly Ridership	Hourly Capacity	Capacity Utilization
East Bay			
BART	16,985	14,140	120%
AC Transit	2,517	4,193	60%
Ferry	702	1,519	46%
Subtotal	*20,204*	*19,852*	*102%*
North Bay			
GGT buses	1,397	2,205	63%
Ferry	906	1,700	53%
Subtotal	*2,303*	*3,905*	*59%*
South Bay			
BART	9,545	10,360	92%
Caltrain	1,986	3,250	61%
SamTrans	575	940	61%
Subtotal	*12,106*	*14,550*	*83%*
Total All Screenlines	***34,613***	***38,307***	***90%***

Source: AECOM, 2009.

Bicycle Conditions

San Francisco has an extensive system of bicycle routes used for commute and recreational purposes. Bikeways are typically classified as Class I, Class II, or Class III facilities. Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists. Class II bikeways are bike lanes striped within the paved areas of roadways and established for the preferential use of bicycles, while Class III bikeways are signed bike routes that allow bicycles to share the travel lane with vehicles.

In the vicinity of the project sites, there are seven designated Bicycle Routes:

- Bicycle Route #123 (Class III facility) on Henry Adams/Kansas Street between Seventeenth Street and Division Street
- Bicycle Route #23 (Class II facility) on Seventh Street between Sixteenth Street and Market Street (northbound) and on Eighth Street between Townsend/Division Streets and Market Street
- Bicycle Route #36 on Townsend Street between Eighth Street and The Embarcadero (Class III facility), and on Division Street between Eighth Street and Eleventh Street (Class II facility between Eighth Street and Ninth Street and Class III facility between Ninth Street and Eleventh Street)
- Bicycle Route #40 (Class II facility) on Sixteenth Street between Third Street and Henry Adams/Kansas Street

- Bicycle Route #25 and #40 (Class III facility) on Seventeenth Street between Kansas Street and Clayton Street
- Bicycle Route #25 (Class II facility) on Eleventh Street between Bryant Street and Market Street
- Bicycle Route #30 (Class II facility) on Harrison Street between Cesar Chavez Street and Eleventh Street, and on Folsom Street between Division Street and The Embarcadero.

During field surveys, a substantial number of bicyclists were observed to be riding in the vicinity of the project sites along Townsend, Sixteenth, and Seventeenth Streets. During the weekday p.m. peak period, the majority of the bicyclists observed seemed to be commuters traveling from work.

Pedestrian Conditions

Currently, sidewalks are provided on four sides of the 801 Brannan block (10 feet wide on Seventh Street, 12 to 30 feet wide on Eighth Street, 25 feet wide on Townsend Street, and 11 feet wide on Brannan Street; no sidewalks are provided along the private driveway behind the 801 Brannan site). On Brannan Street adjacent to the project site there are multiple driveways into the project site and rolled curbs to allow for access to the 90-degree parking to the east of the sidewalk within the project site. Sidewalks are provided along two sides of the One Henry Adams block (15-feet wide on Division Street and 12-feet wide on Alameda Street); no sidewalks are provided along Henry Adams Street or Rhode Island Street. The majority of the study intersections have marked (striped) crosswalks on all legs of the intersection. Adjacent to the 801 Brannan site, the signalized intersections of Eighth/Brannan, Seventh/Brannan, and Seventh/ Townsend provide crosswalks and pedestrian Walk/Don't Walk signals at all approaches. Adjacent to the One Henry Adams site, the unsignalized intersections of Division/Rhode Island, Alameda/Henry Adams, and Alameda/Rhode Island have unmarked crosswalks.

Generally, throughout the day there are low pedestrian volumes in the vicinity of the proposed project (less than 200 pedestrians per hour). During both time periods, the nearby sidewalk and crosswalk conditions were observed to be operating at free-flow conditions, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians. However, pedestrian flows are substantially higher during events in Showplace Square, including walk trips between buildings and to and from adjacent parking facilities and transit stops. During these times, there is additional congestion at intersections and the sidewalks become noticeably more crowded, although pedestrian conditions continue to operate acceptably.

Parking and Loading Conditions

Existing parking conditions were examined within a study area generally bounded by Bryant Street, Sixth Street/I-280, Berry Street, De Haro Street, Sixteenth Street, U.S. 101/I-80, Division Street, and Tenth Street (see Figure 34, page 154). The supply and occupancy of the on- and off-street parking were determined for the weekday midday period (between 1:00 and 3:00 p.m.) and the weekday evening period (between 6:00 and 9:00 p.m.) based on field surveys conducted in September of 2009.

Within the study area, the on-street parking south of Division Street primarily consists of unrestricted and unmetered spaces, whereas the on-street parking north of Division Street primarily consists of metered spaces. Adjacent to the 801 Brannan site, there are four 2-hour metered parking spaces and a handicap-accessible space on Brannan Street, a 170-foot long yellow commercial vehicle loading/unloading zone on Seventh Street, and two 2-hour metered spaces and a passenger loading/unloading zone on Eighth Street. Adjacent to One Henry Adams Street, there are 30 two-hour parking spaces on Henry Adams Street (90-degree spaces within the sidewalk right-of-way), about six unrestricted spaces on Alameda Street, and about 30 unrestricted spaces on Rhode Island Street (90-degree spaces within the sidewalk right-of-way). Adjacent to the project site on Division Street there is a bus stop for the 10-Townsend and 19-Polk and no on-street parking spaces.

Portions of residential permit parking area "U" are located within the study area (primarily the block bounded by Bryant/Sixth/Brannan/Seventh), and areas "W" and "X" are located to the south of the study area (south of Sixteenth Street). In general, the on-street parking in the study area is typically 75-90 percent occupied during the weekday midday period, but less than 50 percent occupied during the weekday evening period.

Within the study area, there are eight off-street public parking facilities, five of which are open during the evening hours. During the weekday midday, the eight off-street public parking facilities provide about 1,295 parking spaces and operate at about 55 percent of capacity. During the weekday evening, the five facilities that are open 24-hours a day provide about 800 parking spaces and operate at about seven percent of capacity. During the evening, the occupancy is low due to the few nighttime uses in the area. Parking occupancy is substantially higher during events in Showplace Square, during which times most parking facilities operate at or near 100 percent of capacity.

IMPACTS

Significance Criteria

The Planning Department's Initial Study Checklist provides a framework of issues to be considered in evaluating a project's impacts under CEQA. Implementation of a project could have a significant impact related to transportation if the project were to:

- Conflict with an applicable plan, ordinance, or policy establishing a measure 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;
- 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;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

Below is a list of significance criteria used by the San Francisco Planning Department to assess whether a proposed project would result in significant impacts. These criteria are organized by mode to facilitate the transportation impact analysis; however, the transportation impact criteria are essentially the same as the ones presented above.

- **Traffic –** The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or LOS F. The project may result in significant adverse impacts at intersections that operate at LOS E or LOS F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

- **Transit –** The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the p.m. peak hour.
- **Pedestrians –** A project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.
- **Bicycles –** A project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- **Loading –** A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed on-site loading facilities or within convenient on-street loading zones, and as a consequence created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.
- **Emergency Vehicle Access –** A project would have a significant effect on the environment if it would result in inadequate emergency access.
- **Construction –** Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

Approach to Analysis

This section presents the methodology for analyzing the transportation impacts, and information considered in the travel demand and impact analysis in the following order:

1. Analysis methodologies for intersection operations, transit capacity utilization.

2. Planned improvements assumed to be implemented by the City of San Francisco or others, and included in the impact analysis.

3. Methodology and results of the project travel demand forecasts for the proposed project.

4. Methodology for development of the 2025 Cumulative traffic forecasts.

ANALYSIS METHODOLOGY

Intersection LOS Methodology

The operating characteristics of intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle.

Intersection levels of service range from LOS A, which indicates free-flow or excellent conditions with short delays per vehicle, to LOS F, which indicates congested or overloaded conditions with extremely long delays per vehicle. In San Francisco, LOS A through D are considered satisfactory service levels, and LOS E and F conditions are considered unsatisfactory service levels. Unsignalized intersections are considered to operate at unsatisfactory conditions if one approach operates at LOS E or F and Caltrans signal warrants are met. Table 5, page 166, presents the level of service descriptions and associated delays for signalized and unsignalized intersections.

The study intersections were evaluated using the 2000 *Highway Capacity Manual* operations methodology. For signalized intersections, this methodology determines the capacity for each lane group approaching the intersection, and the LOS is based on the average delay (in seconds per vehicle) for the various movements within the intersection. For unsignalized intersections, average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn) for those movements that are subject to delay. For the purposes of this analysis, the operating conditions for unsignalized intersections are presented for the worst approach (i.e., the approach with the highest average delay per vehicle), and it is noted if the intersection meets signal warrants.

Due to the unusual configuration of the unsignalized intersection of Eighth/Division/Henry Adams/Townsend, the intersection was analyzed using a combination of STOP-sign controlled and roundabout methodologies. Although each approach is STOP-sign controlled, this intersection does not operate as a standard all-way STOP-sign controlled intersection where approaching vehicles yield to all conflicting movements, instead, drivers yield to vehicles on the street to the left and to vehicles within the roundabout. Due to the geometric complexity of the intersection and high-traffic volumes, when analyzed as an all-way STOP-sign controlled intersection, the HCM analysis methodology results in poor operating conditions that do not match field observations of p.m. peak hour conditions. Therefore, each approach was analyzed separately as STOP-sign controlled, with "upstream" vehicles in the roundabout representing the conflicting uncontrolled volumes to which the stopped vehicle must yield. The conflicting volumes were calculated based on the roundabout analysis methodology, and were adjusted to reflect the possibility of using more than one lane within the inscribed circle. The results of this modified analysis more accurately reflect peak hour conditions observed in the field. This intersection is planned to be signalized as part of the Mission Bay Redevelopment Plan; planning is currently underway and improvements are planned to be implemented by 2014.

Table 5
Level of Service Definitions for Signalized and Unsignalized Intersections

Control/ LOS	Description of Operations	Average Control Delay (seconds per vehicle)
Signalized		
A	Insignificant Delays: No approach phase is fully used and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully used. Drivers begin to feel restricted	> 10.0 and ≤ 20.0
C	Acceptable Delays: Major approach phase may become fully used. Most drivers feel somewhat restricted.	> 20.0 and ≤ 35.0
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly without excessive delays.	> 35.0 and ≤ 55.0
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long queues form upstream.	> 55 and ≤ 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80.0
Unsignalized		
A	No delay for STOP-controlled approach.	≤ 10.0
B	Operations with minor delays.	> 10.0 and ≤ 15.0
C	Operations with moderate delays	> 15 and ≤ 25.0
D	Operations with some delays.	> 25.0 and ≤ 35.0
E	Operations with high delays and long queues.	> 35.0 and ≤ 50.0
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50.0

Source: Transportation Research Board, 2000. Highway Capacity Manual – Special Report. Washington, DC.

The proposed project was determined to have a significant impact at an intersection if project-generated trips would cause an intersection operating at LOS D or better under Existing conditions to operate at LOS E or LOS F, or intersections operating at LOS E under Existing conditions to deteriorate to LOS F conditions. At intersections that operate at LOS E or LOS F under Existing conditions, and would continue to operate at LOS E or LOS F under project conditions, the increase in project vehicle trips was reviewed at the critical movements to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F.[114]

[114] At an intersection, the critical movements operate with the highest volume-to-capacity ratio. In other words, the critical movements are the most congested movements.

Transit Capacity Utilization Analysis Methodology

The impact of additional transit ridership generated by the proposed project was assessed by comparing the projected ridership to the available capacity. Transit "capacity utilization" refers to transit riders as a percentage of the capacity of the transit line, or group of lines combined and analyzed as screenlines across which the transit lines travel. The transit capacity utilization analysis was conducted for Muni lines in the immediate vicinity of the project sites, and at the established regional screenlines.

The number of existing transit riders for each line was obtained from Muni's monitoring data for existing conditions. The existing service capacity of each line was estimated by multiplying the passenger capacity of each transit vehicle by the number of scheduled bus, light rail, or cable car trips. The capacity includes seated passengers and an appreciable number of standing passengers per vehicle (the number of passengers is between 30 and 80 percent of the seated passengers depending upon the specific transit vehicle configuration). The maximum loads, include both seated and standing passengers, vary by vehicle type and are 45 passengers for a 30-foot bus, 63 passengers for a 40-foot bus, 94 passengers for a 60-foot bus, and 119 passengers for a light-rail vehicle. The percent utilization of capacity was then calculated by comparing the ridership demand to the capacity provided. Muni has established a capacity utilization standard of 85 percent.

Three regional screenlines for the regional transit carriers (AC Transit, BART, Caltrain, Golden Gate Transit and SamTrans) have been established around San Francisco to analyze potential impacts of projects on the regional transit carriers. For the purpose of this analysis, the ridership and capacity at the three screenlines represents the peak direction of travel and patronage loads, which correspond with the evening commute in the outbound direction from downtown San Francisco to the region. As a means to determine the amount of available space for each regional transit provider, capacity utilization is also used. For all regional transit operators, the capacity is based on the number of seated passengers per vehicle. All of the regional transit operators except BART have a one-hour load factor standard of 100 percent, which would indicate that all seats are full. BART has a one-hour load factor standard of 135 percent, which indicates that all seats are full, and an additional 35 percent of the seating capacity are standees (i.e., 1.35 passengers per seat).

The project was determined to have a significant transit impact if project-generated transit trips would cause a regional screenline, operating at less than its capacity utilization standard under existing conditions, to operate at more than capacity utilization conditions.

FUTURE TRANSPORTATION IMPROVEMENTS

The analysis assumed completion of certain planned and reasonably foreseeable intersection, transit and bicycle network improvements as described below, that, although not part of the proposed project, could affect circulation and transit capacity.

Intersection Improvements

SFMTA is currently preparing plans for signalization of the intersection of Sixteenth/Rhode Island. The signal is anticipated to be operational by the end of 2011. The signalization was assumed for analysis of 2025 Cumulative conditions.

The Mission Bay project is required to implement improvements to several of the study intersections. The following improvements, anticipated to be implemented by 2014 were assumed for analysis of 2025 Cumulative conditions.

- **Seventh/Brannan –** Reconfigure the intersection to accommodate a dedicated through lane for the northbound approach.
- **Eighth/Townsend/Division/Henry Adams –** Reconfigure the intersection (from a traffic circle) and install a new signal.[115]
- **Seventh/Townsend –** Reconfigure the intersection to accommodate a dedicated left-turn lane for each approach and a dedicated through lane for the northbound and southbound approaches.

SFMTA Transit Effectiveness Project

The Transit Effectiveness Project (TEP) includes a review of the City's public transit system with recommendations designed to make transit service more reliable, quicker, and more frequent.[116] The TEP

[115] The Planning Department completed a Showplace Square Open Space Plan in 2009, as a community planning process with the Showplace Square community. The Open Space Plan identified eight opportunity sites for new open space and prepared conceptual designs and cost estimates for each. The Open Space Plan includes a conceptual design for the Townsend Circle (the intersection of Eighth/Townsend/Division/Henry Adams) including streetscape improvements and traffic calming elements that would allow the Townsend Circle to function better as an open space. Detailed design and analysis, and appropriation of funding for the various improvements is required for implementation, and therefore the feasibility and schedule of potential changes to this intersection is not currently known. Since the Mission Bay Redevelopment Plan improvements are implemented over time as development occurs in Mission Bay, the Townsend Circle open space improvements would likely be considered in the design effort.

proposals were endorsed by the SFMTA Board of Directors in October 2008. The TEP is anticipated to undergo environmental review at the beginning in 2011 with implementation in 2013. The TEP proposed the following potential changes to transit lines within the study area:

- The 9AX/BX-San Bruno Expresses would be renamed the 8AX/BX-Bayshore Expresses, and frequencies between buses would be increased from 10 minutes to 7.5 minutes during the peak periods. The route segment north of Broadway would be eliminated, and segments south of the proposed project vicinity would be re-routed.
- The 14X-Mission Express would have increased service during the peak periods—from 9-10 minutes between buses to 7.5 minutes between buses.
- The 19-Polk would have modified routing in the Civic Center area to simplify route structure and reduce travel time, and would operate between Van Ness/North Point and San Francisco General Hospital. The segment south of Twenty-fourth Street would be serviced by a revised 48-Quintara-Twenty-fourth Street line, providing direct connection to the Mission area, rather than to the Civic Center area.
- More frequent all-day service is proposed on the 22-Fillmore to shorten wait times and reduce crowding. The bus would be re-routed east along Sixteenth Street to Third Street to improve connections to Mission Bay. The segment on Seventeenth Street, Connecticut Street, and Eighteenth Street would be replaced by a revised 33-Stanyan (the 33-Stanyan would be extended to east of Potrero Avenue via Sixteenth Street, Kansas Street, Seventeenth Street, Connecticut Street, and Eighteenth Street to cover the Potrero Hill segment of the 22-Fillmore).
- The 27-Bryant would be renamed as 27-Folsom and realigned to operate on Folsom Street in SoMa and the Inner Mission to Cesar Chavez Street, replacing the existing 12-Folsom service. Service would also be extended north on Leavenworth Street and Vallejo Street to Van Ness Avenue. Service on Bryant Street would be discontinued and resources allocated to Potrero Avenue and Folsom Street to provide more frequent service on both corridors.
- The 47-Van Ness would operate along South Van Ness Avenue, Division Street and Townsend Street instead of Bryant Street and Harrison Street to provide faster connection to Caltrain and retail along the Thirteenth/Division corridor. Service in the north would be terminated at Van Ness Avenue and North Point to allow better coordination with the 49L-Van Ness Limited. The 47-Van Ness would coordinate with the Van Ness BRT Study currently underway.

Bicycle Plan Changes

The *San Francisco Bicycle Plan* includes planned short-term improvements in the form of bicycle lanes on Division Street between Ninth Street and Eleventh Street, and on Townsend Street between Eighth Street and The Embarcadero. These two projects have been implemented.

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[116] The TEP presents a thorough review of San Francisco's public transit system, initiated by SFMTA in collaboration with the City Controller's Office. The TEP is aimed at improving reliability, reducing travel times, providing more frequent service and updating Muni bus routes and rail lines to better match current travel patterns. The TEP recommendations include new routes and route extension, more service on busy routes, and elimination or consolidation of certain routes or route segments with low ridership.

PROPOSED PROJECT TRAVEL DEMAND

This section presents the travel demand methodology and results for the proposed project development, including total person trip generation by mode, vehicle trip generation, parking demand, and loading demand. The proposed project would involve the construction of 585 residential dwelling units and 30,417 square feet of retail uses on the 801 Brannan site, and 239 residential dwelling units and 19,670 square feet of retail uses on the One Henry Adams site. The transportation analysis also considers the impact of two variants for the 801 Brannan site: Variant 1 would involve the construction of 570 residential units, and 34,928 square feet of retail uses, and Variant 2 would involve the construction of 585 residential units and 31,777 square feet of retail uses. The travel demand associated with the proposed project was based on the methodology and person trip generation rates, trip distribution information, and mode split data provided in *SF Transportation Guidelines*.[117]

The project sites are currently occupied, and since it is anticipated that these some of the uses may remain in the area, credits, in terms of project-related travel demand, were not taken. However, with construction of the proposed project, the existing Concourse Exhibition Hall at 801 Brannan Street would be eliminated. In recent years, all of the tradeshows related to the industries in the Showplace Square neighborhood that were held at the Exhibition Hall have been discontinued or moved elsewhere (e.g., Las Vegas). The Exhibition Hall currently accommodates smaller consumer shows and local market shows, although a number of these shows have already moved to San Mateo and elsewhere.[118] It should also be noted that in May 2010, the Planning Commission approved conversion of approximately 139,000 square feet of showroom space at 888 Brannan Street (across from 801 Brannan Street) to office uses. The planned conversion to office use would further decrease the event-related activity associated with showrooms in the project area.

Person and Vehicle Trip Generation

The transportation effects of travel demand generated by the proposed project were determined by calculating the person-trips generated by the proposed project land uses, on a daily basis and during the p.m. peak hours. After determining the number of person trips generated by the proposed project, the trips were distributed to geographical origins/destination areas, including four San Francisco areas (i.e.,

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117 City and County of San Francisco, *Transportation Impact Analysis Guidelines* (*SF Transportation Guidelines*), October 2002. Available online at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753, accessed May 2, 2011.

118 Economic Research Associates, *San Francisco Concourse: Analysis of Potential Impacts Due to Closure, op. cit.*

Superdistrict 1, Superdistrict 2, Superdistrict 3, and Superdistrict 4)[119] and three other regions in the Bay Area (South Bay, East Bay and North Bay). The mode split analysis then determined the portion of these trips made via automobile, transit, or any other mode of transportation, based upon the origin/destination of the trips, the purpose of the trips, and the availability of various modes. Finally, automobile occupancy rates were determined, to yield the average number of individuals in a vehicle, and, thus, determine the number of vehicles that would be traveling to and from the project sites.

The project-generated person-trips were assigned to travel modes in order to determine the number of auto, transit, and "other" trips. "Other" includes pedestrian, bicycle, motorcycle, taxi, and additional modes. Mode split and directional distribution information for the new residential uses was based on the 2000 Census journey-to-work data. Mode split and directional distribution information for the retail uses was based on information contained in the *SF Transportation Guidelines* for employee and visitor trips to Superdistrict 3. An average vehicle occupancy, as obtained from the U.S. Census (for the residential trips) and *SF Transportation Guidelines* (for the retail trips), was applied to the number of auto person-trips to determined the number of net new vehicle trips generated by the proposed project.

Table 6 on the following page summarizes the proposed project peak-hour person-trips by mode and vehicle trips for the weekday p.m. peak hour. During the p.m. peak hour, about 53 percent of all person-trips generated by the proposed project would be by auto, 22 percent by transit, and 25 percent by other modes (including walking). During the PM peak hour, the proposed project would generate about 1,908 person-trips and 762 vehicle trips. About 68 percent of the PM peak-hour person and vehicle trips would be generated by the 801 Brannan site of the proposed project.

As shown in Table 7 on the following page, the majority of the project-generated trips during the p.m. peak hour would be to and from Superdistrict 1, the northeast quadrant of San Francisco incorporating downtown San Francisco. These patterns were used as the basis for assigning project-related trips to the transportation network.

Since both variants would have slightly more land use development than the proposed project, they would generate similar, but slightly more, person- and vehicle-trips than the proposed project (about 1 to 2 percent more). As shown in Table 6, during the p.m. peak hour, both variants would generate a similar number of person and vehicle trips as the proposed project (1,947 person trips for Variant 1, and 1,921

[119] Superdistricts are travel analysis zones established by the Metropolitan Transportation Commission (MTC). San Francisco is divided into four superdistricts delineated to capture the different travel characteristics that are associated with the various street network, transit opportunities, and geographical constraints of different areas of San Francisco.

Table 6
Person-Trip Generation by Mode
PM Peak Hour

	Auto	Transit	Walk/Other[1]	Total	Vehicle Trips
Proposed Project					
801 Brannan site	678	294	317	1,289	519
One Henry Adams site	338	131	150	619	243
Total	1,016	425	467	1,908	762
801 Brannan Variants					
801 Brannan Variant 1	707	296	325	1,328	530
One Henry Adams site	338	131	150	619	243
Total	1,045	427	475	1,947	773
801 Brannan Variant 2	688	296	318	1,302	524
One Henry Adams site	338	131	150	619	243
Total	1,026	427	468	1,921	767

Note:
[1] "Other" includes bicycles, motorcycles and taxis.
Source: SF Transportation Guidelines, U.S. Census, LCW Consulting, 2011.

Table 7
Trip Distribution Patterns

Place of Trip Origin/Destination	Residential Work/Non-Work	Retail	
		Work	Visitor
San Francisco			
Superdistrict 1	52.3%	8.3%	6.0%
Superdistrict 2	7.5%	10.6%	9.0%
Superdistrict 3	7.5%	23.9%	61.0%
Superdistrict 4	7.5%	7.9%	5.0%
East Bay	10.1%	14.3%	3.0%
North Bay	5.0%	5.6%	2.0%
South Bay	10.1%	26.9%	9.0%
Out of Region	0.0%	2.5%	5.0%
Total	100%	100%	100%

Sources: SF Transportation Guidelines, 1990 U.S. Census, LCW Consulting, 2011.

person trips for Variant 2, compared with 1,908 person trips). The p.m. peak hour vehicle trips for the two variants would also be similar to, although slightly greater than, with the proposed project (773 vehicle trips for Variant 1, 767 vehicle trips for Variant 2, compared with 762 vehicle trips for the proposed project).

Loading Demand

The *SF Transportation Guidelines* methodology for estimating commercial vehicle and freight loading/unloading demand was used to calculate the proposed project demand. Daily truck trips generated per 1,000 square feet were calculated based on the rates contained in the *SF Transportation Guidelines,* then converted to hourly demand based on a 9-hour day and a 25-minute average stay. Average hourly demand was converted to a peak hour demand by applying a peaking factor, as specified in the *SF Transportation Guidelines*. Table 8 on the following page presents the number of trucks that would be generated by the proposed project land uses on a daily basis, and the demand for loading dock spaces during the peak hour and average hour of loading activities.

The proposed project would generate about 32 delivery/service vehicle trips on a daily basis, which corresponds to a demand for about two loading spaces during both the average and peak hours of loading activity. As indicated in Table 8, both variants would generate a similar number of delivery/service vehicle trips and demand for loading spaces as the proposed project.

Table 8
Proposed Project Delivery/Service Vehicle-Trips and Loading Space Demand

	Daily Truck/Service Vehicle Trip Generation	Peak Hour Loading Space Demand	Average Hour Loading Space Demand
Proposed Project			
801 Brannan site	21.9	1.3	1.0
One Henry Adams site	10.5	0.7	0.5
Total	32.4	2.0	1.5
801 Brannan Street Variants			
801 Brannan site Variant 1	22.9	1.3	1.1
One Henry Adams site	10.5	0.7	0.5
Total	33.4	2.0	1.6
801 Brannan site Variant 2	22.4	1.3	1.0
One Henry Adams site	10.5	0.7	0.5
Total	32.9	2.0	1.5

Sources: SF Transportation Guidelines, U.S. Census, LCW Consulting, 2011.

Parking Demand

The *SF Transportation Guidelines* methodology for estimating parking demand was used to calculate the parking demand associated with the proposed project land uses. Parking demand was estimated separately for the residential and non-residential uses as follows:

- **Residential Parking Demand –** For individual development projects, residential parking demand is estimated based on the number and type of housing unit (i.e., studios/one-bedroom units versus two and two-plus bedroom units, and affordable versus market-rate housing) that would be constructed.
- **Non-Residential Parking Demand –** Non-residential demand was estimated for both short-term and long-term demand. Long-term demand refers to demand generated by employee trips by auto, while short-term demand refers to demand associated with visitor trips. Long-term demand was calculated by applying the vehicle mode choice to the projected number of new employees associated with the retail uses. Average hour short-term demand was calculated by applying an average turnover of 5.5 vehicles per spaces to the daily non-work trips by vehicles (one-way trips).

Table 9 presents the residential and retail parking demand for the proposed project and project variants. The proposed project would generate a parking demand for about 1,223 spaces, of which about 1,001 spaces (82 percent) would be long-term spaces, and 222 (18 percent) would be short-term demand. As indicated in Table 9, both variants would generate a similar, but slightly greater, parking demand as the proposed project.

Table 9
Proposed Project Parking Demand

	Long-Term Demand	Short-Term Demand	Total
Proposed Project:			
801 Brannan site	667	135	802
One Henry Adams site	334	87	421
Total	1,001	222	1,223
801 Brannan Street Variants:			
801 Brannan site Variant 1	690	155	845
One Henry Adams site	334	87	421
Total	1,024	242	1,266
801 Brannan site Variant 2	698	141	839
One Henry Adams site	334	87	421
Total	1,032	228	1,260

Sources: SF Transportation Guidelines, U.S. Census, LCW Consulting, 2011.

DEVELOPMENT OF 2025 CUMULATIVE CONDITIONS

The San Francisco County Transportation Authority (SFCTA) countywide travel demand forecasting model was used to develop future year 2025 Cumulative traffic volumes at the study intersections. The SFCTA model output, based on projections developed for the *Eastern Neighborhoods Rezoning and Area Plans Transportation Study* (Case No. 2004.0160E), takes into account both the future development expected in the Eastern Neighborhoods area, as well as the expected growth in housing and employment for the remainder of San Francisco and the nine-county Bay Area. Between 2000 and 2025, Showplace Square/Potrero Hill was projected to experience growth of about 3,890 new housing units, and about 3,030 additional jobs (and combined, the four Eastern Neighborhoods a growth of 9,860 housing units and 12,540 additional jobs).[120]

Project Impacts

Impacts associated with the proposed project are presented below. The following are the topics addressed and the impacts analyzed for those topics.

- Traffic: Impacts TR-1 through TR-15
- Transit: Impacts TR-16 through TR-18
- Bicycle: Impacts TR-19 through TR-21
- Pedestrian: Impacts TR-22 through TR-24
- Loading: Impacts TR-25 through TR-27
- Emergency vehicle access: Impacts TR-28 through TR-30
- Construction: Impacts TR-31 through TR-33

TRAFFIC IMPACTS

The proposed project would generate new vehicle trips and increase the number of vehicles and average delay per vehicle at the 16 study intersections. The proposed project would result in a significant and unavoidable impacts at the intersections of Division/Brannan/Potrero/Tenth and Eighth/Brannan, and feasible mitigation measures have not been identified. Under Existing plus Project conditions, 12 of the 16 study intersections would continue to operate at acceptable levels of LOS D or better under Existing plus Project conditions (Seventh/Harrison, Ninth/Bryant, Eighth/Bryant, Seventh/Bryant, Seventh/Brannan, Seventh/Townsend, Alameda/Potrero, Sixteenth/Kansas/Henry Adams, Eighth/Townsend/Division/ Henry Adams, Division/King/De Haro, Alameda/Henry Adams, and Alameda/Rhode Island). At the

[120] *Eastern Neighborhoods Rezoning and Area Plans Transportation Study*, Final Report, June 2007.

unsignalized intersections of Sixteenth/Rhode Island and Division/Rhode Island, one or more approaches would operate at LOS E or LOS F. However, the traffic volumes at these intersections would not meet Caltrans signal warrants, and therefore the proposed project would not be considered to result in significant impacts at these intersections. The proposed project would have less-than-significant impacts at the new intersections of Brannan Alley/Seventh and Brannan Alley/Eighth Street. The traffic analysis indicates that construction of either variant at the 801 Brannan site would result in the same impacts as the proposed project. Therefore, the same improvement measure identified for the proposed project would apply to both variants.

Traffic – Existing plus Proposed Project Impacts

Impact TR-1: Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

As discussed on page 164 under "Approach to Analysis," under Existing plus Project conditions, proposed project impacts were assessed by comparing conditions with the proposed project to existing conditions without the proposed project. The proposed project was determined to have a significant traffic impact at an intersection if proposed project-generated vehicle trips would cause an intersection operating at LOS D or better under existing conditions to operate at LOS E or LOS F, or intersections operating at LOS E under existing conditions to deteriorate to LOS F conditions. At intersections that currently operate at LOS E or LOS F under existing conditions, and would continue to operate at LOS E or LOS F with the proposed project, the increase from proposed project vehicle trips was reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F.

In total, the proposed project would generate 460 inbound and 302 outbound vehicle-trips (total of 762 vehicle-trips) during the p.m. peak hour. In general, the addition of project-generated traffic would result in small increases in average delay per vehicle at the study intersections. Table 10 on the following page presents the comparison of the intersection LOS for Existing and Existing plus Project or either variant conditions.

At the signalized intersection of Division/Brannan/Potrero/Tenth, which currently operates at LOS E during the p.m. peak hour, the proposed project would add a total of 127 vehicles during the p.m. peak hour. The proposed project would contribute substantially to the eastbound critical left/through

Table 10
Intersection Level of Service
Existing plus Proposed Project and Variant Conditions – Weekday PM Peak Hour

Intersection	Existing		Existing plus Project		Existing plus Project w/ Variant 1		Existing plus Project w/ Variant 2	
	Delay [1]	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Signalized								
1. Seventh/Harrison	29.8	C	36.9	D	36.9	D	36.9	D
2. Ninth/Bryant	40.8	D	41.8	D	41.8	D	41.8	D
3. Eighth/Bryant	23.0	C	24.5	C	24.6	C	24.6	C
4. Seventh/Bryant	21.5	C	22.1	C	22.1	C	22.1	C
5. Division/Brannan/Potrero/Tenth	**57.8**	**E**	**61.5**	**E**	**61.5**	**E**	**61.5**	**E**
6. Eighth/Brannan	**55.4**	**E**	**77.5**	**E**	**77.4**	**E**	**77.5**	**E**
7. Seventh/Brannan [5]	49.6	D	41.8	D	42.2	D	41.9	D
9. Seventh/Townsend	37.0	D	53.3	D	53.7	D	53.5	D
12. Alameda/Potrero	11.3	B	11.4	B	11.4	B	11.4	B
15. Sixteenth/Kansas/Henry Adams	17.4	B	23.1	C	23.3	C	23.2	C
Unsignalized								
8. Eighth/Townsend/Division/Henry Adams [2]	18.1 (wb)	C	23.9 (sb)	C	24.1 (sb)	C	24.0 (sb)	C
10. Division/Rhode Island [3]	24.6 (nb)	C	**39.1 (nb)**	**E**	**39.5 (nb)**	**E**	**39.2 (nb)**	**E**
11. Division/King/De Haro [2]	10.8 (sb)	A	10.9 (sb)	B	10.9 (sb)	B	10.9 (sb)	B
13. Alameda/Henry Adams [2]	11.4 (nb)	B	15.0 (nb)	C	15.1 (nb)	C	15.1 (nb)	C
14. Alameda/Rhode Island [4]	11.7 (wb)	B	12.3 (wb)	B	12.3 (wb)	B	12.3 (wb)	B
16. Sixteenth/Rhode Island [4]	**48.7 (nb)**	**E**	**>50**	**F**	**>50 (nb/sb)**	**F**	**>50 (nb/sb)**	**F**

Notes:

1. Delay presented in seconds per vehicle. Intersections operating at LOS E or LOS F highlighted in **bold.** 2. Intersections 4-way STOP-controlled. Delay and LOS presented for worst approach, indicated in ( ). wb = westbound, sb = southbound, nb = northbound, eb = eastbound.
3. Uncontrolled T-intersection. Northbound Rhode Island Street traffic yields to eastbound/westbound Division Street traffic. Analyzed assuming STOP-sign control for northbound Rhode Island Street.
4. Intersection 2-way STOP-controlled.
5. At the intersection of Seventh/Brannan, SFMTA planned improvement for early 2011 were assumed for the analysis of "plus project" conditions. Improvements include restriping of westbound and eastbound approaches. Additional adjustments to signal timing assumed.

Source: LCW Consulting, 2011.

movement that that would operate at LOS E during the p.m. peak hour, and therefore the contribution to the existing LOS E conditions at this intersection would be considered significant. This would be considered a ***significant*** impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Because no mitigation measures are feasible, the traffic impact at the intersection of Division/Brannan/Potrero/Tenth would, therefore, remain ***significant and unavoidable***.

Impact TR-2: Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

At the signalized intersection of Eighth/Brannan, which currently operates at LOS E during the p.m. peak hour, the proposed project would add a total of 294 vehicle trips during the p.m. peak hour. The proposed project would contribute substantially to the northbound critical right turn and to the eastbound critical through/right movements that would operate at LOS E or LOS F during the p.m. peak hour conditions, and therefore, the contribution to the existing LOS E conditions would be considered significant. This would be considered a ***significant*** project impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Because no mitigation measures are feasible, the traffic impact at the intersection of Eighth/Brannan would therefore, remain ***significant an unavoidable***.

Impact TR-3: Implementation of the proposed project would have less-than-significant traffic impacts at two unsignalized study intersections where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions. (Less than Significant)

Under Existing plus Project p.m. peak hour conditions, the northbound approach at the unsignalized intersection of Sixteenth/Rhode Island would operate at LOS F, as compared with LOS E under Existing conditions. However, the traffic volumes at this intersection would not meet Caltrans signal warrants,

and therefore the proposed project would not be considered to result in a significant impact at this intersection. Traffic impacts at the intersection of **Sixteenth/Rhode Island** would be ***less than significant.***

SFMTA is currently preparing plans for signalization of the intersection of Sixteenth/Rhode Island, and the signal is anticipated to be operational by the end of 2011. With signalization of this intersection, intersection level of service would be improved to LOS B.

At the unsignalized intersection of Division/Rhode Island, the northbound approach would worsen from LOS C to LOS E. However, the traffic volumes would not meet Caltrans signal warrants, and therefore, the project would not be considered to result in a significant impact at this intersection. Traffic impacts at the intersection of **Division/Rhode Island** would be ***less than significant***.

Impact TR-4: Implementation of the proposed project would have less-than-significant traffic impacts at 12 study intersections that would operate at LOS D or better under Existing plus Project conditions. (Less than Significant)

As shown in Table 10, with implementation of the proposed project, the following 12 study intersections would continue to operate at LOS D or better during the p.m. peak hour, and, therefore, traffic impacts at these locations would be ***less than significant***:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Seventh/Townsend
- Alameda/Potrero
- Sixteenth/Kansas/Henry Adams
- Eighth/Townsend/Division/Henry Adams
- Division/King/De Haro
- Alameda/Henry Adams
- Alameda/Rhode Island

Impact TR-5: Implementation of the proposed project would have less-than-significant traffic impacts at the intersections of the proposed Brannan Alley with Seventh and Eighth Streets. (Less than Significant)

At this time the design and operation of the proposed Brannan Alley on the south side of the 801 Brannan site has not been finalized. However, it is anticipated that the Brannan Alley would have four driveways into the parking garages at the sidewalk level, with the access driveway into Brannan Alley at Seventh Street and at Eighth Street, both two-way streets. At Eighth Street vehicles would use the existing curb

cut and the midblock left-turn pocket into the project site. At Seventh Street, a curb cut into the project site is currently provided at the location of the proposed Brannan Alley; however, access into the site is currently chained off. A traffic operations analysis was conducted for the two new intersections of Brannan Alley with Seventh Street and Eighth Street for Existing plus Project conditions and found less-than-significant impacts at both unsignalized intersections, as follows.

- At the unsignalized intersection of Brannan Alley/Seventh Street, the eastbound approach of Brannan Alley would operate at LOS C during the p.m. peak hour. Seventh Street between Townsend Street and Brannan Street has two northbound travel lanes, and the northbound left turns into the project site would be accommodated without substantial delays (i.e., at LOS A) and without impacting northbound traffic flow on Seventh Street. Driveway impacts on Seventh Street operations would be less than significant.
- At the unsignalized intersection of Brannan Alley/Eighth Street, the westbound approach of Brannan Alley would operate at LOS D during the p.m. peak hour. There is a 100-foot long left turn pocket on southbound Eighth Street for the existing access into the surface parking lot, which would accommodate the left turn demand without affecting northbound or southbound traffic flow on Eighth Street. Driveway impacts on Eighth Street operations would be less than significant.

While impacts associated with the proposed Brannan Alley would be ***less than significant***, implementation of **Improvement Measure I-TR-5**, below, would further reduce the less-than-significant impacts by providing a "Keep Clear" zone on Seventh Street at Brannan Alley.

IMPROVEMENT MEASURE I-TR-5 KEEP CLEAR STRIPING ON SEVENTH STREET AT BRANNAN ALLEY

As a means to improve traffic flow in the vicinity of the project site, SFMTA could consider establishing a "Keep Clear" zone on Seventh Street at Brannan Alley. This striping would allow vehicles to enter and exit the 801 Brannan site if southbound queues from the intersection of Seventh/Townsend extend upstream past the driveway. The "Keep Clear" striping, if approved, would be paid for by the project sponsor.

Traffic – Existing plus Variant 1 Impacts

Impact TR-6: Implementation of the proposed project with 801 Brannan Variant 1 would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

The proposed project with 801 Brannan Variant 1 would generate 464 inbound and 309 outbound vehicle trips (total of 773 vehicle trips) during the p.m. peak hour. Intersection operating conditions would be similar to the proposed project. At the signalized intersection of Division/Brannan/ Potrero/Tenth, which currently operates at LOS E during the p.m. peak hour, the proposed project would add a total of 127

vehicles during the p.m. peak hour. The proposed project would contribute substantially to the eastbound critical left/through movement that that would operate at LOS E, and therefore the contribution to the existing LOS E conditions at this intersection would be considered significant. This would be considered a ***significant*** project impact.

As discussed in Impact TR-1 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project 801 Brannan Variant 1-related traffic impact at the intersection of Division/Brannan/Potrero/Tenth would remain ***significant and unavoidable***.

Impact TR-7: Implementation of the proposed project with 801 Brannan Variant 1 would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

At the signalized intersection of Eighth/Brannan, which currently operates at LOS E during the p.m. peak hour, the proposed project with 801 Brannan Variant 1 would add a total of 296 vehicle trips during the p.m. peak hour. The proposed project would contribute substantially to the northbound critical right turn and to the eastbound critical through/right movements that would operate at LOS E or LOS F, and therefore, the contribution to the existing LOS E conditions would be considered significant. This would be considered a ***significant*** project impact.

As discussed in Impact TR-2 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project with 801 Brannan Variant 1-related traffic impact at the intersection of Eighth/Brannan would remain ***significant and unavoidable.***

Impact TR-8: Implementation of the proposed project with 801 Brannan Variant 1 would have less-than-significant traffic impacts at two unsignalized study intersections where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions. (*Less than Significant)*

At the unsignalized intersections of Division/Rhode Island and Sixteenth/Rhode Island the worst approaches would deteriorate to LOS E or LOS F conditions during the p.m. peak hour, however, Caltrans signal warrants would not be met and therefore these impacts would not be considered a significant project impact. Traffic impacts at the intersections of **Division/Rhode Island** and **Sixteenth/Rhode Island** would be ***less than significant.***

As discussed in Impact TR-3 above, SFMTA is currently preparing plans for signalization of the intersection of Sixteenth/Rhode Island, and the signal is anticipated to be operational by the end of 2011. With signalization of this intersection, intersection level of service would be improved to LOS B.

Impact TR-9: Implementation of the proposed project with 801 Brannan Variant 1 would have less-than-significant traffic impacts at 12 study intersections that would operate at LOS D or better under Existing plus Project conditions. (Less than Significant)

As indicated in Table 10, with implementation of the proposed project, the following 12 study intersections would continue to operate at LOS D or better during the p.m. peak hour, and, therefore, traffic impacts at these locations would be ***less than significant***:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Seventh/Townsend
- Alameda/Potrero
- Sixteenth/Kansas/Henry Adams
- Eighth/Townsend/Division/Henry Adams
- Division/King/De Haro
- Alameda/Henry Adams
- Alameda/Rhode Island

Impact TR-10: Implementation of the proposed project with 801 Brannan Variant 1 would have less-than-significant traffic impacts at the intersections of the proposed Brannan Alley with Seventh and Eighth Streets. (Less than Significant)

Proposed project with 801 Brannan Variant 1 impacts at the new intersections of the proposed Brannan Alley on the south side of the 801 Brannan site would be similar to those described above in Impact TR-5, and traffic impacts would be ***less than significant***. **Improvement Measure I-TR-5**, above, related to striping a "Keep Clear" zone on Seventh Street at Brannan Alley, would also be applicable to the proposed project with 801 Brannan Variant 1.

Traffic – Existing plus Variant 2 Impacts

Impact TR-11: Implementation of the proposed project with 801 Brannan Variant 2 would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

The proposed project with 801 Brannan Variant 2 would generate 462 inbound and 305 outbound vehicle trips (total of 767 vehicle trips) during the p.m. peak hour. Intersection operating conditions would be similar to the proposed project. At the signalized intersection of Division/Brannan/ Potrero/Tenth, which currently operates at LOS E during the p.m. peak hour, the proposed project would add a total of 128 vehicles during the p.m. peak hour. The proposed project would contribute substantially to the eastbound critical left/through movement that that would operate at LOS E, and therefore the contribution to the existing LOS E conditions at this intersection would be considered ***significant***.

As discussed in Impact TR-1 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project with 801 Brannan Variant 2-related traffic impact at the intersection of Division/Brannan/ Potrero/Tenth would remain ***significant and unavoidable.***

Impact TR-12: Implementation of the proposed project with 801 Brannan Variant 2 would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

At the signalized intersection of Eighth/Brannan, which currently operates at LOS E during the p.m. peak hour, the proposed project with 801 Brannan Variant 2 would add a total of 297 vehicle trips during the p.m. peak hour. The proposed project would contribute substantially to the northbound critical right turn and to the eastbound critical through/right movements that would operate at LOS E or LOS F, and therefore, the contribution to the existing LOS E conditions would be considered significant. This would be considered a **significant** project impact.

As discussed in Impact TR-2 above, no feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project with 801 Brannan Variant 2-related traffic impact at the intersection of Eighth/Brannan would remain ***significant and unavoidable.***

Impact TR-13: Implementation of the proposed project with 801 Brannan Variant 2 would have less-than-significant traffic impacts at two unsignalized study intersections where one or more approaches would operate at LOS E or LOS F under Existing plus Project conditions. (Less than Significant)

At the unsignalized intersections of Division/Rhode Island and Sixteenth/Rhode Island the worst approaches would deteriorate to LOS E or LOS F conditions during the p.m. peak hour, however, Caltrans signal warrants would not be met and therefore these impacts would not be considered a

significant project impact. Traffic impacts at the intersections of Division/Rhode Island and Sixteenth/Rhode Island would be ***less than significant.***

As discussed in Impact TR-3 above, SFMTA is currently preparing plans for signalization of the intersection of Sixteenth/Rhode Island, and the signal is anticipated to be operational by the end of 2011. With signalization of this intersection, intersection level of service would be improved to LOS B.

Impact TR-14: Implementation of the proposed project with 801 Brannan Variant 2 would have less-than-significant traffic impacts at 12 signalized study intersections that would operate at LOS D or better under Existing plus Project conditions. (Less than Significant)

With implementation of the proposed project, the following 12 study intersections would continue to operate at LOS D or better during the p.m. peak hour, and, therefore, traffic impacts at these locations would be ***less than significant***:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Seventh/Townsend
- Alameda/Potrero
- Sixteenth/Kansas/Henry Adams
- Eighth/Townsend/Division/Henry Adams
- Division/King/De Haro
- Alameda/Henry Adams
- Alameda/Rhode Island

Impact TR-15: Implementation of the proposed project 801 Brannan Variant 2 would have less-than-significant traffic impacts at the intersection of the proposed Brannan Alley with Seventh and Eighth Streets. (Less than Significant)

Proposed project with 801 Brannan Variant 2 impacts at the new intersections of the proposed Brannan Alley on the south side of the 801 Brannan site would be similar to those described above in Impact TR-5, and impacts would be ***less than significant***. **Improvement Measure I-TR-5**, above, related to striping a "Keep Clear" zone on Seventh Street at Brannan Alley, would also be applicable to the proposed project with 801 Brannan Variant 2.

TRANSIT IMPACTS

The proposed project would generate new transit riders. Muni and the regional transit operators would have adequate capacity to accommodate all the project-generated riders while maintaining its capacity utilization standard, and transit impacts would be less than significant. Both variants would result in a similar number of transit riders as the proposed project, and, therefore, would result in similar less-than-significant transit impacts.

The transit impact assessment considers the impact of additional transit trips generated by the proposed project, as well as potential impacts on the Muni lines adjacent to the project sites. Transit trips to and from the project sites would utilize the nearby 10-Townsend, 19-Polk, 27-Bryant, 47-Van Ness, and the 22-Fillmore lines, and may transfer to other Muni bus and light rail lines, or to regional transit providers (such as Caltrain, SamTrans, AC Transit, Golden Gate Transit and BART). In addition, some people may walk or bicycle to the Caltrain station at Fourth/Townsend (about 0.70 miles east of the 801 Brannan site, and 0.75 miles east of the One Henry Adams site).

Transit – Project Impacts

Impact TR-16: Implementation of the proposed project would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs. (Less than Significant)

In total, the proposed project would generate about 425 transit trips (267 inbound and 158 outbound) during the p.m. peak hour. About 320 of the 425 transit trips would be to and from San Francisco origins and destinations, and 105 trips would be to and from the East Bay, South Bay and North Bay. The addition of the project-generated transit trips to the Muni and regional service providers would not substantially affect the capacity utilization of the local and regional transit lines, and, therefore, impacts on **transit capacity** would be ***less than significant***.

The additional vehicle trips to and from the proposed project are not anticipated to substantially affect operation of the 19-Polk that travels northbound on Seventh Street and southbound on Eighth Street, the 10-Townsend that travels eastbound and westbound on Townsend Street, or the nearby bus stops. On Seventh Street there are two northbound travel lanes, and the 19-Polk primarily travels in the right-most lane, and therefore turns into and out of the Brannan Alley driveway would not interfere with bus operations. On Eighth Street, a 100-foot long southbound left-turn pocket is currently provided at the location of the proposed Brannan Alley (currently used for access into the event parking lot), which would remove turning vehicles from the single southbound travel lane, and would therefore not interfere

with bus operations on Eighth Street southbound. Similarly, due to the existing low volumes on Rhode Island Street, the additional project-generated vehicle trips are not anticipated to substantially affect operation of the 10-Townsend and the 19-Polk bus lines that travels northbound and southbound on Rhode Island Street. It is anticipated that there would be minimal, if any, queuing from the parking garage entrances to the development at the One Henry Adams site on Rhode Island Street, and due to low volumes on Rhode Island Street, buses would be able to bypass any queued vehicles. Overall, vehicle trips generated by the proposed project would not the operation of adjacent Muni bus lines, and impacts on **transit operations** would be ***less than significant.***

In summary, since the proposed project would not substantially affect the capacity utilization of the local and regional transit lines, and would not affect the operations of the adjacent and nearby Muni bus lines, project impacts on transit would be less than significant.

There is an existing pole stop for the 10-Townsend and 19-Polk bus lines on southbound Rhode Island Street at the approach to Alameda Street. With construction at the One Henry Adams site, the existing 90-degree parking would be eliminated, 15-foot wide sideways would be constructed, and parallel on-street parking would be provided. While proposed project's transit impacts would be less than significant, implementation of **Improvement Measure I-TR-16**, below, would further reduce the less-than-significant impacts by replacing the existing pole stop on the southbound approach of Rhode Island Street to Alameda Street with a curb bus stop. Although under CEQA these impacts would be less than significant without mitigation, City decision-makers, specifically the Planning Commission, may decide to impose additional conditions on the proposed project to further reduce the proposed project's already less-than-significant impacts**.**

IMPROVEMENT MEASURE I-TR-16 CONVERSION OF MUNI POLE STOP TO CURB STOP ON RHODE ISLAND STREET

> As an improvement measure to better accommodate transit passengers, SFMTA could reconfigure the existing pole stop on southbound Rhode Island Street at the approach to Alameda Street to a curbside bus stop. This stop serves the 10-Townsend and 19-Polk bus lines. SFMTA could designate approximately 80 feet of the new curb parking lane that would be created on Rhode Island Street adjacent to the One Henry Adams site as a bus stop.

The SFMTA would have the responsibility to implement Improvement Measure I-TR-16 if it is made a condition of project approval.

Transit –Variant 1 Impacts

Impact TR-17: Implementation of the proposed project with 801 Brannan Variant 1 would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs. (Less than Significant)

In total, the proposed project with 801 Brannan Variant 1 would generate about 427 transit trips (266 inbound and 161 outbound) during the p.m. peak hour (as compared with 425 transit trips for the proposed project). About 322 of the 427 transit trips would be to and from San Francisco origins and destinations, and 105 trips would be to and from the East Bay, South Bay, and North Bay. The addition of the project-generated transit trips to the Muni and regional service providers would not substantially affect transit operations, and impacts on the **capacity** utilization of the local and regional transit lines would be ***less than significant.***

Since the design of proposed project with 801 Brannan Variant 1 would be similar to the proposed project, and since the number of transit trips would be similar, the transit impacts associated with the proposed project with 801 Brannan Variant 1 would be similar to those described in Impact TR-16 for the proposed project. Since the proposed project with 801 Brannan Variant 1 would not substantially affect the capacity utilization of the local and regional transit lines, and would not affect the **operations** of the adjacent and nearby Muni bus lines, project impacts on transit would be ***less than significant.***

Implementation of **Improvement Measure I-TR-16**, which would provide a curbside bus stop adjacent to the project site on Henry Adams Street, would also be applicable for the proposed project with 801 Brannan Variant 1.

Transit –Variant 2 Impacts

Impact TR-18: Implementation of the proposed project with 801 Brannan Variant 2 would not cause a substantial increase in transit demand that could not be accommodated by adjacent transit service, or cause a substantial increase in transit delays or operating costs. (Less than Significant)

In total, the proposed project with 801 Brannan Variant 2 would generate about 427 transit trips (267 inbound and 158 outbound) during the p.m. peak hour (as compared with 425 transit trips for the proposed project). About 322 of the 427 transit trips would be to and from San Francisco origins and destinations, and 105 trips would be to and from the East Bay, South Bay and North Bay. The addition of the project-generated transit trips to the Muni and regional service providers would not substantially

affect transit operations, and impacts on the **capacity** utilization of the local and regional transit lines would be ***less than significant***.

Since the design of proposed project with 801 Brannan Variant 2 would be similar to the proposed project, and since the number of transit trips would be similar, the transit impacts associated with the proposed project with 801 Brannan Variant 2 would be similar to those described in Impact TR-16 for the proposed project. Since the proposed project 801 Brannan Variant 2 would not substantially affect the capacity utilization of the local and regional transit lines, and would not affect the **operations** of the adjacent and nearby Muni bus lines, project impacts on transit would be ***less than significant.***

Implementation of **Improvement Measure I-TR-16**, which would provide a curbside bus stop adjacent to the project site on Henry Adams Street, would also be applicable for the proposed project with 801 Brannan Variant 2.

BICYCLE IMPACTS

The bicycle impact assessment considers the impact of the project driveways, vehicle trips and bicycle trips on existing bicycle operations. There are several bicycle routes in the vicinity of the project sites, including along Seventh Street (northbound), Eighth Street (southbound), Henry Adams Street (northbound and southbound), Townsend Street/Division Street (eastbound and westbound), and Sixteenth/Seventeenth Streets (eastbound and westbound). With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems.

Bicycle –Proposed Project Impacts

Impact TR-19: Implementation of the proposed project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas. (Less than Significant)

The San Francisco *Planning Code* requires that the proposed project provide 243 bicycle parking spaces, and the proposed project would meet the *Planning Code* requirements. Bicycle parking for both project sites would be provided consistent with the *Planning Code* requirements for bicycle parking, and would include bicycle lockers, racks and stacked parking. At the 801 Brannan site the proposed project would provide 172 bicycle parking spaces for the residential and retail uses. Based on 585 residential units and 34,417 square feet of retail uses, at the 801 Brannan site proposed project would be required to provide 121 bicycle parking spaces for the residential uses in Buildings 1 and 2, and 50 spaces in Building 3, as

well as one space for the retail uses, and the proposed project would therefore meet the *Planning Code* requirement.

At the One Henry Adams site the proposed project would provide 72 bicycle parking spaces for the residential uses within the lower level of the parking garage. Based on 239 residential units and 19,670 square feet of retail uses, the *Planning Code* requirements for the One Henry Adams site would be 72 bicycle parking spaces for the residential uses. No bicycle parking would be required for the retail uses since less than 20,000 square feet of retail uses would be provided and since no vehicle parking for retail uses would be provided. Because development at the One Henry Adams site would provide 72 bicycle parking spaces for the residential uses, it would meet the *Planning Code* requirement.

As required by the *Planning Code,* bicycle parking spaces would be provided as part of the proposed replacement vehicle parking spaces, including six bicycle parking spaces at the 801 Brannan site and six bicycle parking spaces at the One Henry Adams site.

It is anticipated that a portion of the 467 walk/other trips generated by the proposed project would be bicycle trips. Although the proposed project would result in an increase in the number of bicyclists and vehicles on the surrounding streets, this increase would not be substantial enough to affect bicycle travel in the area.

On Seventh Street a bicycle lane for Bicycle Route #23 is provided in the northbound direction, adjacent to the parking lane on the east curb (a bicycle lane for southbound Bicycle Route #23 is provided on Eighth Street). Since there are two northbound travel lanes on Seventh Street, and since the bicycle lane is on the opposite side of the street from the Brannan Alley driveway for the 801 Brannan site, turns into and out of the Brannan Alley driveway would not interfere with bicycle travel on Seventh Street.

Bicycle Route #123 (Class III - signed route only) is on Henry Adams Street adjacent to the project site where no project access driveways are proposed to be located. Furthermore, the 90-degree parking spaces currently provided within the Henry Adams Street sidewalk right-of-way between Division and Alameda Streets would be eliminated, which would reduce potential bicycle-vehicle conflicts associated with parking maneuvers. Access to the project parking garages at the One Henry Adams site would be on Rhode Island Street and on Alameda Street, and therefore, vehicles entering and exiting the garages would not cross Bicycle Route #123.

The addition of the project-generated vehicle and bicycle trips would not substantially affect bicycle travel in the area. The elimination of curb cuts related to the 90-degree parking on the both project sites

on Brannan Street and on Henry Adams Street would improve conditions for bicyclists. Therefore, proposed project impacts on bicyclists would be ***less than significant.***

Bicycle –Variant 1 Impacts

Impact TR-20: Implementation of the proposed project with 801 Brannan Variant 1 would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas. (Less than Significant)

The proposed project with 801 Brannan Variant 1 would be required to provide a total of 242 bicycle parking spaces (164 for the 801 Brannan site, and 78 bicycle parking spaces for the One Henry Adams site), and it would meet this requirement. Under the proposed project with 801 Brannan Variant 1, bicycle conditions would be the same as under the proposed project described above in Impact TR-19. As described in the impact discussion above, although the proposed project 801 Brannan Variant 1 would result in an increase in the number of vehicle and bicycle trips in the vicinity of the project sites, these new trips would not substantially affect bicycle travel in the area. Therefore, proposed project with 801 Brannan Variant 1 impacts on bicyclists would be ***less than significant***.

Bicycle –Variant 2 Impacts

Impact TR-21: Implementation of the proposed project with 801 Brannan Variant 2 would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the project sites and adjoining areas. (Less than Significant)

The proposed project with 801 Brannan Variant 2 would be required to provide a total of 245 bicycle parking spaces (167 for the 801 Brannan site, and 78 bicycle parking spaces for the One Henry Adams site), and it would meet this requirement. Under the proposed project with 801 Brannan Variant 2, bicycle conditions would be the same as under the proposed project described above in Impact TR-19. As described in the impact discussion above, although the proposed project with 801 Brannan Variant 2 would result in an increase in the number of vehicle and bicycle trips in the vicinity of the project sites, these new trips would not substantially affect bicycle travel in the area. Therefore, proposed project with 801 Brannan Variant 2 impacts on bicyclists would be ***less than significant.***

PEDESTRIAN IMPACTS

The pedestrian impact assessment considers the impact of the project improvements on the sidewalk network and pedestrian operations, and the impact of the additional pedestrian trips generated by the proposed project. Pedestrian trips generated by the proposed project would include walk trips to and from the residential and retail uses, plus walk trips to and from the local Muni bus stops and regional transit operators.

Pedestrian – Project Impacts

Impact TR-22: Implementation of the proposed project would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. (Less than Significant)

Overall, the proposed project would add about 892 pedestrian trips to the surrounding streets (this includes 425 transit trips and 467 walk/other trips) during the p.m. peak hour. In general, the new pedestrian trips generated by the proposed project would be accommodated on the existing and proposed sidewalks, and would not substantially affect pedestrian operations on the nearby sidewalks and crosswalks. As the sidewalks and crosswalks currently have low pedestrian volumes, the conditions would continue to remain acceptable with the proposed project.

Both the 801 Brannan and One Henry Adams sites of the proposed project would include improvements that would enhance pedestrian conditions in the area, including:

- The sidewalks improvements along the south side of Brannan Street between Seventh and Eighth Streets as part of development at the 801 Brannan site, and along the west side of Rhode Island Street and the east side of Henry Adams Street between Alameda and Division Streets as part of development at the One Henry Adams site.
- As part of development at the 801 Brannan site, on the south side of Brannan Street between Seventh and Eighth Streets, the rolled curbs would be eliminated and 11-foot wide sidewalks would be constructed.
- As part of development at the One Henry Adams site, on Henry Adams Street a new 15-foot wide sidewalk with no curb cuts would be constructed. On Rhode Island Street a new 15-foot wide sidewalk would be constructed, the existing two curb cuts and loading area would be eliminated, and two new curbcuts into the proposed parking garages would be provided.
- Provision of two publicly-accessible midblock passages between Brannan Street and the proposed Brannan Alley as part of development at the 801 Brannan site, and one publicly-accessible midblock passage between Henry Adams Street and Rhode Island Street as part of development at the One Henry Adams site.

- Provision of Brannan Alley between Seventh and Eighth Streets as a shared street per Better Streets Plan.

As described above, development at both the 801 Brannan and One Henry Adams sites would provide enhancements to the existing sidewalks adjacent to the project sites that would improve the existing pedestrian environment for pedestrians and would accommodate the project-generated pedestrian trips. Therefore, proposed project impacts on pedestrians would be ***less than significant.***

While the proposed project impacts on pedestrians would be less than significant, implementation of **Improvement Measures I-TR-22a** and **I-TR-22b** below would further reduce the less-than-significant impact by providing pedestrian crosswalks at intersections adjacent to the One Henry Adams site of the proposed project (crosswalks are provided at intersections adjacent to the 801 Brannan site of the proposed project) and installing a corner sidewalk bulbout adjacent to the One Henry Adams site. Although under CEQA these pedestrian impacts would be less than significant without mitigation, City decision-makers, specifically the Planning Commission, may decide to impose additional conditions on the proposed project to further reduce the proposed project's already less-than-significant impacts**.**

IMPROVEMENT MEASURE I-TR-22A STRIPING PEDESTRIAN CROSSWALKS AT NEARBY INTERSECTIONS

As an improvement measure to enhance the pedestrian environment, SFMTA would stripe crosswalks at the unsignalized intersections of Division/Rhode Island, Alameda/Henry Adams, and Alameda/Rhode Island. The striping of crosswalks and subsequent repainting would be paid for by the project sponsor.

IMPROVEMENT MEASURE I-TR-22B CORNER SIDEWALK BULBOUT AT NORTHWEST CORNER OF INTERSECTION OF ALAMEDA/RHODE ISLAND

As an improvement measure to enhance the pedestrian environment, a corner sidewalk bulbout at the northwest corner of intersection of Alameda/Rhode Island Street would be constructed as part of development at the One Henry Adams site of the proposed project. The corner bulbout would be constructed as part of the new sidewalk improvements adjacent to the One Henry Adams site on Rhode Island Street (that are currently included as part of the proposed project). The project sponsor would be responsible for the cost of constructing the corner bulbout at this location.

Pedestrian –Variant 1 Impacts

Impact TR-23: Implementation of the proposed project with 801 Brannan Variant 1 would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or

otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. (Less than Significant)

Under the proposed project with 801 Brannan Variant 1, pedestrian conditions would be similar to those described for the proposed project under Impact TR-22. Overall, the proposed project with 801 Brannan Variant 1 would add about 902 pedestrian trips to the surrounding streets during the p.m. peak hour. The proposed project with 801 Brannan Variant 1 would include the same sidewalk and walkway improvements, and the new pedestrian trips generated by the proposed project 801 Brannan Variant 1 (up to 902 new pedestrian trips during the p.m. peak hour) would not result in substantial overcrowding on the sidewalks or crosswalks, or result in hazardous conditions. Therefore, the proposed project with 801 Brannan Variant 1's impacts on pedestrians would be ***less than significant***.

Implementation of **Improvement Measure I-TR-22a** and **Improvement Measure I-TR-22b**, which would provide bulbouts and crosswalks adjacent to the One Henry Adams site, would also be applicable to the proposed project with 801 Brannan Variant 1.

Pedestrian –Variant 2 Impacts

Impact TR-24: Implementation of the proposed project 801 Brannan Variant 2 would not result in substantial overcrowding on public sidewalks, create hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the project sites or adjoining areas. (Less than Significant)

Under the proposed project with 801 Brannan Variant 2, pedestrian conditions would be similar to those described for the proposed project under Impact TR-22. Overall, the proposed project with 801 Brannan Variant 2 would add about 895 pedestrian trips to the surrounding streets during the p.m. peak hour. The proposed project with 801 Brannan Variant 2 would include the same sidewalk and walkway improvements, and the new pedestrian trips generated by the proposed project 801 Brannan Variant 2 (up to 895 new pedestrian trips during the p.m. peak hour) would not result in substantial overcrowding on the sidewalks or crosswalks, or result in hazardous conditions. Therefore, the proposed project with 801 Brannan Variant 2's impacts on pedestrians would be ***less than significant***.

Implementation of **Improvement Measure I-TR-22a** and **Improvement Measure I-TR-22b**, which would provide bulbouts and crosswalks adjacent to the One Henry Adams site, would also be applicable to the proposed project with 801 Brannan Variant 2.

LOADING IMPACTS

Loading – Proposed Project Impacts

Impact TR-25: Implementation of the proposed project would not result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones. (Less than Significant)

Supply – The proposed project would include three truck loading spaces and four service vehicle loading spaces at the 801 Brannan site, and three truck loading spaces at the One Henry Adams site. The dimensions of the loading spaces would be consistent with the *Planning Code* requirements. Recycling and trash areas would be provided adjacent to the loading spaces.

The proposed project would also request that curb space adjacent to each project site be designated as yellow commercial vehicle loading spaces. The proposed loading/unloading zones would need to be approved at a public hearing by the SFMTA.

- At the 801 Brannan site, the proposed project would reconstruct the existing sidewalks on the south side of Brannan Street between Seventh and Eighth Streets to eliminate the rollover curb, a new parking lane would be created for about 400 feet on the western portion of the site (the eastbound travel lane is adjacent to the curb on the eastern portion of the site), and it is anticipated that parallel parking would be provided. Since there would not be any curb cuts into the project site, and since there is about 400 feet of curb space that would be available for on-street parking, up to 20 on-street parking spaces could be provided. It is anticipated that the project sponsor would request that 60 to 80 feet of this new curb space on Brannan Street be designated as a yellow commercial vehicle loading/unloading zone(s) to serve the ground-floor retail uses as well as the residential uses (e.g., Federal Express, UPS), and that 55 feet of curb space adjacent to the west midblock passage would be designated as a passenger loading/unloading zone.
- At the One Henry Adams site, a new sidewalk and a new parallel parking lane would be provided adjacent to the project site on Rhode Island Street. It is anticipated that the project sponsor would request that 40 to 60 feet of curb space that would be created on Rhode Island Street be designated as a yellow commercial vehicle loading/unloading zone to serve the ground-floor retail uses, and 40 feet of curb space adjacent to the midblock passage be designated as a passenger loading/unloading zone. In addition, the project sponsor would request that 40 to 60 feet of the existing unrestricted parking on Alameda Street be designated as yellow commercial vehicle loading/unloading zone.

Loading Demand – The proposed off-street loading supply would adequately accommodate the loading demand. At the 801 Brannan site new residential and retail uses would generate about 17 truck freight and service vehicle trips per day, which would result in a demand one loading space during the peak hour and average hour of loading activities. At the One Henry Adams site new residential and retail uses

would generate about 11 truck freight and service vehicle trips per day, which would result in a demand for one loading space during the peak and average hours of loading activities.

Move-In/Move-Out Operations – To accommodate these operations, curb parking on Brannan Street, Seventh Street, and Rhode Island Street would need to be reserved through the local station of the San Francisco Police Department.

- At the 801 Brannan site, residential move-in and move-out activities using larger trucks would need to occur from the curb on Seventh Street (at the existing yellow commercial vehicle loading/unloading zone) or Brannan Street adjacent to the project site, within the proposed commercial vehicle loading/unloading zone and carted to the residential elevators through the entry lobby. Residential move-in and move-out activities may also occur from Brannan Alley, a private 20-foot-wide street, where moving trucks will pull up and park where they are not blocking access to the garages, and other vehicles will pull around.
- At the One Henry Adams site, residential move-in and move-out activities using larger trucks would need to occur from the curb on Rhode Island Street or Alameda Street adjacent to the project site, and carted to the residential elevators through the entry lobby on Rhode Island Street and on Division Street.

Trash and Recycling Pick-Up – At the 801 Brannan site, trash and recycling rooms would be provided within the parking garages of all three buildings, with access from Brannan Alley. Trash and recycling trucks would be able to access Brannan Alley from either Seventh Street or Eighth Street to pick up residential trash and recycling. For the commercial uses, each tenant would be required to provide adequate trash storage within the leased space, and trash collection would be arranged independently by each commercial tenant. Trash would be carted to the curb (i.e., Brannan, Seventh or Eighth Streets) by tenants of the commercial spaces, or to the building trash storage areas within the parking garages. Building management would coordinate with the appropriate disposal and recycling company regarding the specific locations of garbage containers.

At the One Henry Adams site, trash and recycling rooms would be provided within the parking garages of each building. For the residential trash/recycling pickup, trash containers would need to be transported by the building staff from the trash rooms to the curb on Rhode Island Street and Alameda Street at the time of trash pickup and returned following pick-up. For the commercial uses, each tenant would be required to provide adequate trash storage within the leased space, and trash collection would be arranged independently by each tenant. Trash would be carted to the curb (i.e., Henry Adams Street, Division Street and Rhode Island Street) by tenants of the commercial spaces. Building management would coordinate with the appropriate disposal and recycling company regarding the specific locations of garbage containers.

Loading Operations – At the 801 Brannan site, the truck loading spaces within the garages would be located directly adjacent to the entrance and access into and out of these spaces would be constrained. Trucks 30 feet in length or longer would not be able to access the loading spaces without straddling two loading spaces and blocking the access route. It is likely that larger trucks would not utilize the off-street loading spaces, and, instead, would park on-street within available commercial vehicle loading spaces on Seventh Street (there is a yellow commercial vehicle loading/unloading zone adjacent to the project site approximately 170 feet in length), on-street within the proposed yellow commercial vehicle zone on Brannan Street, park within the travel lane on Brannan Alley, or double-park on Brannan Street or Eighth Street. Double-parking on Eighth Street would block the travel lane, and vehicles would need to maneuver into an adjacent travel lane (e.g., at the approach to Brannan Street) or into the striped median to bypass a double-parked vehicle. On Brannan Street there are two eastbound travel lanes, and vehicles would need to maneuver into the adjacent travel lane to bypass a double-parked vehicle without substantially affecting Brannan Street operations. The project sponsor would request from SFMTA that 60 to 80 feet of new curb space on Brannan Street be designated as a yellow commercial vehicle loading/unloading zone.

At the One Henry Adams site, Building 1 would include one 10- by 25-foot truck loading space with access from Alameda Street, which would accommodate vans and small pickup trucks, while Building 2 would include two truck loading spaces that would be located adjacent to the entry to the parking garage on Rhode Island Street. One space would be a 10- by 25-foot space that would accommodate small trucks and vans, and one space would be a 12- by 35-foot space that would accommodate trucks up to 35-feet in length. Trucks would be able to back into the loading bay without any constraints. Since the loading space would be located adjacent to the parking garage entrance, there is a potential for some conflicts between loading vehicles accessing the loading area and vehicles entering and exiting the parking garage. However, due to the low loading demand and residential nature of parking garage (i.e., not a garage accommodating short-term commercial demand), conflicts would be limited and would not pose constraints or safety issues, but may temporarily delay drivers parking or loading maneuvers.

Since the proposed project would provide off-street loading spaces for the consistent with the requirement of the *Planning Code*, and since the residential and retail loading demand could be accommodated within the proposed off-street, and existing and proposed on-street supply, loading impacts would be ***less than significant.***

While the proposed project loading impacts would be less than significant, implementation of **Improvement Measures I-TR-25a through I-TR-25c** below would further reduce the less-than-significant

impact by minimizing the potential for double-parking of delivery vehicles, facilitating curbside passenger loading/unloading activity, and facilitating residential move-in and move-out operations. Although under CEQA these loading impacts would be less than significant without mitigation, City decision-makers, specifically the Planning Commission, may decide to impose additional conditions on the proposed project to further reduce the proposed project's already less-than-significant impacts.

IMPROVEMENT MEASURE I-TR-25A DESIGNATE ON-STREET COMMERCIAL VEHICLE LOADING/UNLOADING ZONES

To minimize the potential for double parking of delivery vehicles, SFMTA could designate about 80 feet of the curb parking lane on Brannan Street, 60 feet on Rhode Island Street, and 40 to 60 feet on Alameda Street as yellow commercial vehicle loading/unloading zones. The change in curb regulations would need to be approved at a public hearing by the SFMTA.

IMPROVEMENT MEASURE I-TR-25B DESIGNATE CURBSIDE PASSENGER LOADING/UNLOADING ZONES

To accommodate curbside passenger loading/unloading activity, SFMTA could designate about 55 feet of the parking lane adjacent to the west midblock pedestrian passage/courtyard on Brannan Street, and 40 feet of the curb parking lane adjacent to the midblock passage/courtyard on Rhode Island Street to a white passenger loading/unloading zone. The change in curb regulations would need to be approved at a public hearing by the SFMTA.

IMPROVEMENT MEASURE I-TR-25C RESERVATION OF CURB PARKING FOR MOVE-IN AND MOVE-OUT

To ensure that residential move-in and move-out activities do not impede on adjacent travel lanes, move-in and move-out operations, as well as larger deliveries should be scheduled and coordinated through building management. Curb parking should be reserved through the local station of the San Francisco Police Department.

Loading –Variant 1 Impacts

Impact TR-26: Implementation of the proposed project with 801 Brannan Variant 1 would not result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones. (Less than Significant)

Under the proposed project with 801 Brannan Variant 1, the loading supply and demand would be similar to the proposed project (four truck loading spaces and four service vehicle spaces at the 801 Brannan site, and three truck loading spaces at the One Henry Adams site), and loading impacts would be the same as identified for the project in Impact TR-25. Since the proposed project with 801 Brannan

Variant 1 would provide the total number of off-street loading spaces consistent with the requirements of the *Planning Code*, and since the residential and retail loading demand could be accommodated within the proposed off-street, and existing and proposed on-street supply, loading impacts would be ***less than significant.***

Improvement Measure I-TR-25a related to providing on-street commercial vehicle loading/unloading zones, **Improvement Measure I-TR-25b** related to providing curbside passenger loading/unloading zones, and **Improvement Measure I-TR-25c** related to reserving on-street parking for move-in and move-out operations would also be applicable to the proposed project with 801 Brannan Variant 1.

Loading –Variant 2 Impacts

Impact TR-27: Implementation of the proposed project 801 Brannan Variant 2 would not result in a loading demand during the peak hour of loading activities that could not be accommodated within the proposed loading supply, or within on-street loading zones. (Less than Significant)

Under the proposed project 801 Brannan Variant 2, the loading supply and demand would be similar to the proposed project (four truck loading spaces and four service vehicle spaces at the 801 Brannan site, and three truck loading spaces at the One Henry Adams site), and loading impacts would be the same as identified for the project in Impact TR-25. While the total number of loading spaces provided for the 801 Brannan Variant 2 would meet the *Planning Code* requirements, it would not meet the requirements for each individual building, and the project sponsor would request an exception to the *Planning Code* requirement. Since the proposed project 801 Brannan Variant 2 would provide the total number of off-street loading spaces consistent with the requirements of the *Planning Code*, and since the residential and retail loading demand could be accommodated within the proposed off-street, and existing and proposed on-street supply, loading impacts would be ***less than significant.***

Improvement Measure I-TR-25a related to providing on-street commercial vehicle loading/unloading zones, **Improvement Measure I-TR-25b** related to providing curbside passenger loading/unloading zones, and **Improvement Measure I-TR-25c** related to reserving on-street parking for move-in and move-out operations would also be applicable to the proposed project with 801 Brannan Variant 2.

EMERGENCY VEHICLE ACCESS IMPACTS

Emergency Vehicle Access – Proposed Project Impacts

Impact TR-28: Implementation of the proposed project would not result in a significant emergency vehicle access impact. (Less than Significant)

Emergency vehicle access to the proposed project would remain unchanged from existing conditions, and emergency service providers would continue to be able to pull up to the project sites from Brannan Street, Eighth Street, and Seventh Street to the 801 Brannan site, and from Henry Adams Street, Alameda Street, Rhode Island Street, or Division Street to the One Henry Adams site. Any potential relocation of fire hydrant requirements would be reviewed as part of the Site Permit process, and approved by the Fire Department. The proposed project impacts on emergency vehicle access would, therefore, be ***less than significant.***

Emergency Vehicle Access –Variant 1 Impacts

Impact TR-29: Implementation of the proposed project with 801 Brannan Variant 1 would not result in a significant emergency vehicle access impact. (Less than Significant)

Under the proposed project with 801 Brannan Variant 1, emergency vehicle access would remain the same as under the proposed project, and therefore, the impact related to emergency vehicle access would be the same as described in Impact TR-28. Therefore, the proposed project with 801 Brannan Variant 1's impact on emergency vehicle access would be ***less than significant.***

Emergency Vehicle Access –Variant 2 Impacts

Impact TR-30: Implementation of the proposed project with 801 Brannan Variant 2 would not result in a significant emergency vehicle access impact. (Less than Significant)

Under the proposed project with 801 Brannan Variant 2, emergency vehicle access would remain the same as under the proposed project, and therefore, the impact related to emergency vehicle access would be the same as described in Impact TR-28. Therefore, the proposed project with 801 Brannan Variant 2's impact on emergency vehicle access would be ***less than significant.***

CONSTRUCTION IMPACTS

Construction – Proposed Project Impacts

Impact TR-31: Implementation of the proposed project would not result in construction-related transportation impacts because of their temporary and limited duration. (Less than Significant)

Construction at the 801 Brannan and One Henry Adams sites for the proposed project would overlap to a large extent. At this time it is anticipated that construction on both proposed project sites would be initiated at the same time, with a construction schedule of 24 months for the 801 Brannan site and 18 months for the One Henry Adams site. The impact of construction activities for both projects would increase the conflicts between construction activities and traffic and transit operations on the adjacent streets.

It is anticipated that the construction contractor for each project would work with the various City departments (including the Planning Department, Muni, the Department of Parking and Traffic, and the Department of Public Works) to develop a detailed and coordinated plan to address construction vehicles, traffic control, pedestrian access and any transit stop relocations. Prior to construction, the project contractor would coordinate with Muni's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations.

Construction related activities would typically occur during City-designated construction hours and generally Monday through Saturday, between 7:00 AM and 8:00 PM. Construction is not anticipated to occur on Sundays or major legal holidays, but may occur on an as-needed basis. The hours of construction would be stipulated by the Department of Building Inspection, and the contractor would need to comply with the San Francisco Noise Ordinance[121] and the SFMTA Blue Book.[122]

The number of construction workers per day at each project site is not currently available. However, it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project. Construction workers who drive to the site would cause a temporary parking demand. Construction workers would likely park within the parking study area within unrestricted on-street parking spaces, within off-street parking facilities, or on-site as the project parking garages are completed.

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[121] The San Francisco Noise Ordinance permits construction activities seven days a week, between 7:00 AM and 8:00 PM.

[122] Available online at http://www.sfmta.com/cms/vcons/bluebook.htm, accessed March 25, 2011.

801 Brannan Site

At the 801 Brannan site, construction staging would likely occur from within the project site and the sidewalks along Brannan, Seventh and Eighth Streets. In addition, construction activities would occur from the new alleyway (i.e., Brannan Alley) to the south of the project site. Throughout the duration of construction, the parking lanes along the streets would likely be closed to provide staging areas and temporary pedestrian walkways. It is not anticipated that any travel lane closures would be required. Any temporary sidewalk or traffic lane closures would be coordinated with the City in order to minimize the impacts on traffic. In general, lane and sidewalk closures are subject to review and approval by the City's Interdepartmental Traffic Advisory Staff Committee (TASC), which includes representatives from the City's Fire and Police Departments, SFMTA Traffic Engineering Division, SFMTA Muni Operations, and the Department of Public Works (DPW).

It is also not anticipated that any bus stop relocations would be required, however, if it is determined that temporary Muni stop relocation would be needed during construction of the building and/or reconstruction of the sidewalk, the relocation would be coordinated with the Muni Street Operations and Special Events office.

Throughout the construction period, there would be a flow of construction-related trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic operations. During construction of Buildings 1 and 2, it is anticipated that there would be an average of between 12 and 45 truck trips per day traveling to the project site, with the greatest number during the excavation and shoring phase. During the excavation and shoring phase, there would be a maximum of 75 truck trips per day. Due to the smaller size of Building 3, construction would involve fewer construction vehicles. It is anticipated that construction-related trucks would access the site via Third Street (from within San Francisco), via I-80 (from the East Bay), and U.S. 101 (from the South Bay).

Construction of the proposed project would displace existing reserved parking spaces for nearby 600 Townsend and 690 Townsend. During construction, the parking demand associated with the reserved parking spaces would be accommodated within other private or public off-street facilities. Existing public off-street facilities would have available capacity to accommodate the displaced parking demand.

One Henry Adams Site

At the One Henry Adams site, construction staging would occur primarily on-site and on the sidewalks surrounding the project site. Throughout the duration of construction, the parking lanes along Rhode

Island Street, Alameda Street, and Division Street would likely be closed, in order to provide staging areas and temporary pedestrian walkways. It is anticipated that no regular travel lanes would need to be closed during construction. Any temporary sidewalk or traffic lane closures would be coordinated with the City in order to minimize the impacts on traffic. In general, lane and sidewalk closures are subject to review and approval by the City's Interdepartmental Traffic Advisory Staff Committee (TASC).

Adjacent to the One Henry Adams site there is a curbside Muni bus stop on eastbound Division Street (at the approach to Rhode Island Street) and a pole stop on southbound Rhode Island Street (at the approach to Alameda Street) that serves the 10-Townsend and the 19-Polk bus lines in the southbound direction. The bus stop on Division Street would likely need to be temporarily relocated throughout the construction period. It may be possible to establish a temporary stop for the 10-Townsend bus line on Townsend Street to the east of Eighth Street and to establish a temporary stop for the 19-Polk bus line on Eighth Street north of Townsend Street. These temporary bus stops would be less than one block from the current stop, and therefore would not substantially affect riders that currently use these lines. The pole stop on Rhode Island Street would likely not need to be relocated, since a temporary pedestrian walkway would be provided within the parking lane on Rhode Island Street. All temporary Muni stop relocations would be coordinated with the Muni Street Operations/Special Events office.

It is anticipated that there would be an average of between 7 and 37 truck trips per day traveling to the project site, with the greatest number during the excavation and shoring phase. During the excavation and shoring phase, there would be a maximum of 45 truck trips per day. It is anticipated that construction-related trucks would access the site via Third Street (from within San Francisco), via I-80 (from the East Bay), and U.S. 101 (from the South Bay).

Construction of the proposed project would displace existing reserved parking spaces for nearby Two Henry Adams Street. During construction, the parking demand associated with the reserved parking spaces would be accommodated within other private or public off-street facilities. Existing public off-street facilities would have available capacity to accommodate the displaced parking demand. Overall, the proposed project's construction-related transportation impacts would be ***less than significant***.

While construction-related transportation impacts would be less than significant, implementation of **Improvement Measure I-TR-31** below, would further reduce the less-than-significant impacts by limiting construction truck delivery trips to non-peak hours, as defined by SFMTA. Although under CEQA these impacts would be less than significant without mitigation, City decision-makers, specifically the Planning Commission, may decide to impose additional conditions on the proposed project to further reduce the proposed project's already less-than-significant impacts**.**

IMPROVEMENT MEASURE I-TR-31 CONSTRUCTION HOURS

As an improvement measure to minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods, the construction contractor could be required to limit truck movements to the hours between 9:00 a.m. and 3:30 p.m., or other times, if approved by SFMTA.

Construction – Variant 1 Impacts

Impact TR-32: Implementation of the proposed project with 801 Brannan Variant 1 would not result in construction-related transportation impacts because of their temporary and limited duration. (Less than Significant)

For the proposed project with 801 Brannan Variant 1, transportation impacts associated with construction activities would be similar to those under the proposed project, as described in Impact TR-31, with the exception that since construction on the project site would occur as part of one construction effort, construction duration would likely increase by up to 12 months. Like the proposed project, it is not anticipated that any lane closures would be required, and any temporary sidewalk of traffic lane closures are subject to review and approval by the TASC, SFMTA, and DPW. It is also not anticipated that any bus stop relocations would be required, however, if it is determined that temporary Muni stop relocation would be needed during construction of the building and/or reconstruction of the sidewalk, the relocation would be coordinated with the Muni Street Operations and Special Events office.

As with the proposed project, construction of Variant 1 would displace existing reserved parking spaces for nearby 600 Townsend and 690 Townsend. During construction, the parking demand associated with the reserved parking spaces would be accommodated within other private or public off-street facilities. Existing public off-street facilities would have available capacity to accommodate the displaced parking demand.

Construction period impacts resulting from Variant 1, while 12 months longer in duration, are considered short-term, and similar to Impact TR-31 above, construction-related transportation impacts would be ***less than significant.***

Improvement Measure I-TR-31 related to limiting construction truck deliveries to non-peak hours would also be applicable to the proposed project with 801 Brannan Variant 1.

Construction – Variant 2 Impacts

Impact TR-33: Implementation of the proposed project with 801 Brannan Variant 2 would not result in construction-related transportation impacts because of their temporary and limited duration. (Less than Significant)

For the proposed project with 801 Brannan Variant 2, transportation impacts associated with construction activities would be similar to those under the proposed project, as described in Impact TR-31, with the exception that since construction on the project site would occur as part of one construction effort, construction duration would likely increase by up to 12 months.

Like the proposed project, it is not anticipated that any lane closures would be required, and any temporary sidewalk of traffic lane closures are subject to review and approval by the TASC, SFMTA, and DPW. It is also not anticipated that any bus stop relocations would be required, however, if it is determined that temporary Muni stop relocation would be needed during construction of the building and/or reconstruction of the sidewalk, the relocation would be coordinated with the Muni Street Operations and Special Events office.

As with the proposed project, construction of Variant 2 would displace existing reserved parking spaces for nearby 600 Townsend and 690 Townsend. During construction, the parking demand associated with the reserved parking spaces would be accommodated within other private or public off-street facilities. Existing public off-street facilities would have available capacity to accommodate the displaced parking demand.

Construction period impacts resulting from Variant 2, while 12 months longer in duration, are considered short-term, and similar to Impact TR-31 above, construction-related transportation impacts would be ***less than significant.***

Improvement Measure I-TR-31 related to limiting construction truck deliveries to non-peak hours would also be applicable to the proposed project with 801 Brannan Variant 2.

CUMULATIVE TRAFFIC IMPACTS

Under 2025 Cumulative conditions, traffic volumes, and average delay per vehicle, at the 16 study intersections would increase. Under 2025 Cumulative conditions, 11 of the 16 study intersections are projected to operate at LOS E or LOS F conditions during the p.m. peak hour (see Table 11, page 205). The

Table 11
Intersection Level of Service
2025 Cumulative Conditions – Weekday PM Peak Hour

Intersection	Existing		2025 Cumulative	
	Delay [1]	LOS	Delay	LOS
Signalized				
1. Seventh/Harrison	29.8	C	**>80**	**F**
2. Ninth/Bryant	40.8	D	**60.6**	**E**
3. Eighth/Bryant	23.0	C	**>80**	**F**
4. Seventh/Bryant	21.5	C	**>80**	**F**
5. Division/Brannan/Potrero/Tenth	**57.8**	**E**	**>80**	**F**
6. Eighth/Brannan	**55.4**	**E**	**>80**	**F**
7. Seventh/Brannan [5]	49.6	D	**75.7**	**E**
8. Eighth/Townsend/Division/Henry Adams [2]	18.1(wb)	C	44.1	D
9. Seventh/Townsend	37.0	D	**>80**	**F**
12. Alameda/Potrero	11.3	B	13.8	B
15. Sixteenth/Kansas/Henry Adams	17.4	B	**>80**	**F**
16. Sixteenth/Kansas/Rhode Island [6]	**48.7 (nb)**	**E**	**>80**	**F**
Unsignalized				
10. Division/Rhode Island [3]	24.6 (nb)	C	**>50 (nb)**	**F**
11. Division/King/De Haro [3]	10.8 (sb)	A	18.3 (sb)	C
13. Alameda/Henry Adams [3]	11.4 (nb)	B	22.0 (nb)	C
14. Alameda/Rhode Island [4]	11.7 (wb)	B	13.9 (wb)	B

Notes:
1. Delay presented in seconds per vehicle. Intersections operating at LOS E or LOS F highlighted in bold, and v/c ratio provided for signalized intersections.
2. Intersection signalized as part of Mission Bay Development Plan improvements.
3. Intersections 4-way STOP-controlled. Delay and LOS presented for worst approach, indicated in ( ). wb = westbound, sb = southbound, nb = northbound.
4. Intersection 2-way STOP-controlled.
5. At intersection of Seventh/Brannan, SFMTA planned improvement for early 2011 were assumed for the analysis of 2025 Cumulative conditions. Improvements include restriping of westbound and eastbound approaches. Additional adjustments to signal timing assumed.
6. Signalization of intersection by SFMTA. Implementation anticipated by the end of 2011.

Source: LCW Consulting, 2011.

proposed project would result in a significant project and cumulative impacts at the intersections of Division/Brannan/Potrero/Tenth, and Eighth/Brannan. The proposed project would contribute considerably to critical movements at three intersections that would operate at LOS E or LOS F (Seventh/Townsend, Sixteenth/Kansas/Henry Adams, and Division/Rhode Island), and the contributions would be considered a significant cumulative impact. At four of the five intersections where cumulative project impacts would result, no feasible mitigation measures were identified, and the traffic impacts would be considered significant and unavoidable. A potential mitigation measure was identified for the intersection of Division/Rhode Island that would reduce the project's cumulative impact to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing this intersection, the proposed project's cumulative traffic impact at this intersection would remain significant and unavoidable.

The proposed project would have less-than-significant contributions at six intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions (Seventh/Harrison, Ninth/Bryant, Eighth/Bryant, Seventh/Bryant, Seventh/Brannan, and Sixteenth/Rhode Island). Five of the 16 study intersections would continue to operate at acceptable levels of LOS D or better under 2025 Cumulative p.m. peak hour conditions (Eighth/Townsend/Division/Henry Adams, Alameda/Potrero, Division/De Haro, Alameda/Henry Adams, and Alameda/Rhode Island).

Both variants for the 801 Brannan site would result in the same cumulative impacts as the proposed project. The same mitigation measure at the intersection of Division/Rhode Island identified for the proposed project would apply to both variants.

Discussion of 2025 Cumulative traffic impacts are presented as follows:

- Proposed project: Impacts C-TR-34 through C-TR-40
- Proposed project with 801 Brannan Variant 1: Impacts C-TR-41 through C-TR-47
- Proposed project with 801 Brannan Variant 2: Impacts C-TR-48 through C-TR-54

Traffic – 2025 Cumulative plus Proposed Project Impacts

Impact C-TR-34: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

Table 11 presents the 2025 Cumulative intersection operating conditions for the p.m. peak hour. Under 2025 Cumulative conditions vehicle delays would increase at the study intersections over Existing

conditions, and 11 of the 16 study intersections would operate at LOS E or LOS F conditions. In general, the poor operating conditions would be due to the increase in traffic volumes in the area, primarily from the Mission Bay development. Most of the signalized intersections that operate unsatisfactorily would be located along the major north/south routes (e.g., Seventh Street, Eighth Street, and Ninth Street) that provide connections to and from downtown and the US 101/I-80 on-ramps and off-ramps.

To determine if the proposed project would have a significant cumulative traffic impact at intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions, the increase in proposed project vehicle trips was reviewed to determine whether the increase would contribute considerably to critical movements operating at LOS E or LOS F. At intersections where project-specific impacts were identified for Existing plus Project conditions, the proposed project would also be considered to result in a cumulative impact under 2025 Cumulative conditions.

At the 11 study intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions during the p.m. peak hour, the proposed project's impacts would be as follows:

- The proposed project would result in project-specific impacts at two intersections under Existing plus Project conditions (Division/Brannan/Potrero/Tenth and Eighth/Brannan). Because the proposed project would result in significant project-specific impacts, it would also result in project and cumulative impacts at these intersections.
- The proposed project would contribute considerably to critical movements at three intersections that operate at LOS E or LOS F under 2025 Cumulative conditions (Seventh/Townsend, Sixteenth/Kansas/Henry Adams, Division/Rhode Island), and contributions would be considered significant impacts.
- The proposed project would have less-than-significant contributions at six intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions.

The proposed project would result in significant project impacts under Existing plus Project conditions at the signalized study intersection of Division/Brannan/Potrero/Tenth, and therefore, would also result in significant project and cumulative impact under 2025 Cumulative conditions.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. The proposed project's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be ***significant and unavoidable.***

Impact C-TR-35: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

The proposed project would result in significant project impacts under Existing plus Project conditions at the signalized study intersection of Eighth/Brannan, and therefore, would also result in significant project and cumulative impact under 2025 Cumulative conditions.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. The proposed project's cumulative traffic impacts at Eighth/Brannan would therefore be ***significant and unavoidable.***

Impact C-TR-36: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend under 2025 Cumulative conditions. (Significant and Unavoidable)

At the signalized intersection of Seventh/Townsend, the proposed project would add a total of 125 vehicle trips during the p.m. peak hour. The project would add 52 vehicle trips to the eastbound critical left turn movement that would operate at LOS F. The proposed project would contribute substantially to the eastbound critical left turn movement that would operate at LOS F, and therefore the contribution to LOS F conditions would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. The proposed project's cumulative traffic impacts at the intersection of Seventh/Townsend would therefore, be ***significant and unavoidable.***

Impact C-TR-37: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/ Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

At the signalized intersection of Sixteenth/Kansas/Henry Adams, the proposed project would add a total of 126 vehicle trips during the p.m. peak hour. The project would add 50 vehicle trips to the southbound critical left/through/right movement and 34 vehicles to the eastbound critical left/through/right movement that would operate at LOS F. The proposed project would contribute substantially to the southbound critical movement, and therefore the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

As noted above, SFMTA is currently preparing plans for signalization of the intersection of Sixteenth/Rhode Island, and the signal is anticipated to be operational by the end of 2011. Signalization of this intersection would improve the existing LOS conditions, and overall intersection operating conditions under Existing conditions would be similar to those at the adjacent intersection of Sixteenth/Henry Adams (i.e., LOS B during the p.m. peak hour). However, due to the increases in background traffic volumes on Sixteenth Street, primarily from the Mission Bay development, intersection operations under 2025 Cumulative conditions are projected to be LOS F during the p.m. peak hour.

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. The proposed project's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams would therefore, be ***significant and unavoidable.***

Impact C-TR-38: Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable with Mitigation)

At the unsignalized intersection of Division/Rhode Island, the proposed project would add a total of 119 vehicle trips during the p.m. peak hour, and would add 47 vehicle trips to the northbound approach that would operate at LOS F during the p.m. peak hour. The proposed project would contribute substantially to the northbound approach, and therefore, the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With

signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection operations under 2025 Cumulative conditions would improve to LOS B. Signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less-than-significant level.

MITIGATION MEASURE M-C-TR-38 (SIGNALIZATION OF THE INTERSECTION OF DIVISION/RHODE ISLAND):

To mitigate poor operating conditions at this intersection, the intersection could be signalized. With signalization, the intersection would operate at LOS B during the 2025 Cumulative weekday p.m. peak hour conditions. Due to the proximity of this intersection to the intersection of Eighth/Townsend/Division/Henry Adams, improvements at Division/Rhode Island must be coordinated with any improvements implemented by Mission Bay.

If SFMTA determines that signalization is appropriate for the intersection of Division/Rhode Island, the project sponsor shall pay a fair share contribution towards the costs of design and implementation of the signal. Based on the 2025 Cumulative conditions, the proposed project-generated traffic represents 14 percent of the growth in weekday p.m. peak hour traffic volumes (119 proposed project vehicles, and an increase of 853 weekday p.m. peak hour vehicles between existing and 2025 Cumulative conditions). The amount and schedule for payment shall be set forth in a Traffic Mitigation Agreement between the project sponsor and SFMTA.

Implementation of this Mitigation Measure and the proposed project's contribution to the fair share of the intersection improvements would reduce the project's cumulative impact at this intersection to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, the proposed project's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered ***significant and unavoidable with mitigation.***

Impact C-TR-39: Implementation of the proposed project in combination with other foreseeable projects would have less-than-significant cumulative traffic impacts at six study intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions. (Less than Significant)

As shown in Table 11, at 6 of the 11 study intersections that would operate at LOS E or LOS F under 2025 Cumulative p.m. peak hour conditions, the proposed project contribution to traffic volumes at the critical movements was determined to represent less than cumulatively considerable contributions, and therefore, the six cumulative traffic impacts would be less than significant. Intersections are:

- Seventh/Harrison
- Ninth/Bryant

- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Sixteenth/Rhode Island

The poor operating conditions at these study intersections would be due to traffic volume increases associated with other developments in the proposed project vicinity. Since the proposed project would not result in considerable contribution to the poor operating conditions, proposed project impacts at these intersections would be ***less than significant.***

Impact C-TR-40: Implementation of the proposed project in combination with other foreseeable projects would have less-than-significant cumulative traffic impacts at five study intersections that would operate at LOS D or better under 2025 Cumulative conditions. (Less than Significant)

As shown in Table 11, under 2025 Cumulative conditions the intersections of Eighth/Townsend/ Division/Henry Adams, Alameda/Potrero, Division/De Haro, Alameda/Henry Adams, and Alameda/ Rhode Island would continue to operate at LOS D or better during the p.m. peak hour, and therefore, proposed project traffic impacts at these intersections would be ***less than significant.***

Traffic – 2025 Cumulative plus Variant 1 Impacts

Impact C-TR-41: Implementation of the proposed project with 801 Brannan Variant 1 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

As under the proposed project, during the p.m. peak hour, the proposed project with 801 Brannan Variant 1 would result in significant project impact at the intersection of Division/Brannan/Potrero/Tenth under Existing plus Project conditions. This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. The proposed project with 801 Brannan Variant 1's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be ***significant and unavoidable.***

Impact C-TR-42: Implementation of the proposed project with 801 Brannan Variant 1, in combination with other foreseeable projects, would result in a significant traffic cumulative impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

As under the proposed project, during the p.m. peak hour, the proposed project with 801 Brannan Variant 1 would result in significant project impact at the intersection of Eighth/Brannan under Existing plus Project conditions. This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. The proposed project with 801 Brannan Variant 1's cumulative traffic impacts at Eighth/Brannan would therefore be ***significant and unavoidable.***

Impact C-TR-43: Implementation of the proposed project with 801 Brannan Variant 1, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-36, the proposed project with 801 Brannan Variant 1 would contribute substantially to the eastbound critical left turn movement that would operate at LOS F, and therefore the contribution to LOS F conditions would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. The proposed project with 801 Brannan Variant 1's cumulative traffic impacts at the intersection of Seventh/Townsend would therefore, be ***significant and unavoidable.***

Impact C-TR-44: Implementation of the proposed project with 801 Brannan Variant 1, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-37, the proposed project with 801 Brannan Variant 1 would contribute substantially to the southbound critical movement, and therefore the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. The proposed project with 801 Brannan Variant 1's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams would therefore, be ***significant and unavoidable.***

Impact C-TR-45: Implementation of the proposed project with 801 Brannan Variant 1, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-38, the proposed project with 801 Brannan Variant 1 would contribute substantially to the northbound critical movement, and therefore, the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection operations under 2025 Cumulative conditions would improve to LOS B. **Mitigation Measure M-C-TR-38** would also be applicable to the proposed project with 801 Brannan Variant 1, and signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, and that the details of the Mitigation Agreement are not available at this time, the proposed project with 801 Brannan Variant 1's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered ***significant and unavoidable.***

Impact C-TR-46: Implementation of the proposed project with 801 Brannan Variant 1, in combination with other foreseeable projects, would have less-than-significant traffic impacts at six study

intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions. (Less than Significant)

At 6 of the 11 study intersections that would operate at LOS E or LOS F under 2025 Cumulative p.m. peak hour conditions, the proposed project with 801 Brannan Variant 1 contribution to traffic volumes at the critical movements was determined to represent less than cumulatively considerable contributions, and therefore, cumulative traffic impacts would be less than significant.

The six intersections are:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Sixteenth/Rhode Island

The poor operating conditions at these study intersections would be due to traffic volume increases associated with other developments in the proposed project vicinity. Since the proposed project with 801 Brannan Variant 1 would not result in considerable contribution to the poor operating conditions, proposed project with 801 Brannan Variant 1 impacts at these intersections would be ***less than significant***.

Impact C-TR-47: Implementation of the proposed project with 801 Brannan Variant 1, in combination with other foreseeable projects, would have less-than-significant traffic impacts at five study intersections that would operate at LOS D or better under 2025 Cumulative conditions. (Less than Significant)

Under 2025 Cumulative conditions the intersections of Eighth/Townsend/Division/Henry Adams, Alameda/Potrero, Division/De Haro, Alameda/Henry Adams, and Alameda/Rhode Island would continue to operate at LOS D or better during the p.m. peak hour, and therefore, proposed project with 801 Brannan Variant 1 traffic impacts at these intersections would be ***less than significant***.

Traffic – 2025 Cumulative plus Variant 2 Impacts

Impact C-TR-48: Implementation of the proposed project with 801 Brannan Variant 2, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

As under the proposed project, during the p.m. peak hour, the proposed project with 801 Brannan Variant 2 would result in significant project impact at the intersection of Division/Brannan/Potrero/Tenth under Existing plus Project conditions. This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. The proposed project with 801 Brannan Variant 2's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be ***significant and unavoidable.***

Impact C-TR-49: Implementation of the proposed project with 801 Brannan Variant 2, in combination with other foreseeable projects, would result in a significant cumulative traffic impacts at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

As under the proposed project, during the p.m. peak hour, the proposed project with 801 Brannan Variant 2 would result in significant project impact at the intersection of Eighth/Brannan under Existing plus Project conditions. This would be considered a significant cumulative impact.

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. The proposed project with 801 Brannan Variant 2's cumulative traffic impacts at Eighth/Brannan would therefore be ***significant and unavoidable.***

Impact C-TR-50: Implementation of the proposed project with 801 Brannan Variant 2, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-36, the proposed project with 801 Brannan Variant 2 would contribute substantially to the eastbound critical left turn movement that would operate at LOS F, and therefore the contribution to LOS F conditions would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. The proposed project with 801 Brannan Variant 2's cumulative traffic impacts at the intersection of Seventh/Townsend would therefore, be ***significant and unavoidable.***

Impact C-TR-51: Implementation of the proposed project with 801 Brannan Variant 2, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-37, the proposed project with 801 Brannan Variant 2 would contribute substantially to the southbound critical movement, and therefore the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. The proposed project with 801 Brannan Variant 2's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams would therefore, be ***significant and unavoidable.***

Impact C-TR-52: Implementation of the proposed project with 801 Brannan Variant 2, in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable)

Similar to that described for the proposed project in Impact C-TR-38, the proposed project with 801 Brannan Variant 2 would contribute substantially to the northbound critical movement, and therefore, the contribution to the 2025 Cumulative impacts would be considered significant. This would be considered a significant cumulative impact.

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection operations under 2025 Cumulative conditions would improve to LOS B. **Mitigation Measure M-CTR-38** would also be applicable to the proposed project with 801 Brannan Variant 2, and signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, and that the details of the Mitigation Agreement are not available at this time, the proposed project with 801 Brannan Variant 2's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered ***significant and unavoidable.***

Impact C-TR-53: Implementation of the proposed project with 801 Brannan Variant 2, in combination with other foreseeable projects, would have less-than-significant traffic impacts at six study intersections that would operate at LOS E or LOS F under 2025 Cumulative conditions. (Less than Significant)

As shown in Table 11, at 6 of the 11 study intersections that would operate at LOS E or LOS F under 2025 Cumulative p.m. peak hour conditions, the proposed project with 801 Brannan Variant 2 contribution to traffic volumes at the critical movements was determined to represent less than cumulatively considerable contributions, and therefore, cumulative traffic impacts would be less than significant.

The six intersections are:

- Seventh/Harrison
- Ninth/Bryant
- Eighth/Bryant
- Seventh/Bryant
- Seventh/Brannan
- Sixteenth/Rhode Island

The poor operating conditions at these study intersections would be due to traffic volume increases associated with other developments in the proposed project vicinity. Since the proposed project with 801 Brannan Variant 2 would not result in considerable contribution to the poor operating conditions, proposed project with 801 Brannan Variant 2 impacts at these intersections would be ***less than significant***.

Impact C-TR-54: Implementation of the proposed project with 801 Brannan Variant 2, in combination with other foreseeable projects, would have less-than-significant traffic impacts at five study intersections that would operate at LOS D or better under 2025 Cumulative conditions. (Less than Significant)

Under 2025 Cumulative conditions the intersections of Eighth/Townsend/Division/Henry Adams, Alameda/Potrero, Division/De Haro, Alameda/Henry Adams, and Alameda/Rhode Island would continue to operate at LOS D or better during the p.m. peak hour, and therefore, proposed project with 801 Brannan Variant 2 traffic impacts at these intersections would be ***less than significant***.

PARKING INFORMATION

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this section presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (*CEQA Guidelines* Section 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter 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 sites and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking assessment is presented for informational purposes only.

801 Brannan Site

The proposed project would provide a total of 571 parking spaces at the 801 Brannan site, including 436 spaces for the residential uses, 34 spaces for the retail uses, six carshare spaces, and 95 replacement parking spaces for 600 Townsend and 690 Townsend, described in greater detail below. The majority of the parking spaces (with the exception of the 34 retail spaces, 23 handicapped-accessible spaces, and the six carshare spaces) would be within three-level mechanical lifts. Parking would be provided in four street level garages, with access via 20-foot wide driveways from the Brannan Alley on the south side of the buildings.

- Building 1 would contain a total of 155 residential parking spaces (149 spaces in three-level mechanical lifts and 6 handicapped-accessible spaces) with access from Brannan Alley. In addition, 5 carshare parking spaces and 61 residential bicycle parking spaces would be provided.
- Building 2 would contain two separate parking garages, both having access from Brannan Alley. The first parking garage would include 190 residential parking spaces (184 spaces in three-level mechanical lifts and 6 handicapped-accessible spaces). In addition, 67 bicycle parking spaces would be provided (60 residential, 1 retail, six spaces provided as part of the replacement parking). The second parking garage would include 30 retail parking spaces (all independently-accessible, including two handicapped accessible spaces), and 95 spaces replacement parking spaces (including 90 spaces in mechanical lifts and five handicapped-accessible).
- Building 3 (BMR Affordable Parcel) would include one parking garage containing 91 residential parking spaces (88 spaces in three-level mechanical lifts and three handicapped-accessible spaces) and four retail spaces (three standard and one handicapped-accessible). In addition, one carshare parking space and 50 residential bicycle parking spaces would be provided.

The 95 replacement parking spaces are comprised of two components – 72 spaces for the 690 Townsend Street building, and 23 spaces for the 600 Townsend Street building.

- The 801 Brannan site currently includes 72 open-air parking spaces for the benefit of the building at 690 Townsend Street, and the replacement parking spaces are being provided in satisfaction of the conditions of approval to the 690 Townsend Street building, as evidenced by a recorded Notice of Special Restrictions and Planning Commission resolution.[123] The Zoning Administrator has determined that the replacement parking spaces can be accommodated within the proposed project at the 801 Brannan site for the benefit of 690 Townsend Street, and would not count against the proposed project's maximum parking requirements.
- The 801 Brannan site also includes 23 open-air parking spaces for the benefit of the building at 600 Townsend Street. The parking was established under a 1996 easement agreement, and may be considered a non-conforming use. The 23 parking spaces would be permitted as replacement parking, but would count against the parking maximum permitted under the *Planning Code* for the 801 Brannan site.

The *Planning Code* would permit the proposed project to provide up to 374 parking spaces at the 801 Brannan site for the residential uses and 54 parking spaces for the retail uses. The proposed project would include 345 parking spaces for the residential uses and 30 spaces for the retail uses, which would comply with the *Planning Code*. In addition, six carshare parking spaces would be required, and since the 801 Brannan site would provide six carshare spaces and it would meet this requirement.

The 801 Brannan site would result in the elimination of the 390 existing reserved and public parking spaces on the project site supporting the existing Concourse Exhibition Hall (to be demolished as part of the 801 Brannan site) and parking for 600 Townsend and 690 Townsend. As noted above, the 801 Brannan site would provide 95 replacement parking spaces for reserved parking for 600 Townsend and 690 Townsend, and therefore the areawide public parking supply would be reduced by 295 spaces.

The elimination of the 90-degree parking spaces along the existing building on the Brannan Street frontage would allow for 400 feet of curb space to be utilized for on-street parking, which would allow for up to 20 on-street parking spaces. It is anticipated that the project sponsor would request that 60 to 80 feet of this new curb space on Brannan Street be designated as a yellow commercial vehicle loading/unloading zone and that 55 feet of curb space adjacent to the west midblock passage would be designated as a passenger loading/unloading zone.

The new uses associated with the proposed project would generate a long-term residential parking demand for about 619 spaces, and a retail short-term and long-term demand for 183 spaces, for a total of 802 spaces. The long-term residential parking demand generally occurs during the overnight hours. The

[123] Scott Sanchez, Zoning Administrator, email to Neil Sekhri, *op. cit*.

demand of 619 spaces would not be accommodated within the proposed residential supply of 436 spaces, which would result in a shortfall of 183 spaces. Residents would be able to find parking spaces on nearby streets or in off-street facilities, as existing parking occupancy within the study area during the evening is lower than during the day. The parking occupancy of off-street facilities that provide overnight parking is seven percent due to the few nighttime uses in the area.

During the midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 495 spaces. In addition, the retail uses would generate a parking demand for 183 spaces, for a total demand of 678 spaces. A portion of the residential demand would be parked off-site during the evening and overnight hours, and therefore the midday parking shortfall would range, depending on whether the vehicle is parked on-site or off-site. Since the project would provide a total of 470 parking spaces for the residential and retail uses (436 for residential and 34 for retail at the 801 Brannan site), the midday shortfall would be between 208 and 332 spaces. The parking shortfall would need to be accommodated on-street or in off-street facilities, and as a result, the midday parking occupancy in the study area would increase. Currently the public off-street facilities are at 55 percent of capacity, and would be able to accommodate the projected parking shortfall. While a parking deficit is not assumed to be a significant physical environmental impact, implementation of **Improvement Measure I-TR-Parking A** below, would further reduce the parking deficit by providing an insert in the resident's move-in packet that includes transit service information to encourage the use of alternative modes for travel.

As noted above, at the 801 Brannan site the proposed project would result in a net displacement of 295 public parking spaces (390 existing spaces that would be eliminated, less 95 spaces that would be provided as replacement parking as part of the proposed project at the 801 Brannan site) that are primarily used during events in the area. In addition, about 20 on-street parking spaces could be provided on Brannan Street, however, as noted in Section 4.2, the project sponsor would request that portions of the Brannan Street curb be designated for commercial vehicle and passenger loading/unloading. As a result, during events, visitors to the area may experience increased difficulty in finding on-street and off-street parking in the study area, some drivers may park outside of the study area, switch to transit, car-sharing, carpooling, walking, or bicycling. Implementation of **Improvement Measure I-TR-Parking B** below, which would require that SFMTA seek legislation for installation of parking meters on the west side of Seventh Street between Brannan and Townsend Streets, and on the south side of Brannan Street between Seventh and Eighth Streets, would encourage the use of on-street parking spaces for short-term parking demand.

It is anticipated that the garage entrances off of Brannan Alley would be gated and accessed remotely (e.g., remote control garage door opener). Given the primarily residential use of the parking garages, minimal, if any, queuing would be expected. The residential garage would be designed to meet the specification for operation of mechanical lifts, including adequate aisle widths for queuing to access the stackers. The replacement reserved and retail parking spaces would be located in a separate garage (in Building 2), and all spaces would be at-grade (i.e., not within mechanical stackers). Any queuing associated with access to the garages would be accommodated within the proposed Brannan Alley, and would not affect traffic, transit or bicycle operations on Seventh or Eighth Streets.

801 Brannan Variant 1 and Variant 2: Implementation of either 801 Brannan Variant 1 or Variant 2 would result in similar parking conditions as described above for the proposed 801 Brannan site. Both variants would comply with the *Planning Code* requirements for parking, and both would provide 95 replacement parking spaces and six carshare spaces. 801 Brannan Variant 1 would provide 537 residential and retail parking spaces, while 801 Brannan Variant 2 would provide 513 residential and retail spaces. During the midday peak period, the midday shortfall would be between 181 and 308 spaces for Variant 1, and between 196 and 623 spaces for Variant 2. Overnight, the parking shortfall would be 142 spaces for Variant 1 and 176 spaces for Variant 2.

Improvement Measure I-TR-Parking A related to a transportation insert for the move-in packet for new residents, and **Improvement Measure I-TR-Parking B** related to installation of parking meters on Seventh and Brannan Streets, would also be applicable to the 801 Brannan Variant 1 and Variant 2.

One Henry Adams Site

At the One Henry Adams site the proposed project would provide a total of 228 parking spaces, including 154 spaces for the residential uses, three carshare spaces, and 71 spaces that would be reserved for neighboring uses. No on-site parking would be provided for the retail uses.

- Building 1 would include a total of 63 spaces (57 spaces in two-level mechanical lifts, three independently accessible spaces, and three handicapped-accessible spaces) with access via a 20-foot wide driveway on Alameda Street. In addition, a separately-accessed below-grade parking level with access via a 20-foot wide driveway on Rhode Island Street would be provided in Building 1 for the 71 replacement parking spaces (all independently accessible, including three handicapped-accessible spaces), plus three carshare spaces. In addition, this below-grade level would include storage for 78 bicycle parking spaces.
- Building 2 would include a total of 91 spaces (89 spaces in three-level mechanical lifts and two handicapped-accessible spaces) with access via a 20-foot wide driveway on Rhode Island Street.

The *Planning Code* would permit proposed project to provide up to 207 parking spaces at the One Henry Adams site for the residential uses and 40 parking spaces for the retail uses. The proposed project would include 153 parking spaces for the residential uses only, which would comply with the *Planning Code* requirements. In addition, two carshare parking spaces would be required, and since the project would provide three carshare spaces it would meet this requirement.

On the west side of Rhode Island Street, adjacent to the project site, there are no sidewalks, and instead there are about 30 90-degree on-street parking spaces (vehicles park up to the property line). At the One Henry Adams, site the 30 parking spaces would be eliminated, and a 15-foot wide sidewalk would be created. The 90-degree parking would be reconfigured to parallel parking and up to 12 parking spaces would be provided.

The project would result in the elimination of the 116 reserved surface parking spaces on the One Henry Adams site. As noted above, the One Henry Adams site would provide 71 spaces for replacement parking for neighborhood uses, and therefore the areawide parking supply would be reduced by 45 spaces. The 71 parking spaces that would replace existing spaces serving Two Henry Adams and the Galleria would not be permitted as replacement parking to serve that use. To continue, the parking would be entitled as a non-accessory garage available to the public, subject to approval of a conditional use permit, or provided at an existing off-site location.

The new uses associated with the One Henry Adams site would generate a long-term residential parking demand for about 303 spaces, and a retail short-term and long-term demand for 118 spaces, for a total of 421 spaces. The long-term residential parking demand generally occurs during the overnight hours. The demand of 307 spaces would not be accommodated within the proposed residential supply of 153 spaces, which would result in a shortfall of 154 spaces. Residents would be able to find parking spaces on nearby streets or in off-street facilities, as existing parking occupancy within the study area during the evening is lower than during the day: the weekday midday occupancy of parking facilities in the study area is 55 percent, and the weekday evening parking occupancy of the five off-street facilities that provide overnight parking is seven percent. Existing weekday evening parking occupancy is lower due to the few night-time uses in the area.

During the midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 246 spaces. In addition, the retail uses would generate a parking demand for 118 spaces, for a total demand of 364 spaces. A portion of the residential demand would be parked off-site during the evening and overnight hours, and therefore the midday parking shortfall would range, depending on whether the vehicle is parked on-site or off-site. Since the project would provide 153

parking spaces for the residential uses, the midday shortfall would be between 211 and 272 spaces. The parking shortfall would need to be accommodated on-street or in off-street facilities, and as a result, the midday parking occupancy in the study area would increase. Currently the public off-street facilities are at 55 percent of capacity, and would be able to accommodate the project parking shortfall. Implementation of **Improvement Measure I-TR-Parking A**, below, would further reduce the parking deficit by providing an insert in the resident's move-in packet that includes transit service information to encourage the use of alternative modes.

As noted above, development at the One Henry Adams site would result in a net displacement of 45 reserved parking spaces (116 existing spaces that would be eliminated, less 71 spaces provided as replacement parking at the One Henry Adams site). As a result, visitors to the area may experience increased difficulty in finding on-street and off-street parking in the study area, some drivers may park outside of the study area, switch to transit, car-sharing, carpooling, walking, or bicycling. In the event that the 71 replacement parking spaces for the neighboring uses at Two Henry Adams Street are not included as part of the proposed project at the One Henry Adams site, the areawide parking supply would decrease by an additional 71 spaces. However, this reduction in parking supply would not substantially affect areawide parking conditions. Implementation of **Improvement Measure I-TR-Parking B**, below, which would require that SFMTA seek legislation for installation of parking meters on the north side of Alameda Street between Henry Adams Street and Rhode Island Street, and on the west side of Rhode Island Street between Division and Rhode Island Streets.

Access to the One Henry Adams site garages would be from Alameda Street and from Rhode Island Street. The 71 parking spaces reserved for Two Henry Adams would be located in a single below-grade level with access from Rhode Island Street. It is anticipated that the garage entrances would be gated at the building edge and accessed remotely (e.g., remote control garage door opener). No ticket spitters or other access controls would be located at the garage entrances. The below-grade garage accommodating the replacement parking spaces would have an 80-foot long ramp between the gate and the main access aisle on the lower level for up to four vehicles to queue on the ramp. Given the residential use of the two of the three parking garages, minimal, if any, queuing would be expected. In the event that more than one vehicle accesses the residential parking garages, due to the low traffic volumes on Rhode Island Street (about 60 southbound and 150 northbound vehicles during the p.m. peak hour) and Alameda Street (about 150 westbound and 60 eastbound vehicles during the p.m. peak hour) vehicles would generally be able to bypass queued vehicles.

Proposed Project (801 Brannan and One Henry Adams Sites)

Combined, the two project sites would result in a total parking demand for 1,120 spaces (695 spaces for the 801 Brannan site, and 425 spaces for the One Henry Adams site), and the two projects would provide a total of 528 off-street parking spaces for the proposed land uses (375 spaces for the 801 Brannan site, and 153 spaces for the One Henry Adams site). Combined, there would be a shortfall of about 364 spaces during the evening and overnight hours, and between 420 and 592 spaces during the midday period. Parking conditions with implementation of either variant for the 801 Brannan site would be similar to those described for the proposed project, although the parking shortfall would be somewhat greater.

The proposed project combined overnight residential parking demand of 862 spaces, compared to the residential parking supply of 498 spaces, would result in a shortfall of 364 spaces. It is anticipated that this shortfall would be accommodated on-site (for both projects the commercial spaces could potentially be available for overnight use by residents), and/or on-street as the evening occupancy in the study area is currently low, or within off-street facilities that provide overnight parking. Only a small portion of the midday shortfall of up to 420 to 592 spaces could be accommodated on-street, as the existing midday utilization of on-street spaces is high. However, off-street supply is available to accommodate the majority of the shortfall.

The proposed project would result in a net displacement of 340 reserved parking spaces (net displacement of 295 reserved parking spaces for the 801 Brannan site and 45 reserved parking spaces for the One Henry Adams site) from the two project sites that primarily serve as event parking, therefore during events in the area, the demand for on-street and off-street parking in the area would increase and would exceed the available capacity. During events that currently use the parking spaces at the 801 Brannan site, some drivers may circle around the neighborhood to find available spaces, or some drivers may shift time of travel or switch to transit, carpools or other modes of travel. In the event that the 71 replacement parking spaces for the One Henry Adams site are not provided as part of the proposed project, the areawide parking supply would decrease by an additional 71 spaces. However, this reduction in parking supply would not substantially affect areawide parking conditions.

As noted above, two improvement measures have been identified to reduce the parking demand and accommodate short-term parking in the proposed project vicinity. City decision-makers, specifically the Planning Commission, may decide to impose these improvement measures as additional conditions on the proposed project**.**

IMPROVEMENT MEASURE I-TR-PARKING A - TRANSIT INFORMATION

As an improvement measure to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor could provide a transportation insert for the move-in packet that would provide information on transit service (Muni and BART lines, schedules and fares), information on where FastPasses could be purchased, and information on the 511 Regional Rideshare Program.

IMPROVEMENT MEASURE I-TR-PARKING B – PARKING METERS

As an improvement measure to accommodate short-term parking demand, SFMTA could seek legislation for the installation of parking meters on the west side of Seventh Street between Brannan and Townsend Streets, on the south side of Brannan Street between Seventh and Eighth Streets, on the west side of Rhode Island Street between Division and Alameda Streets, and on the north side of Alameda Street between Henry Adams and Rhode Island Streets.

CONCLUSION

Development under either proposed project or either variant would have a total of 18 unique impacts, of which seven would be significant and unavoidable after feasible mitigation measures would be implemented. These seven impacts are as follows:

- TR-1 (V1: TR-6; V2: TR-11) Intersection: Division/ Brannan/Potrero/Tenth
- TR-2 (V1: TR-7; V2: TR-12) Intersection: Eighth/Brannan
- C-TR-34 (V1: C-TR-41; V2: C-TR-48) Cumulative: Division/Brannan/Potrero/Tenth
- C-TR-35 (V1: C-TR-42; V2: C-TR-49) Cumulative: Eighth/Brannan
- C-TR-36 (V1: C-TR-43; V2: C-TR-50) Cumulative: Seventh/Townsend
- C-TR-37 (V1: C-TR-44; V2: C-TR-51) Cumulative: Sixteenth/Kansas/ Henry Adams
- C-TR-38 (V1: C-TR-45; V2: C-TR-52) Cumulative: Division/ Rhode Island

The corresponding 11 less-than-significant impacts would be as follows:

- TR-3 (V1: TR-8; V2: TR-13) Sixteenth/Rhode Island; Division/Rhode Island
- TR-4 (V1: TR-9; V2: TR-14) 12 study intersections
- TR-5 (V1: TR-10; V2: TR-15) Brannan Alley/ Seventh and Eighth Streets
- TR-16 (V1: TR-17; V2: TR-18) Transit

- TR-19 (V1: TR-20; V2: TR-21) Bicycle
- TR-22 (V1: TR-23; V2: TR-24) Pedestrian Movement
- TR-25 (V1: TR-26; V2: TR-27) Loading
- TR-28 (V1: TR-29; V2: TR-30) Emergency Vehicle Access
- TR-31 (V1: TR-32; V2: TR-33) Construction
- C-TR-39 (V1: C-TR-46; V2: C-TR-53) Cumulative: Six Study Intersections
- C-TR-40 (V1: C-TR-47; V2: C-TR-54) Cumulative: Five Study Intersections

E. NOISE

The NOP/IS for the proposed project published on November 13, 2003 (see Appendix A) found that the proposed project's interior noise, building equipment noise, and traffic noise impacts would be less than significant, but that construction noise from pile driving would cause potentially significant construction noise and vibration impacts. A mitigation measure was proposed that would reduce those impacts to a less-than-significant level. The language for this mitigation measure has been updated to reflect the mitigation measure for construction pile driving specified in the Eastern Neighborhoods FEIR (EN Mitigation Measure F-1), and is provided in Summary Table S-3 as Mitigation Measure 1. Those impacts are not discussed further in this EIR.

Since publication of the NOP/IS, the San Francisco Noise Ordinance (Article 29 of the Police Code) has been amended.[124] In addition, the Eastern Neighborhoods rezoning became effective January 19, 2009. Mitigation measures to address potential noise impacts related to pile driving, other construction noise, and high ambient noise levels, were adopted as conditions of approval for development within the EN, including the Showplace Square/Potrero Hill Plan area. Therefore, this section provides updated analysis with respect to potential noise impacts of the proposed project, or either variant.

ENVIRONMENTAL SETTING

Noise Background

Sound is characterized by various parameters that describe the rate of oscillation (frequency) of sound waves, the distance between successive troughs or crests in the wave, the speed that it travels, and the pressure level or energy content of a given sound. The sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound, and the decibel (dB) scale is used to quantify sound intensity. Because sound can vary in intensity by over one million times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Since the human ear is not equally sensitive to all sound frequencies within the entire spectrum, human response is factored into sound descriptions in a process called "A-weighting," expressed as "dBA." The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this

[124] San Francisco Board of Supervisors, *San Francisco Police Code*, Article 29: Regulation of Noise, as amended November 25, 2008 by Ordinance No. 278-08, File No. 081119.

scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness. The noise levels presented herein are expressed in terms of dBA, unless otherwise indicated. Table 12 below shows some representative noise sources and their corresponding noise levels in dBA.[125]

Table 12
Typical Sound Levels Measured in the Environment

Examples of Common, Easily Recognized Sounds	Decibels (dBA) At 50 Feet	Subjective Evaluations
Near Jet Engine	140	Deafening
Threshold of Pain (Discomfort)	130	
Threshold of Feeling — Hard Rock Band	120	
Accelerating Motorcycle (at a few feet away)	110	
Loud Horn (at 10 feet away)	100	Very Loud
Noisy Urban Street	90	
Noisy Factory	85	
School Cafeteria with Untreated Surfaces	80	Loud
Near Freeway Auto Traffic	60	Moderate
Average Office	50	
Soft Radio Music In Apartment	40	Faint
Average Residence without Stereo Playing	30	
Average Whisper	20	Very Faint
Rustle of Leaves in Wind	10	
Human Breathing	5	
Threshold of Audibility	0	

Note: Continuous exposure above 85 dBA is likely to degrade the hearing of most people. Range of speech is 50 to 70 dBA.

Source: U.S. Department of Housing and Urban Development, *The Noise Guidebook*, 1985.

Planning for acceptable noise exposure must take into account the types of activities and corresponding noise sensitivity in a specified location for a generalized land use type. Some general guidelines are as follows: sleep disturbance can occur at levels above 35 dBA; interference with human speech begins at

[125] U.S. Department of Housing and Urban Development (USHUD), 1985. *The Noise Guidebook*. Available online at: http://www.hud.gov/offices/cpd/energyenviron/environment/resources/guidebooks/noise/index.cfm

about 60 dBA; and hearing damage can result from prolonged exposure to noise levels in excess of 85 to 90 dBA.[126]

ATTENUATION OF NOISE

Line sources of noise, such as roadway traffic, attenuate (lessen) at a rate of 3.0 dBA to 4.5 dBA per doubling of distance from the source, based on the inverse square law and the equation for cylindrical spreading of noise waves over hard and soft surfaces. Point sources of noise, including stationary and idle mobile sources such as idling vehicles or on-site construction equipment, attenuate at a rate of 6.0 dBA to 7.5 dBA per doubling of distance from the source, based on the inverse square law and the equations for spherical spreading of noise waves over hard and soft surfaces. For the purposes of this analysis, it is assumed that noise from line and point sources to a distance of 200 feet attenuates at rates of between 3.0 dBA and 6.0 dBA per doubling of distance, and the noise from line and point sources to a distance greater than 200 feet attenuates at a rate of 4.5 dBA to 7.5 dBA per doubling of distance, to account for the absorption of noise waves due to ground surfaces such as soft dirt, grass, bushes, and intervening structures.[127]

LEQ, LDN, AND LMAX

Time variations in noise exposure are typically expressed in terms of a steady-state energy level (called "L_{eq}") that represents the acoustical energy of a given measurement. L_{eq} is used to describe noise over a specified period of time in terms of a single numerical value. The L_{eq} is the constant sound level that would contain the same acoustic energy as the varying sound level, during the same time period (i.e., the average noise exposure level for the given time period). Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, for planning purposes, an increment of 10 decibels is added to nighttime (10:00 p.m. to 7:00 a.m.) noise levels to form a 24-hour noise descriptor called the day-night noise level (L_{dn}). The maximum noise level (L_{max}) is the maximum instantaneous noise level measured during the specified measurement period. The L_{eq}, L_{max}, L_{dn} and the other statistical descriptors for noise that are used here are defined in terms of dBA using the A-weighted sound pressure level (also called sound level or noise level) scale.

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126 U.S. Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. March, 1974. Available online at http://nonoise.org/library/levels74/levels74.htm, accessed April 28, 2010.

127 Caltrans (California Department of Transportation), *Technical Noise Supplement*, 1998. Available online at http://www.dot.ca.gov/hq/env/noise/pub/Technical%20Noise%20Supplement.pdf, accessed May 22, 2011.

Regulatory Setting

CALIFORNIA NOISE INSULATION STANDARDS

Title 24 of the *California Code of Regulations* establishes uniform noise insulation standards for residential projects. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are collectively known as the California Noise Insulation Standards. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior sources, the noise insulation standards set forth an interior standard of 45 dBA (L_{dn}) in any habitable room and, where such units are proposed in areas subject to noise levels greater than 60 dBA (L_{dn}), a demonstration of how dwelling units have been designed to meet this interior standard is required. If the interior noise level depends upon windows being closed, the design for the structure must also include a heating, ventilation, and air conditioning (HVAC) system that will provide for adequate fresh air ventilation as specified by the building code.

SAN FRANCISCO GENERAL PLAN

The Environmental Protection Element of the San Francisco *General Plan* contains Land Use Compatibility Guidelines for Community Noise.[128] These guidelines, which are similar to but differ somewhat from state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses.

The maximum "satisfactory" noise level without incorporating noise insulation into a project is 60 dBA (Ldn) for residential and hotel uses, 65 dBA (Ldn) for school classrooms, libraries, churches and hospitals, 70 dBA (Ldn) for playgrounds, parks, office buildings, retail commercial uses and noise-sensitive manufacturing/communications uses, and 77 dBA for other commercial uses such as wholesale, some retail, industrial/manufacturing, transportation, communications, and utilities.[129] If these uses are proposed to be located in areas with noise levels that exceed these guidelines, a detailed analysis of noise

[128] City and County of San Francisco, Planning Department, San Francisco *General Plan*, Environmental Protection Element, Policy 11.1. Available online at http://www.sf-planning.org/ftp/General_Plan/I6_Environmental_Protection.htm, accessed May 21, 2011.

[129] For residential uses, the guidelines are based on maintaining an interior noise level of interior noise standard of 45 dBA, Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

reduction requirements will normally be necessary prior to final review and approval, and new residential or retail construction or development will require that noise insulation features be included in the design.

The *Showplace Square/Potrero Hill Area Plan*, one of four Eastern Neighborhoods plans adopted by the City of San Francisco as area plans of the San Francisco *General Plan*, provides a planning framework for future development in the project area. The *Eastern Neighborhoods Rezoning and Area Plans EIR* evaluated potential environmental impacts that could result from implementation of the four plans.[130] Due to relatively high existing ambient noise levels in proximity to U.S. 101 and certain high traffic volume streets, the EIR found that future projects in Showplace Square/Potrero Hill may include residential development adjacent to PDR, retail, entertainment, and other cultural, institutional, and educational uses that could generate short-term exceedances of ambient noise standards established in the San Francisco *General Plan*. The EIR noted that a detailed analysis of noise reduction requirements for new residential development in this area north of Sixteenth Street would generally be encouraged by the *General Plan*. The EIR concluded that compliance with Title 24 requirements (applicable to attached residences) and implementation of Mitigation Measures F-4 and F-5 would reduce this significant impact to a less-than-significant level.

EN Mitigation Measure F-4 applies to the siting of noise sensitive uses such as the residential uses proposed by the project, or either variant and, therefore, would be applicable. This mitigation measure requires a site survey be conducted to identify potential noise-generating uses within 900 feet of, and with a direct line-of-sight to, proposed new development that includes noise-sensitive uses. It further requires that at least one 24-hour noise measurement be taken by a qualified acoustical consultant or engineer, and requires preparation of an acoustical analysis demonstrating with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the project sites that appear to warrant heightened concern about noise levels in the vicinity. As summarized later in this section, an acoustical analysis for the proposed 801 Brannan and One Henry Adams Streets Project was performed to verify that Title 24 standards could be implemented for the proposed project, or either variant.

[130] San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final EIR*, State Clearinghouse No. 2005032048, certified August 7, 2008. This report is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2004.160E. Also available online at http://www.sf-planning.org/index.aspx?page=1893, accessed May 21, 2011.

SAN FRANCISCO NOISE ORDINANCE

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code), amended in November 2008. The following discussion reflects the amended ordinance. Article 29 states that the City's policy is to prohibit unnecessary, excessive, and offensive noises from all sources subject to police power. Sections 2907 and 2908 of Article 29 regulate construction equipment and construction work at night. Section 2909 establishes limits on increases in ambient noise levels for residential, commercial, industrial, and public properties, as well as absolute indoor residential limits on noise generated by fixed noise sources stationary-source noise from machinery and equipment. Sections 2907 and 2908 are enforced by the Department of Building Inspection (DBI), and Section 2909 is enforced by the Department of Public Health (DPH). Summaries of these and other relevant sections are presented below.

Section 2907 of the ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, hoe rammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. Construction of the proposed project, or either variant, must comply with regulations set forth in the Noise Ordinance.

Section 2909 of the Noise Ordinance establishes not-to-exceed limits for increases in ambient noise levels on residential, commercial, industrial, and public properties, as well as absolute indoor noise limits for sleeping and living rooms of residential properties. For residential properties, no person shall produce or allow to be produced a noise level more than five dBA above the local ambient level at any point outside of the property line. In multi-family residential units, this limit applies to indoor areas three feet or more from any wall, floor, or ceiling of the property when doors and windows are closed. The noise limits apply to noise produced by any machine, device, music, entertainment, or any combination thereof.

The absolute noise limits for residential uses established by Section 2909 apply to indoor sound levels of sleeping and living rooms and are similar to the Title 24 regulations. Noise levels in these spaces are not allowed to exceed 45 dBA between the hours of 10:00 p.m. to 7:00 a.m. or 55 dBA between the hours of 7:00 a.m. to 10:00 p.m. with windows open except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

At commercial and industrial properties, noise may not be generated that increases the noise level more than eight dBA above the local ambient level at any point outside of the property line. An additional low-frequency criterion applies to licensed places of entertainment. On public properties, no person shall produce or allow to be produced a noise level more than ten dBA above the local ambient level at a distance of 25 feet or more from the source, unless the machine or device is being operated to serve or maintain the property, or as otherwise provided in the Noise Ordinance. Any of the noise limits established in the Noise Ordinance may be exceeded upon issuance of a permit issued by the City stipulating different noise limit provisions.

Existing Ambient Noise Levels

Ambient noise levels in the project vicinity are typical of noise levels in greater San Francisco, which are dominated by vehicular traffic, including, cars, Muni buses and streetcars, and emergency vehicles. The proposed project's two sites are adjacent to the I-80 Freeway (Central Skyway) and its junction with U.S. 101 (James Lick Skyway) to the west, both of which are heavily traveled and generate moderate to high levels of traffic noise. Observation indicates that other surrounding land uses do not noticeably conduct noisy operations.[131]

The Department of Public Health (DPH) mapped ambient noise levels along streets in San Francisco in 2009, and this map is incorporated into the *General Plan* as Map 1 of the Environmental Protection Element.[132] Based the noise map, noise levels along Brannan, Seventh, Eighth, and King Streets in the project vicinity are above 70 dBA L_{dn}.[133] Along the Townsend Street side of the project block, sound levels are between 60 dBA and 65 dBA L_{dn}, except near the corners, where sound levels are between 65 dBA and 70 dBA L_{dn}. The parking lot behind the existing concourse building at the 801 Brannan site has noise levels between 55 dBA and 65 dBA L_{dn}, except near adjacent Seventh and Eighth Streets, where the ambient sound levels average 65 dBA to 70 dBA L_{dn}.

Based the noise map identified above, the traffic noise level in the project area vicinity is generally between 70 dBA and 79 dBA (70-74 dBA along Henry Adams, Division, Alameda, and Eighth Streets, 60-

131 Illingworth & Rodkin, Inc., *801 Brannan Street and 1 Henry Adams Environmental Noise Assessment*, San Francisco, CA, September 8, 2010. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2000.618E.

132 San Francisco Planning Department, San Francisco *General Plan*, Environmental Protection Element, Map 1: Background Noise Levels—2009. Available online at http://www.sf-planning.org/ftp/General_Plan/I6_Environmental_Protection.htm, accessed May 21, 2011.

133 *Ibid*.

69 dBA along Rhode Island, 75-79 along Brannan and Seventh Streets).[134] Therefore, the proposed project, or either variant, would locate new residential units, which are considered to be sensitive receptors with respect to noise, in an environment with noise levels above those considered normally acceptable for residential uses, and the project sponsor would be required by the San Francisco *General Plan* and by Title 24 to incorporate noise insulation features in the project, or either variant, to maintain an interior noise level of 45 dBA.

Accordingly, an independent noise consultant prepared a noise assessment for the project site, including existing noise conditions, summarized as follows.[135] The noise monitoring survey included four long-term noise measurements and six short-term measurement.[136] Long-term noise measurements were taken from the roof of Two Henry Adams Street, approximately 25 feet from the center of Division Street, and approximately 33 feet from the center of Brannan Street. The average day-high noise level ranged from 68-79 Ldn.

Short-term noise measurements were made approximately 35 feet from the center of Henry Adams Street, approximately 30 feet from the center of Alameda Street, approximately 40 feet from the center of Rhode Island Street, approximately 50 feet from the center Eighth Street, approximately 40 feet from the center of Seventh Street, in the parking lot between the 801 Brannan site and the adjacent office building. The ten-minute average noise ranged from 59 dBA Leq to 69 dBA Leq.

In addition, a 900 foot contour survey was made to identify potential noise-generating uses within 900 feet of the two sites with a direct line-of-sight to the project sites, as required by Eastern Neighborhoods EIR mitigation measure F-4.[137] A majority of land uses within close proximity of the two sites are commercial and office uses. The only significant noise-generating uses within 900 feet of the two sites with a direct line-of-sight to the project sites are transportation sources. I-80 and local roadways surrounding the site are the dominant noise sources for both the 801 Brannan and One Henry Adams sites. Noise from these sources is described in the long-term and short-term measurements in the two

134 *Ibid*.

135 Illingworth & Rodkin, Inc., *op. cit*.

136 The noise monitoring survey was conducted from August 24, 2010 to August 26, 2010 to quantify the existing noise environment at the project site.

137 San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400. This report is also available online at http://www.sf-planning.org/index.aspx?page=1893, accessed May 21, 2011.

preceding paragraphs. No other noise-generating uses were identified within 900 feet of and with a direct line-of-sight to the to the project sites.

NOISE-SENSITIVE RECEPTORS

The closest sensitive receptors to the project sites that have the potential to be adversely affected by construction noise are nearby residents immediately across and along Division Street from the One Henry Adams site. In addition, the closest sensitive receptors to the 801 Brannan site are a four-story live/work building located at 60 Eighth Street, approximately 100 feet west of the 801 Brannan site on the opposite side of Eighth Street; a four-story building at 787 Brannan Street with residential uses on the upper floors, about 250 feet northeast of the 801 Brannan site; and a four-story live/work building just east of Lucerne Street (5 Lucerne) at the corner of Brannan Street, about 500 feet northeast of the 801 Brannan site.

IMPACTS

Significance Criteria

A project would have a significant noise effect if it would:

- Expose people to or generate noise levels in excess of standards established in the San Francisco *General Plan* or noise ordinance (Article 29 of the *Police Code*);
- Expose people to or generate excessive groundborne vibration or groundborne noise levels;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- For a project located within an area covered by 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), expose people residing or working in the project area to excessive noise levels; or
- For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels; or
- Be substantially affected by existing noise levels.

The project sites are not within an area covered by an airport land use plan or within 2 miles of a public airport or public use airport; nor is it within the vicinity of a private airstrip. Therefore, the proposed project, or either variant, would not expose people residing or working in the area to excessive airport or airstrip noise. This issue is not addressed further in this EIR.

Impact Analysis

CONSTRUCTION NOISE

Potential effects due to construction noise related to pile driving were addressed in the 2003 Initial Study for this project, and a mitigation measure was identified (Initial Study Mitigation Measure 1). However, a mitigation measure for pile driving also was identified in the Eastern Neighborhoods FEIR (EN Mitigation Measure F-1), and all measures covered in Mitigation Measure 1 from the Initial Study are included in EN Mitigation Measure F-1. The language from EN F-1 is reflected in the Summary Table S-3, page S-64, for this project and would be applied to the proposed project, or either variant. With implementation of the mitigation measure for construction pile-driving, potential noise and vibration impacts would be reduced to levels that would be considered ***less than significant***.

Impact NO-1: Construction activities (other than pile driving) associated with implementation of the proposed project, or either variant, would cause a substantial temporary or periodic increase in ambient noise levels and expose people to or generate noise levels in excess of those specified in the San Francisco *General Plan* or Noise Ordinance. (Less than Significant with Mitigation)

Demolition, excavation, and building construction would temporarily increase noise in the project vicinity for construction of the proposed project, or either variant. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Construction activities associated with construction of the project, or either variant, potentially could include excavation and hauling, foundation construction, steel erection, and finishing. Construction would take approximately 24 months to complete, commencing in the fall of 2012. Construction would occur Monday through Friday from 7:00 a.m. to 6:00 p.m.

Where noise from construction activities exceeds 60 dBA Leq and exceeds the ambient noise environment by at least 5 dBA Leq at noise-sensitive residential uses in the project vicinity for a period of more than one construction season, the impact would be considered significant. This criterion is based on the fact that 60 dBA Leq is the exterior noise level where speech communication outdoors becomes difficult and requires that the speaker raise his or her voice to communicate. The 60 dBA Leq level also translates into an interior noise level of about 45 dBA Leq, which is the level at which noise can interfere with typical activities indoors such as reading.

Construction activities other than pile driving, which was addressed in the Initial Study, typically generate noise levels no greater than 90 dBA (for instance, for excavation) at 50 feet from the activity,

while other activities, such as concrete work, are much less noisy. Closed windows typically can reduce daytime interior noise levels to an acceptable level. Table 13 lists typical noise levels generated during different phases of construction of office buildings and hotels, which would be more representative of the proposed construction than the generally lower noise levels generated during construction of residential projects.

Table 13
Typical Ranges of Noise Levels at 100 Feet
from Office Building and Hotel Construction Sites (dBA Leq)

Construction Phase	All Pertinent Equipment Present	Minimum Required Equipment Present
Ground Clearing	78	78
Excavation	83	73
Foundations	72	72
Erection	81	69
Finishing	83	69

Source: U.S. Environmental Protection Agency, 1973, *Legal Compilation on Noise*, Vol. 1, p. 2-104.

The closest existing sensitive receptors to the project sites are approximately 100 feet away, the distance for which noise levels are reported in Table 13. Sensitive receptors in proximity to the project sites include: (1) a four-story live/work building located at 60 Eighth Street, approximately 100 feet west of the 801 Brannan site on the opposite side of Eighth Street; (2) a four-story building at 787 Brannan Street with residential uses on the upper floors, about 250 feet northeast of the 801 Brannan site; and (3) a four-story live/work building just east of Lucerne Street (5 Lucerne) at the corner of Brannan Street, about 500 feet northeast of the 801 Brannan site. Recent residential projects with ground-floor retail uses near the One Henry Adams site are as follows: (1) the three-story building across Division Street and extending towards Eighth Street along Division and Townsend Streets, and (2) the two five- and six-story buildings constructed along the south side of King Street to the east of the project site. For the 801 Brannan site, the nearest residential districts are Residential Enclave Districts (RED) in West SOMA approximately two blocks north of the project site. For the One Henry Adams site, the nearest residential districts are RM-1 and MUR districts in the Potrero Hill neighborhood, located several blocks south of the project sites.

Based on the noise levels shown in Table 13 and the distance to nearby sensitive receptors, during project construction the closest residences would experience noise levels well in excess of 60 dBA Leq for approximately 24 months, which, absent mitigation, would be a significant adverse impact.

Noise generally attenuates (decreases) at a rate of 6 to 7.5 dBA per doubling of distance. Thus, peak construction noise levels at the residences at 787 Brannan Street would be 75 to 76 dBA Leq and peak sound levels at 5 Lucerne Street would be around 69 or 70 dBA. Noise levels in excess of 60 dBA would be experienced at these receptors during all phases of project construction except foundation construction.

Based on the attenuation factor noted above, construction noise could be 90 dBA at 50 feet from the perimeter of the project sites when the noisiest activities occur near the project perimeter. When the noisiest activities are occurring inside the site 50 feet from the project perimeter, noise levels would be about 75 dBA outside the project sites 50 feet from the site perimeters. Noise levels would be lower during other aspects of construction. The distance from the project perimeter at each site to adjacent building walls, across sidewalks and two road lanes with parking to adjacent buildings, would be approximately 40 to 50 feet. When noise levels are 75 dBA, closed windows typically can reduce daytime interior noise levels to an acceptable level.

Noise impacts from construction activities (other than pile driving) could be reduced in three ways: reduce the sound level at the source, provide the receiver with shielding, or alter the path of sound transmission. As discussed in the Setting Section, construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). Project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level. However, the Eastern Neighborhoods EIR found that the rezoning could involve future projects that would generate "intermittent and temporary noisy construction procedures in proximity to sensitive receptors"[138] and that this was considered a significant impact. As noted above, construction of the proposed project would result in noise levels well in excess of 60 dBA Leq throughout the 24-month construction period. This significant impact would be less than significant with implementation of Eastern Neighborhoods Mitigation Measure F-2, which is reproduced below as M-NO-1.

[138] CEQA Materials, *op. cit*, p. 6 (of Attachment A).

No other construction projects are proposed in close proximity to either project site such that cumulative effects related to construction noise would be anticipated.

MITIGATION MEASURE M-NO-1 (EN MITIGATION MEASURE F-2): CONSTRUCTION NOISE REDUCTION.

The project sponsors shall develop a set of site-specific construction noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

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

This measure would reduce impacts to ***less-than-significant*** levels.

NOISE COMPATIBILITY

Impact NO-2: Residents of the proposed project, or either variant, would not be substantially affected by existing noise levels in excess of standards established in the San Francisco *General Plan* or Noise Ordinance. (Less than Significant)

The project sponsor has indicated that an acoustical consultant would be part of the proposed project design team. It is anticipated that, at a minimum, sound-rated windows and/or doors would be installed as part of the proposed project, or either variant. The Department of Building Inspection would review project plans for compliance with Title 24 noise standards and the *General Plan*. Compliance with Title 24 standards and with the *General Plan* would ensure that effects from exposure to ambient noise would not result in significant impacts, either individually or cumulatively.

However, the Eastern Neighborhoods EIR found that the rezoning could result in future projects that "would introduce residential development in proximity to a mix of other uses including PDR uses that

can generate operational noise, as well as other non-residential uses such as retail and entertainment, cultural/institutional/educational uses, and offices. The EN EIR concluded that potential, short-term exceedances of ambient noise levels would result in a potentially significant effect on nearby sensitive receptors, if present in proximity to the noise sources."[139]

Therefore, the EN FEIR identified Mitigation Measure F-4 to address this potential impact. Mitigation Measure F-4 requires a noise analysis prior to the first project approval action to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained. As required by this mitigation measure, a noise assessment was prepared for the proposed project by an independent noise consultant, and the results are summarized below.[140]

The noise analysis for this project included a site survey conducted by Illingworth & Rodkin in August 2010 to identify potential noise-generating uses within two blocks (approximately 900 feet) of the two project sites and included four 24-hour noise measurements (with maximum noise level readings taken at least every 15 minutes and six short-term measurements recording 10-minute average noise levels. The locations and results of the long-term measurements are shown in Table 14, page 242.

The short-term measurements were all taken from around the perimeters of the two project sites, with locations ST-1, ST-2, and ST-3 taken from the west, south, and east sides, respectively, of the One Henry Adams site and locations ST-4, ST-5, and ST-6 taken from the west, east, and south sides, respectively, of the 801 Brannan site. The measurements around the One Henry Adams site were taken between 10:30 and 11:20 on the morning of August 24, 2010. The measurements around the 801 Brannan site were taken between 8:30 and 9:20 on the morning of August 26, 2010. Table 15, page 242, shows the maximum (Lmax), 10-minute average (Leq), and estimated long-term noise levels (Ldn) measured at these locations. Based on the short- and long-term noise measurements conducted by Illingworth & Rodkin (I&R) and summarized above, I&R calculated the anticipated future noise levels that would be experienced by occupants of the proposed project buildings. The results of the analysis by I&R are summarized below, by site.

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139 *Ibid.*

140 Illingworth & Rodkin, Inc., *801 Brannan Street and 1 Henry Adams Environmental Noise Assessment*, San Francisco, CA, September 8, 2010. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2000.618E.

Table 14
Existing Long-Term Noise Levels at or near the Project Sites (dBA, Ldn)

Location	Description of Location	Average Hourly Noise Level (Leq)	Average Day/Night Noise Level (Ldn)
LT–1	Roof (west side) of four-story building at Two Henry Adams Street, approximately 100 feet from the center of eastbound I-80.	D: 66-75 dBA N: 69-75 dBA	79 dBA
LT–2	Roof (east side) of four-story building at Two Henry Adams Street, approximately 50 feet from the center of Henry Adams Street.	D: 61-66 dBA N: 55-64 dBA	68 dBA
LT–3	Approximately 25 feet from the center of Division Street, between Henry Adams Street and Rhode Island Street.	D: 65-71 dBA N: 59-68 dBA	72 dBA
LT–4	Approximately 33 feet from the center of Brannan Street, between Seventh Street and Eighth Street.	D: 66-72 dBA N: 59-68 dBA	70 dBA

Notes: D = Daytime average; N = Nighttime average.
Source: Illingworth & Rodkin, 2010.

Table 15
Existing Short-Term Noise Levels at the Project Sites

Location	Short-Term Noise Levels		
	Lmax	Leq	Ldn
ST–1	70 dBA	59 dBA	61 dBA
ST–2	82 dBA	65 dBA	69 dBA
ST–3	80 dBA	63 dBA	64 dBA
ST–4	81 dBA	69 dBA	70 dBA
ST–5	78 dBA	67 dBA	67 dBA
ST–6	69 dBA	61 dBA	63 dBA

Source: Illingworth & Rodkin, 2010.

801 Brannan Site

Proposed residential units along Eighth Street and Brannan Street near I-80, under the proposed project, or either variant, would be exposed to exterior noise levels of about 70 dBA Ldn at units below the elevated freeway and up to 76 dBA Ldn at units with an unobstructed view of the freeway. Units along Seventh Street would be exposed to exterior noise levels of about 67 dBA Ldn. Residential units adjacent to the office building to the south would be exposed to exterior noise levels of about 63 dBA Ldn.

As discussed in the setting section above, the State of California Building Code requires that interior noise levels within new residential units not exceed 45 dBA Ldn. In buildings of typical construction, interior noise levels with the partially-opened windows would be approximately 15 dBA lower than exterior noise levels. With closed windows, standard residential construction would reduce interior noise about 20 to 25 decibels below exterior levels. Where exterior day-night average noise levels are 65 dBA Ldn or less, use of forced air mechanical ventilation systems can maintain interior noise levels below State standards (45 dBA Ldn), giving occupants the option of controlling noise by maintaining the windows shut. Where noise levels exceed 65 dBA Ldn, sound-rated building elements in addition to forced-air mechanical ventilation systems are normally required.

To meet the requirements of the State Building Code, some form of forced air mechanical ventilation would be required in all units with line of sight to transportation noise sources (I-80, Seventh Street, Brannan Street, and Eighth Street) and units along the southern boundary of 801 Brannan. For units proposed along Seventh, Eighth, and Brannan Streets, it may also be necessary to provide sound-rated windows and doors.

The noise study included preliminary interior noise level calculations to identify the sound-ratings of windows and doors required to meet State law. The residential units nearest Brannan Street and Eighth Street would need sound-rated windows of Sound Transmission Class (STC) 28 to 30. Those units nearest Seventh Street would need sound-rated windows of STC 28 to 29. In exterior noise environments exceeding 75 dBA Ldn, such as that of the project's proposed first-row units adjacent to I-80 and any units with an unobstructed view of the freeway, specialized construction materials and techniques would be necessary to reduce interior noise levels to acceptable levels, such as the following noise insulation features: stucco-sided staggered-stud walls and high sound-rated windows and doors of STC 35 to 38.

One Henry Adams Site

Residential units proposed along the following streets would be exposed to the indicated exterior noise levels: Henry Adams Street—about 61 dBA Ldn; Division Street—about 72 dBA Ldn; Rhode Island Street—about 64 dBA Ldn; and Alameda Street—about 69 dBA Ldn.

Units with line of sight to transportation noise sources (all four building façades) would require some form of forced air mechanical ventilation to meet the State Building Code. For first-row units proposed along Division and Alameda Streets, exterior noise levels may also require sound-rated windows and doors to maintain interior noise levels at or below the State-mandated 45 dBA Ldn. Preliminary interior noise level calculations suggest that residential units nearest Division Street would require sound-rated windows of STC 30 to 32, and that units nearest Alameda Street would require sound-rated windows of STC 28 to 30.

The proposed project complied with EN mitigation measure F-4 to perform a noise assessment. As summarized above, the results demonstrated that Title 24 standards, as applicable, may be met at the two projects sites. Building permit review by the Department of Building Inspection (DBI) would ensure Title 24 standards are met. Therefore, there would not be a significant noise impact relating to existing noise levels as a result of the proposed project, or either variant.

CUMULATIVE TRAFFIC AND OPERATIONAL NOISE

Impact C-NO-3: The proposed project, or either variant, would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project or either variant. (Less than Significant)

The transportation analysis prepared for the project (see Section III.C, Transportation, above), indicates that traffic volumes would not double on area streets as a result of the proposed project, or either variant. In addition, expected cumulative traffic growth including that from the proposed project, or either variant, would not be expected to cause a noticeable increase in the ambient noise level in the project vicinity, nor to contribute to any potential cumulative traffic noise effects.

Compliance with Article 29, Section 2909, discussed under Regulatory Setting, San Francisco Noise Ordinance (above), would minimize noise from building operations. Therefore, noise effects related to building operation under the proposed project, or either variant, would not be significant, nor would the project buildings contribute a considerable increment to any cumulative noise impacts from mechanical equipment.

Therefore, traffic-related and operational noise impacts as a result of the proposed project, or either variant, would be less than significant.

CONCLUSION

As discussed above, construction of the proposed project, or either variant, could generate noise from pile driving construction activities in excess of standards, but Mitigation Measure 1 for pile driving identified in the Eastern Neighborhoods FEIR (EN Mitigation Measure F-1) would also be applied to the proposed project, or either variant. This mitigation measure is presented in Summary Table S-3 on page S-64. With implementation of the mitigation measure for construction pile driving, potential noise and vibration impacts related to pile driving would be reduced to less-than-significant levels. Construction of the proposed project, or either variant, could also generate noise from non-pile-driving construction activities in excess of standards, but Mitigation Measure M-NO-1 (Construction Noise Reduction) to develop special noise reduction measures would reduce the impact to a less-than-significant level. The proposed project, or either variant, would locate sensitive receptors in an area where ambient noise levels exceed standards, but a preliminary noise assessment completed at the project sites has demonstrated that Title 24 standards can be met at the sites. Therefore, noise impacts related to locating sensitive receptors at the project sites would be less than significant.

F. AIR QUALITY

This section addresses the potential impacts of the proposed project, or either variant, related to the applicable air quality plan, air quality standards, criteria air pollutants, sensitive receptors, and objectionable odors.

ENVIRONMENTAL SETTING

The project sites are located in the City and County of San Francisco, which is within the San Francisco Bay Area Air Basin (SFBAAB). The SFBAAB also includes all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties, as well as the southern portion of Sonoma County and the southwest portion of Solano County. Ambient concentrations of air pollutant emissions arise from the amount of emissions released by pollutant sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and the presence of sunlight. Natural factors, such as topography, meteorology, and climate, determine existing air quality conditions in the project area, in addition to the amount of emissions released by existing air pollutant sources.

Local Meteorology

The SFBAAB covers approximately 5,540 square miles of complex terrain consisting of coastal mountain ranges, inland valleys, and San Francisco Bay. The SFBAAB is generally bounded on the west by the Pacific Ocean, on the north by the Coast Ranges, and on the east and south by the Diablo Range. The climate is dominated by a strong, semi-permanent, subtropical high-pressure cell over the northeastern Pacific Ocean. The moderating effects of the adjacent oceanic heat reservoir also affect climate. Mild summers and winters, moderate rainfall and humidity, and daytime onshore breezes characterize regional climatic conditions in the San Francisco Bay Area (Bay Area). In summer, when the high-pressure cell is strongest and farthest north, fog forms in the morning, and temperatures are mild. In winter, when the high-pressure cell is weakest and farthest south, occasional rainstorms occur.

Regional wind flow patterns affect air quality patterns by directing pollutants downwind of sources. Localized meteorological conditions, such as moderate winds, disperse pollutants and reduce pollutant concentrations. When a warm layer of air traps cooler air close to the ground, an inversion is produced that traps air pollutants near the ground. Inversions occur in the project area during summer mornings and afternoons. During summer's long daylight hours, plentiful sunshine fuels photochemical reactions

between nitrogen oxides (NOx) and reactive organic gases (ROG) that result in ozone formation. Often in summer, as the Central Valley heats up, the cooler marine layer is drawn into San Francisco in late morning and in the afternoon. As a result, pollutants are transported away from the City as fog forms. In the winter, temperature inversions dominate during the night and early morning hours but frequently dissipate by afternoon. At night during the winter, the greatest pollution problems are from carbon monoxide (CO) and NOx. High CO concentrations occur on winter days with strong surface inversions and light winds, which result in extremely limited CO transport.

Located about 2.25 miles to the southwest of the project site, equipment at the San Francisco Mission Dolores station records measurements of the local climate near the project area. The region receives an average of 21.1 inches of precipitation per year, which primarily occurs during the months of October through April (95 percent of annual average).[141] Off-season rains (May through September) account for approximately five percent of the annual average. Average maximum summer temperatures range from 63 to 69 degrees Fahrenheit (°F) and fog is common. Average minimum wintertime temperatures range from 45 to 51°F.

Sensitive Receptors

Air quality does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than other groups. Population subgroups sensitive to the health effects of air pollutants include the elderly and the young, those with higher rates of respiratory disease such as asthma and chronic obstructive pulmonary disease, and subgroups with other environmental or occupational health exposures (e.g. indoor air quality) that affect cardiovascular or respiratory diseases. Land uses such as schools, children's day care centers, hospitals, and nursing and convalescent homes are the most sensitive to poor air quality because the population groups associated with these uses have higher susceptibility to respiratory distress. Parks and playgrounds are considered moderately sensitive to poor air quality because persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. However, exposure times are generally far shorter in parks and playgrounds than in residential locations and schools, which typically result in lower levels of pollutant exposure. Residential areas are more sensitive to air quality conditions compared to commercial and industrial areas because people generally spend more time at their residences, with greater associated exposure to ambient air quality conditions.

[141] Western Regional Climate Center (WRCC), 2009, Period of Record Monthly Climate Summary for San Francisco Mission Dolores, California. Available online at http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7772, accessed July 2009.

The proposed project, or either variant, would introduce between 809 and 824 residential units to the project sites, which would be new sensitive receptors. In addition, emissions associated with project construction are a source of air pollution that must be evaluated in environmental documents.

The closest existing sensitive receptors to the project sites are as follows: (1) a four-story live/work building located at 60 Eighth Street, approximately 100 feet west of the 801 Brannan site on the opposite side of Eighth Street; (2) a four-story building at 787 Brannan Street with residential uses on the upper floors, about 250 feet northeast of the 801 Brannan site; and (3) a four-story live/work building just east of Lucerne Street (5 Lucerne) at the corner of Brannan Street, about 500 feet northeast of the 801 Brannan site. Recent residential projects with ground-floor retail uses near the One Henry Adams site are as follows: (1) the three-story building across Division Street and extending towards Eighth Street along Division and Townsend Streets, and (2) the two five- and six-story buildings constructed along the south side of King Street to the east of the project site. The nearest residential district is the Potrero Hill neighborhood, located several blocks south of the project sites.

The nearest public open spaces to the project sites include Victoria Manalo Draves Park, a 2.5-acre park located approximately 0.25 miles north of the 801 Brannan site; Franklin Square, a 5.2-acre park located approximately 0.33 miles southwest of the project site; Howard-Langton Mini Park, 0.5 miles north of the project site; Jackson Playground, a 4.41-acre neighborhood park 0.30 miles southeast of the One Henry Adams site; the Utah and Eighteenth Streets mini park approximately 0.43 miles south of the One Henry Adams site; and McKinley Square, a 3-acre neighborhood park 0.6 miles south of the project site. These are all outside of the 1,000-foot zone of influence specified in the BAAQMD *CEQA Guidelines*. The nearest privately-owned, publicly-accessible open space consist of the paved path and lawns on the south site of the multi-family residential buildings at 888 Seventh Street, located one block east of the One Henry Adams site. There are no licensed childcare facilities or schools within 1,000 feet of the either project site (the analytic zone of influence of the BAAQMD *CEQA Guidelines*). There are no hospitals or convalescent homes in the project vicinity.

Criteria Air Pollutants

As required by the 1970 federal Clean Air Act, the United States Environmental Protection Agency (EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and federal health-based ambient air quality standards have been established. EPA calls these pollutants criteria air pollutants because the agency has regulated them by developing specific public health-and welfare-based criteria as the basis for setting permissible pollutant levels. Ozone, carbon monoxide (CO),

particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (S02), and lead are the six criteria air pollutants.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction for regulating air quality within the nine-county Bay Area Air Basin. The air quality monitoring network provides information on ambient concentrations of criteria air pollutants at various locations in the San Francisco Bay Area. Table 16 on the following page is a five-year summary of the highest annual criteria air pollutant concentrations (2005 to 2009) collected at the BAAQMD's air quality monitoring station at Sixteenth and Arkansas Streets, in San Francisco's lower Potrero Hill area.[142] Table 16 compares measured pollutant concentrations to the most stringent corresponding ambient air quality standards (state or federal). The bold font of concentrations in Table 16 indicates exceedances.

OZONE

Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NOx). The main sources of ROG and NOx, often referred to as ozone precursors, are combustion processes (including motor vehicle engines) and the evaporation of solvents, paints, and fuels. In the Bay Area, automobiles are the single largest source of ozone precursors. Ozone is referred to as a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production through the photochemical reaction process. Ozone causes eye irritation, airway constriction, and shortness of breath and can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema. Table 16 on the following page shows that, according to published data, the most stringent applicable standards (state 1-hour standard of 9 parts per hundred million (pphm) and the federal 8-hour standard of 8 pphm) were not exceeded in San Francisco between 2005 and 2009.

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[142] Data from this single location do not describe pollutant levels throughout San Francisco, as these levels may vary depending on distance from key emissions sources and local meteorology. However, the BAAQMD monitoring network does provide a reliable picture of pollutant levels over time.

Table 16
San Francisco Air Quality Monitoring Data (2005-2009)

Pollutant	Most Stringent Applicable Standard	Number of Days Standards were Exceeded and Maximum Concentrations Measured				
		2005	2006	2007	2008	2009
Ozone						
- Days 1-hour Std. Exceeded	9 pphm [1]	0	0	0	0	0
- Max. 1-hour Conc. (pphm) [2]		5.8	5.3	6.0	8.2	7.2
- Days 8-hour Std. Exceeded	7 pphm [a]	0	0	0	0	0
- Max. 8-hour Conc. (pphm) [2]		5.4	4.6	5.3	6.6	5.6
Carbon Monoxide (CO)						
- Days 8-hour Std. Exceeded	9 ppm [1]	0	0	0	0	0
- Max. 8-hour Conc. (ppm)		2.1	2.1	1.6	2.3	2.9
Suspended Particulates (PM10)						
- Days 24-hour Std. Exceeded [3]	50 µg/m^3 [1]	0	3	2	0	0
- Max. 24-hour Conc. (µg/m^3)		46	**61**	**70**	41	35
Suspended Particulates (PM2.5)						
- Days 24-hour Std. Exceeded [3]	35 µg/m^3 [2]	6	3	5	0	1
- Max. 24-hour Conc. (m/m^3)		**43.6**	**54.3**	**45.5**	29.4	35.5
- Annual Average (µg/m^3)	12 µg/m^3 [1]	9.5	9.7	8.9	11.7	ND
Nitrogen Dioxide						
- Days 1-hour Std. Exceeded	25 pphm [1]	0	0	0	0	0
- Max. 1-hour Conc. (pphm) [2]		7	11	7	6	6
Sulfur Dioxide						
- Days 24-hour Std. Exceeded	40 ppb [1]	0	0	0	0	ND
- Max. 24-hour Conc. (ppb) [2]		7	6	6	4	ND

Notes:

Bold values are in excess of applicable standard. "NA" indicates that data is not available.

conc. = concentration; ppm = parts per million; pphm = parts per hundred million; ppb=parts per billion; µg/m^3 = micrograms per cubic meter

ND = No data or insufficient data.

[1] State standard, not to be exceeded.

[2] Federal standard, not to be exceeded.

[3] Based on a sampling schedule of one out of every six days, for a total of approximately 60 samples per year.

[4] Federal standard was reduced from 65 µg/m^3 to 35 µg/m^3 in 2006.

Source: BAAQMD, Bay Area Air Pollution Summary, 2005 - 2009. Available online at: http://www.baaqmd.gov/Divisions/Communications?and?Outreach/Air?Quality?in?the?Bay?Area/Air?Quality?SummarieS.aspx; and ARB Air Quality Data; online at: http://www.arb.ca.gov/adam/index.html, accessed May 21, 2011.

CARBON MONOXIDE (CO)

CO is an odorless, colorless gas usually formed as the result of the incomplete combustion of fuels. The single largest source of CO is motor vehicles; the highest emissions occur during low travel speeds, stop-and-go driving, cold starts, and hard acceleration. Exposure to high concentrations of CO reduces the oxygen-carrying capacity of the blood and can cause headaches, nausea, dizziness, and fatigue, impair central nervous system function, and induce angina (chest pain) in persons with serious heart disease. Very high levels of CO can be fatal. As shown in Table 16, no exceedances of state CO standards were recorded between 2005 and 2009. Maximum measured 8-hour CO levels were approximately 25 percent of the allowable 8-hour standard.

PARTICULATE MATTER – PM10 AND PM2.5

Particulate matter is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from manmade and natural sources. Regulations apply to two groups of particulate matter: PM10 for particles less than 10 microns in diameter, and PM2.5 for particles less than 2.5 microns in diameter. In the Bay Area, motor vehicles generate about half of the air basin's particulates through tailpipe emissions as well as brake pad and tire wear. Wood burning in fireplaces and stoves, industrial facility operations, and ground-disturbing activities, such as construction, are other sources of fine particulates. They are small enough to be inhaled into the deepest parts of the human lung where they can cause adverse health effects.

Among the criteria air pollutants that are regulated, particulates appear to represent a serious ongoing health hazard. As long ago as 1999, the BAAQMD was reporting, in its *CEQA Guidelines*, that studies had shown that elevated particulate levels contribute to the death of approximately 200 to 500 people per year in the Bay Area. High levels of particulates have been shown to exacerbate chronic respiratory ailments, such as bronchitis and asthma, and have been associated with increased emergency room visits and hospital admissions. According to the state Air Resources Board (ARB), studies in the United States and elsewhere "have demonstrated a strong link between elevated particulate levels and premature deaths, hospital admissions, emergency room visits, and asthma attacks." Studies of children's health in California have demonstrated that particle pollution "may significantly reduce lung function growth in children." The ARB also reports that lowering particulate levels by achieving statewide attainment of particulate matter standards could prevent thousands of premature deaths, lower hospital admissions for

cardiovascular and respiratory disease and asthma-related emergency room visits, and avoid hundreds of thousands of episodes of respiratory illness in California.[143]

Table 16 shows that exceedances of the state PM10 standard have routinely occurred in San Francisco. It is estimated that the state 24-hour PM10 standard was exceeded on up to 18 days per year between 2005 and 2009.[144] The BAAQMD began monitoring PM2.5 concentrations in San Francisco in 2002. The federal 24-hour PM2.5 standard was not exceeded until 2006, when the standard was lowered from 65 micrograms per cubic meter (μg/m^3) to 35 μg/m^3. The state annual average standard was not exceeded between 2005 and 2009.

NITROGEN DIOXIDE (NO2)

NO2 is a reddish brown gas that is a byproduct of combustion processes. Automobiles and industrial operations are the main sources of NO2. Aside from its contribution to ozone formation, NO2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO2 may be visible as a coloring site on high-pollution days, especially in conjunction with high ozone levels. Table 16 shows that the standard for NO2 is being met in the Bay Area, and pollutant trends suggest that the air basin will continue to meet these standards for the foreseeable future. On January 22, 2010 the EPA strengthened the health-based National Ambient Air Quality Standards (NAAQS) for NO2.

SULFUR DIOXIDE (S02)

SO2 is a colorless acidic gas with a strong odor. It is produced by the combustion of sulfur-containing fuels such as oil, coal, and diesel. SO2 has the potential to damage materials and can cause health effects at high concentrations. It can irritate lung tissue and increase the risk of acute and chronic respiratory disease. Table 16 shows that the standard for SO2 is being met in the Bay Area, and pollutant trends suggest that the air basin will continue to meet these standards for the foreseeable future.

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143 California Air Resources Board, "Recent Research Findings: Health Effects of Particulate Matter and Ozone Air Pollution," January 2004. Available online at http://www.arb.ca.gov/research/health/fs/pm_ozone-fs.pdf, accessed May 2, 2011.

144 PM10 is sampled every sixth day; therefore, actual days over the standard can be estimated to be six times the numbers listed in the table.

LEAD

Leaded gasoline (phased out in the United States beginning in 1973), paint (on older houses, cars), smelters (metal refineries), and manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxin health effects; children are at special risk. Some lead-containing chemicals cause cancer in animals. Lead levels in the air have decreased substantially since leaded gasoline was eliminated.

Toxic Air Contaminants (TACs)

INTRODUCTION

Toxic air contaminants (TACs) are air pollutants that may lead to serious illness or increased mortality, even when present in relatively low concentrations. Potential human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another TAC.

TACs do not have ambient air quality standards. The BAAQMD regulates them using a risk-based approach. This approach assesses health risk to determine which sources and pollutants to control and the degree of control. A health risk assessment identifies toxic substance, estimates human exposure to those toxic substances, and estimates health risks based on exposure and the toxic potency of the substances.[145]

In addition to monitoring criteria air pollutants, both the BAAQMD and the ARB operate TAC monitoring networks in the San Francisco Bay Area. These stations measure 10 to 15 TACs, depending on the specific station. The TACs selected for monitoring are those that have traditionally been found in the highest concentrations in ambient air, and therefore tend to produce the most significant risk. The BAAQMD operates an ambient TAC monitoring station at its Sixteenth and Arkansas Streets facility in San Francisco. Table 17 on the following page shows ambient concentrations of carcinogenic TAC's measured at the Arkansas Street station and the estimated cancer risks from lifetime (70 years) exposure to these substances.

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

Table 17
Carcinogenic Toxic Air Contaminants – Annual Average Ambient Concentrations

Measured at BAAQMD Monitoring Station, 10 Arkansas Street, San Francisco[1]		
Substance	**Concentration(ppb)[2]**	**Cancer Risk per Million[3]**
Gaseous TACs		
• Acetaldehyde	0.39	2
• Benzene	0.18	17
• 1,3-Butadiene	0.036	14
• Para-Dichlorobenzene	0.15	10
• Carbon Tetrachloride	0.094	25
• Ethylene Dibromide	0.01	6
• Formaldehyde	2.69	20
• Perchloroethylene	0.02	0.8
• Methlylene Chloride	0.12	0.4
• MTBE	0.61	0.6
• Chlorform	0.015	0.4
• Trichloroethlene	0.01	0.1
Particulate TACs	(ng/m^3)[b]	
• Chromium (Hexavalent)	0.059	9
Total Risk for all TACs		96.3

Notes:

1 All values are from BAAQMD 2008 monitoring data from the Arkansas Street station, except for Formaldehyde and Hexavalent Chromium, which are statewide averages for the year 2008.

2 ppb is parts per billion, and ng/m^3 is nanograms per cubic meter.

3 Cancer risks were estimated by applying published unity risk values to the measured concentrations.

Source: California Air Resources Board, Ambient Air Toxics Summary, 2008.

Estimated average lifetime cancer risks associated with mean TAC concentrations in San Francisco do not appear to be any greater than for the Bay Area region.

Pursuant to the BAAQMD *CEQA Guidelines*, siting of new receptors must consider exposure to TACs, which may involve preparation of a health risk assessment (discussed above). There are two sources of TACs: stationary sources such as back up diesel generators, dry cleaners using perchloroethylene, etc.; and mobile sources from cars and trucks on high traffic volume roadways.

The neighborhood of the proposed project includes several existing sources of air pollutants. Figure 36, page 256, shows the zone of influence for the project, defined by the Bay Area Air Quality Management District (BAAQMD) as 1,000 feet from the site boundaries. There are both mobile (vehicular traffic) and stationary sources (such as back up diesel generators) of air pollution within this zone.

STATIONARY SOURCES OF TACS

The BAAQMD has permits on file for 21 sources of air pollutants within the proposed project's 1,000-foot zone of influence (see Figure 29). Ten sources are backup diesel generators that were not below the BAAQMD TAC screening cancer risk value of 10 in one million. Because the proposed project would locate sensitive receptors (residences) within 1,000 feet of stationary sources of air pollutants that the BAAQMD identifies as a health risk, a health risk assessment would be required. Field reconnaissance revealed five of the pollutant sources located on the rooftop of the adjacent 650 Townsend building, one was located on the roof of the 601 Townsend building, and four were located within the San Francisco Hall of Justice/County Jail complex at the intersection of Bryant Street and Seventh Street. Two sources at the San Francisco Hall of Justice/County Jail complex could not be located. For these, the assessment uses a worst-case assumption that they are located at the point of minimal distance to the project (i.e., at the southwest corner of their parcel). For all other permitted sources, the BAAQMD screening values, adjusted BAAQMD screening values, or BAAQMD Health Risk Assessment (HRA) values for cancer risk, non-cancer health hazards, and PM2.5 concentration were used in the analysis to assess health effects. These screening values are known to be conservative estimates of concentration and risk.

Site reconnaissance revealed three potential non-permitted sources of TACs within 1,000 feet of the One Henry Adams site.[146] A truck rental storage yard, a sightseeing vehicle storage yard, and Golden Gate Disposal facility are within 600, 570, and 350 feet of the One Henry Adams site, respectively. The CARB recommendation for distribution centers is to "avoid siting new sensitive receptors within 1,000 feet of a

[146] Donald Ballanti site reconnaissance on December 6, 2010.

1. Plant No. 19722
2. Plant No. 15296
3. Plant No. 9347
4. Plant No. 9347
5. Plant No. 19597
6. Plant No. 17695
7. Plant No. 16399
8. Plant No. 13853
9. Plant No. 13781
10. Plant No. 19701
11. Plant No. 19701

Source: Don Ballanti

6·7·11

Project Zone of Influence Figure 36

distribution center that accommodates more than 100 trucks per day…" Based on parking for trucks on the site and actual number of trucks shown in aerial photographs, these sites were determined to accommodate less than 100 trucks per day.

ROADWAY-RELATED POLLUTANTS

Motor vehicles are responsible for a large share of air pollution, especially in California. Vehicle tailpipe emissions contain diverse forms of particles and gases, and contribute to particulates by generating road dust and through tire wear. Epidemiologic studies have demonstrated that people living in proximity to freeways or busy roadways have poorer health outcomes, including increased asthma symptoms, increased respiratory infections, decreased pulmonary function, and reduced lung development in children. Air pollution monitoring done in conjunction with epidemiological studies has confirmed that roadway-related health effects vary with modeled exposure to particulate matter and nitrogen dioxide. In traffic-related studies, the additional non-cancer health risk attributable to roadway proximity appeared within 1,000 feet of the roadway and was strongest within 300 feet. As a result, the ARB recommends that new sensitive land uses not be located within 500 feet of a freeway or urban roads carrying 100,000 vehicles per day.

U.S. Highway 101 and Interstate 80 are both within 1,000 feet of the project sites' boundaries. In addition to nearby freeways, four surface streets were identified within 1,000 feet of the project sites that currently carry 10,000 or more daily vehicle trips: Brannan Street, Townsend Street, Eighth Street, and Seventh Street.

DIESEL PARTICULATE MATTER (DPM)

The ARB identified diesel particulate matter (DPM) as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans.[147] The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled highways. The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other toxic air pollutant routinely measured in the region. The risk from diesel particulate matter as determined by ARB declined from 750 in one million in 1990 to 570 in one

[147] California Air Resources Board, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines." October 1998. Available online at http://www.arb.ca.gov/toxics/dieseltac/dieseltac.htm, accessed May 2, 2011.

million in 1995; by 2000, ARB estimated the average statewide cancer risk from DPM at 540 in one million.[148,149]

Recent air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. The ARB community health risk assessments and regulatory programs have produced air quality information about certain types of facilities for consideration by local authorities when siting new residences, schools, day care centers, parks and playgrounds, and medical facilities (i.e., sensitive land uses, or "receptors").[150] Sensitive land uses deserve special attention because children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the non-cancer effects of air pollution. There is also substantial evidence that children are more sensitive to cancer-causing chemicals.[151]

In 2000, the ARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. As part of the Plan, the ARB in 2008 approved a new regulation for existing heavy-duty diesel vehicles that will require retrofitting and replacement of vehicles (or their engines) over time such that by 2023, all vehicles must have a 2010 model year engine or equivalent. The regulation is anticipated to result in an 80 percent decrease in statewide diesel health risk in 2020 as compared with the diesel 2000 cancer risk.[152] Additional regulations apply to new trucks and to diesel fuel. With new controls and fuel requirements, 60 trucks built in 2007 would have the same soot exhaust emissions as one truck built in 1988.[153] Despite these reductions, the ARB recommends considering the proximity to sources of DPM emissions when siting new sensitive land uses. The ARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones,"

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148 California Air Resources Board, California Almanac of Emissions and Air Quality -2009 Edition, Table 5-44 and p. 5 44. Available online at http://www.arb.ca.gov/aqd/almanac/almanac.htm, accessed May 2, 2011.

149 This calculated cancer risk values from ambient air exposure in the Bay Area can be compared against the lifetime probability of being diagnosed with cancer in the United States, from all causes, which is more than 40 percent (based on a sampling of 17 regions nationwide), or greater than 400,000 in one million, according to the National Cancer Institute.

150 As discussed below, parks and playgrounds are generally less sensitive than the other uses listed because exposure times are shorter, resulting in less exposure to pollutants.

151 California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective, April 2005. Available online at http://www.arb.ca.gov/ch/handbook.pdf, accessed May 2, 2011.

152 California Air Resources Board, "Overview of Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles," fact sheet, February 25, 2009; and "Facts About Truck and Bus Regulation Emissions Reductions and Health Benefits," fact sheet, February 25, 2009. Available online at http://www.arb.ca.gov/msprog/onrdiesel/documents.htm, accessed May 2, 2011.

153 Pollution Engineering, New Clean Fuel Rules Start, July 2, 2006, available online at: : http://www.pollutionengineering.com/Articles/Industry_News/00e6c4c1be03c010VgnVCM100000f932a8c0, accessed on May 2, 2011.

and that local agencies must balance other considerations, including housing and transportation needs, the benefits of urban infill, community economic development priorities, and other quality of life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk where necessary, ARB's position is that infill development, mixed use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level.[154]

Regulatory Setting

FEDERAL AMBIENT AIR QUALITY STANDARDS

The 1970 Clean Air Act (last amended in 1990) requires that regional planning and air pollution control agencies prepare a regional air quality plan to outline the measures with which they will control both stationary and mobile sources of pollutants in order to achieve all standards by the deadlines specified in the Clean Air Act. The ambient air quality standards are intended to protect the public health and welfare. The standards specify the concentration of pollutants (with an adequate margin of safety) to which the public can be exposed without adverse health effects. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels that are somewhat above the ambient air quality standards before adverse health effects arise.

Table 18 on the following page contains a summary of the current attainment status for the San Francisco Bay Area Air Basin with respect to federal standards. In general, the Bay Area Air Basin experiences low concentrations of most pollutants when compared to federal standards, except for particulate matter (PM10 and PM2.5), for which standards are exceeded periodically.

In June 2004, the EPA designated the Bay Area as a marginal nonattainment area of the national 8-hour ozone standard. The EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 parts per million effective May 27, 2008. EPA will issue final designations based upon the new 0.75 ppm ozone standard by March 2010. The Bay Area Air Basin is in attainment for other criteria air pollutants, with the exception of the 24-hour standards for PM10 and PM2.5, for which the Bay Area is designated "Unclassified."

[154] California Air Resources Board, Air Quality and Land Use Handbook, *Ibid.*

Table 18
State and Federal Ambient Air Quality Standards

Pollutant	Averaging Time	State (SAAQS[1])		Federal (NAAQS[2])	
		Standard	Attainment Status	Standard	Attainment Status
Ozone	1 hour	0.09 ppm	**N**	NA	See Note "c"
	8 hour	0.07 ppm	**N**	0.075 ppm	N/Marginal
Carbon Monoxide (CO)	1 hour	20 ppm	A	35 ppm	A
	8 hour	9 ppm	A	9 ppm	A
Nitrogen Dioxide (NO2)	1 hour	0.18 ppm	A	0.1 ppm[d]	U
	Annual	0.03 ppm	NA	0.053 ppm	A
Sulfur Dioxide (SO2)	**1** hour	0.25 ppm	A	NA	NA
	24 hour	0.04 ppm	A	0.14 ppm	A
	Annual	NA	NA	0.03 ppm	A
Particulate Matter (PM10)	24 hour	50 μg/m^3	N	150 μg/m^3	
	Annual	20 μg/m^3	N	NA	NA
Fine Particulate Matter (PM2.5)	24 hour	NA	NA	35 μg/m^3	
	Annual	12 μg/m^3	N	15 μg/m^3	A
Sulfates	24 hour	25 μg/m^3	A	NA	NA
Lead	30 day	1.5 μg/m^3	A	NA	NA
	Cal. Quarter	NA	NA	1.5 μg/m^3	A
Hydrogen Sulfide	1 hour	0.03 ppm	U	NA	NA
Visibility-Reducing Particles	8 hour	See Note "5"	U	NA	NA

Notes:

A = Attainment; N = Nonattainment; U = Unclassified; NA = Not Applicable, no applicable standard; ppm = parts per million; μg/m^3 = micrograms per cubic meter.

1 SAAQS = state ambient air quality standards (California). SAAQS for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide. (1-hour and 24-hour), nitrogen dioxide, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All other state standards shown are values not to be equaled or exceeded.

2 NAAQS = national ambient air quality standards. NAAQS, other than ozone and particulates, and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The 8-hour ozone standard is attained when the three-year average of the fourth highest daily concentration is 0.08 ppm or less. The 24-hour PM10 standard is attained when the three-year average of the 99th percentile of monitored concentrations is less than the standard. The 24-hour PM2.5 standard is attained when the three-year average of the 98th percentile is less than the standard.

3 The U.S. EPA revoked the national 1-hour ozone standard on June 15, 2005.

4 To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within the area must not exceed 0.1 ppm (effective January 22, 2010).

5 Statewide visibility-reducing particle standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Source: Bay Area Air Quality Management District (BAAQMD). Standards and Attainment Status, May 2006.

State Ambient Air Quality Standards

Although the federal Clean Air Act established national ambient air quality standards, individual states retained the option to adopt standards that are more stringent and to include other pollution sources. California had already established its own air quality standards when federal standards were established, and because of the unique meteorological problems in California, there is considerable diversity between the state and national ambient air quality standards, as shown in Table 18. California ambient standards tend to be at least as protective of public health as national ambient standards and are often more stringent.

In 1988, California passed the California Clean Air Act (California Health and Safety Code Sections 39600 et seq.), which, like its federal counterpart, called for the designation of areas as attainment or nonattainment, but based on state ambient air quality standards rather than the federal standards. As indicated in Table 18, page 260, the Bay Area Air Basin is designated as "nonattainment" for state ozone, PM10, and PM2.5 standards. The Bay Area Air Basin is designated as "attainment" for most other pollutants listed in the table.

Air Quality Planning Relative to State and Federal Standards

State Implementation Plans are air quality plans developed to meet federal requirements. The federal and state Clean Air Acts require plans to be developed for areas designated as nonattainment (with the exception of areas designated as nonattainment for the State PM10 standard). On September 15, 2010, the BAAQMD, in cooperation with the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), adopted the 2010 Clean Air Plan, which replaced the Bay Area 2005 Ozone Strategy.

The 2010 Clean Air Plan updated the 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act. The Clean Air Act requires implementing "all feasible measures" to reduce ozone; providing a control strategy to reduce ozone, particulate matter, toxic air contaminants, and GHGs in a single, integrated plan; reviewing progress in improving air quality in recent years; and establishing emission control measures to be adopted or implemented in the 2010 - 2012 time frame. The control strategy includes three components: (1) stationary-source control measures to be implemented through BAAQMD regulations; (2) mobile-source control measures to be implemented through incentive programs and other activities; and (3) transportation control measures to be implemented through transportation programs in cooperation with the MTC, local governments, transit agencies, and others. The *2010 Clean Air*

Plan represents the Bay Area's most recent triennial assessment of the region's strategy to attain the state one-hour ozone standard.

AIR RESOURCE BOARD (ARB) IDLING REGULATIONS

In 2005, the ARB approved a regulatory measure to reduce emissions of toxic and criteria air pollutants by limiting the idling of new heavy-duty diesel vehicles. The regulations generally limit idling of commercial motor vehicles (including buses and trucks) within 100 feet of a school or residential area for more than five consecutive minutes or periods aggregating more than five minutes in any one hour.[155] Buses or vehicles also must turn off their engines upon stopping at a school and must not start their engines more than 30 seconds before beginning to depart from a school. In addition, state law SB 351 (adopted in 2003) prohibits locating public schools within 500 feet of a freeway or busy traffic corridor.

Regional and Local Air Quality Planning

BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD)

The BAAQMD is the regional agency with jurisdiction for regulating air quality within the nine-county Bay Area Air Basin. ABAG, MTC, county transportation agencies, cities and counties, and various non-governmental organizations also join in the efforts to improve air quality through a variety of programs. These programs include the adoption of regulations and policies, as well as implementation of extensive education and public outreach programs.

BAAQMD is responsible for managing region-wide emissions to meet federal and State air quality standards in the Bay Area Air Basin. Specifically, BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Air Basin and to develop and implement strategies to attain the applicable federal and State standards. As mentioned above, the BAAQMD, in cooperation with the MTC and Association of Bay Area Governments (ABAG), adopted the 2010 Clean Air Plan on September 15, 2010, to replace the Bay Area 2005 Ozone Strategy.

In 1999, BAAQMD adopted its *CEQA Guidelines* as a guidance document to provide lead government agencies, consultants, and project proponents with uniform procedures for assessing air quality impacts

[155] There are 12 exceptions to this requirement (e.g., emergency situations, military, adverse weather conditions, etc.), including: when a vehicle's power takeoff is being used to run pumps, blowers, or other equipment; when a vehicle is stuck in traffic, stopped at a light, or under direction of a police officer; when a vehicle is queuing beyond 100 feet from any restricted area; or when an engine is being tested, serviced, or repaired.

and preparing the air quality sections of environmental documents for projects subject to CEQA. In June 2010, BAAQMD board adopted revised thresholds of significance for air quality impacts. BAAQMD is the regional agency for air quality. Therefore, the Air District's guidelines and thresholds are commonly used in CEQA analysis, and are normally relied upon by the Planning Department for its significance determinations.

SAN FRANCISCO GENERAL PLAN AIR QUALITY ELEMENT

The San Francisco *General Plan* (*General Plan*) includes the 1997 Air Quality Element. The objectives specified by the City include the following:

- ***Objective 1:*** Adhere to state and federal air quality standards and regional programs.
- ***Objective 2:*** Reduce mobile sources of air pollution through implementation of the Transportation Element of the *General Plan*
- ***Objective 3:*** Decrease the air quality impacts of development by coordination of land use and transportation decisions.
- ***Objective 4:*** Minimize particulate matter emissions from road and construction sites.
- ***Objective 5:*** Link the positive effects of energy conservation and waste management to emission reductions.

SAN FRANCISCO DUST CONTROL ORDINANCE

The San Francisco Health Code Article 22B and San Francisco Building Code Section 106.A.3.2.6 collectively constitute the Construction Dust Control Ordinance. The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco comply with specified dust control measures. This requirement applies to all site preparation work that has the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil whether or not the activity requires a permit from the Department of Building Inspection (DBI).

Dust suppression activities may include (1) watering all active construction areas sufficiently to prevent dust from becoming airborne and (2) more frequent watering when wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the

workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, 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 project sites greater than one half-acre in size, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. Interior-only tenant improvements, even if over one-half acre, that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement. As both project sites are greater than one-half acre, this requirement would apply to the proposed project, or either variant.[156]

SAN FRANCISCO HEALTH CODE PROVISIONS REGARDING ROADWAY GENERATED POLLUTANTS

Article 38 of the San Francisco Health Code requires an Air Quality Assessment be prepared for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, in order to determine whether residents would be exposed to potentially unhealthful levels of PM2.5. Consistent with CARB guidance, the San Francisco Department of Public Health (DPH) has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any roadway that experiences 100,000 vehicles per day. If a proposed project's air quality assessment shows that annual average concentration of PM2.5 from roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average), then the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM2.5 from habitable areas of residential units.

The project sites are located within the Roadway Exposure Zone, and is therefore subject to Article 38. Accordingly, DPH conducted an exposure analysis for PM2.5, which found that both project sites exceeded the current action level of 0.2 ug/m3. The highest level at 801 Brannan was 0.57 ug/m3 and the highest level at One Henry Adams was 0.39 ug/m3. Based on these results, the proposed project, or either variant, is required to incorporate filtration into the building design as discussed above (see also Mitigation Measure M-AQ-8, page 284).[157]

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156 The 801 Brannan site is approximately 5.21 acres. The One Henry Adams site is approximately 1.65 acres.

157 Thomas Rivard, San Francisco Department of Public Health, Toxic Air Contaminant Exposure Analysis for the 801 and One Henry Adams Streets Project, Letter from Thomas Rivard to Stu During, December 23, 2008.This letter is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco, as part of Case File 2000.618E.

IMPACTS

Air quality impacts from land development projects result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Significance Criteria

A project would have a significant air quality effect on the environment if it were to:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

As stated above, in 2010 BAAQMD adopted new significance thresholds for air quality for CEQA analysis. Under the new BAAQMD *CEQA Air Quality Guidelines* and thresholds,[158] the significance thresholds for criteria air pollutant emissions from project construction and operations have generally been lowered. The new thresholds are as follows: for ROG, NOx, and PM2.5, a net increase of 54 pounds per day or 10 tons per year (tpy) would be considered significant, while for PM10, a net increase of 82 pounds per day or 15 tpy would be considered significant. For CO, an increase would be considered significant if it leads to or contributes to CO concentrations exceeding the State Ambient Air Quality Standard (SAAQS). Quantification of the CO concentrations would not be required if a project is consistent with the local congestion management program and plans, and if traffic volumes at affected intersections are below 44,000 vehicles per hour, or below 24,000 vehicles per year in tunnel-like conditions. For construction-period impacts, the same thresholds apply for ROG, NOx, PM2.5, and PM10, except that the thresholds for PM2.5 and PM10 apply only to exhaust emissions. There are no quantitative thresholds for construction dust emissions; instead, impacts are considered less than significant if the

[158] BAAQMD, *California Environmental Quality Act (CEQA) Air Quality Guidelines*, June 2010; and adopted Thresholds of Significance, June 2010. Available online at http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx, accessed May 2, 2011.

BAAQMD Best Management Practices are employed to control dust during construction activities, including demolition and excavation.

BAAQMD considers projects that exceed these criteria air pollutant standards also to result in a cumulatively considerable air quality impact upon the region. According to BAAQMD, no further cumulative analysis should be required beyond the analysis of whether a proposed project's impacts would contribute considerably to ambient levels of pollutants or GHGs,[159] with the exception of the following cumulative risk and hazard analysis for toxic air contaminants.

For health risks and hazards resulting from emissions of toxic air contaminants, BAAQMD recommends either that a project be found to be in compliance with a "qualified community risk reduction plan," or that significance thresholds be used for both construction and operational emissions based on commonly used standards employed in health risk assessment. The following are thresholds for project-specific impacts: (1) an increase in lifetime cancer risk of 10 chances in one million, (2) an increase in the non-cancer risk equivalent to a chronic or acute "Hazard Index" greater than 1.0,[160] or (3) an increase in the annual average concentration of PM2.5 in excess of 0.3 micrograms per cubic meter. BAAQMD also recommends cumulative thresholds of 100-in-one-million cancer risk, a Hazard Index greater than 10.0, and a PM2.5 concentration greater than 0.8 micrograms per cubic meter. Unlike the volume-based thresholds for criteria air pollutants noted above, the toxic air contaminant thresholds are used for specific receptor locations when a risk analysis is required for specific project components, such as stationary sources (common in industrial operations) or the use of diesel-powered equipment, including construction equipment.

Approach to Analysis

The URBEMIS model was used to determine the proposed project's criteria air pollutant emissions as well as those from the two variants. A Health Risk Assessment was also conducted to determine if the proposed project would expose sensitive receptors to substantial levels of pollution. The results of these analyses are presented in an Air Quality Technical Report for this project (AQTR).[161] This methodology section summarizes the approaches, while more detail is provided in the impact analysis.

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159 *Ibid*.

160 Hazard Index represents the ratio of expected exposure levels to an acceptable reference exposure levels.

161 Donald Ballanti, Certified Consulting Meteorologist, *Air Quality Impact Report and Health Risk Assessment for the 801 Brannan and One Henry Adams Project* (AQTR), San Francisco, March 4, 2011, p. 4-5. This analysis is available for public review at the San Francisco Planning Department, 1650 Mission Street, Fourth Floor, San Francisco as part of Case File 2000.618E.

Construction exhaust emissions and operational emissions of criteria air pollutants were estimated using the URBan EMISsions (URBEMIS) 2007 model for the expected project buildout and compared to BAAQMD significance thresholds. The model combines information on trip generation with vehicular emissions data specific to different types of trips in the San Francisco area from the ARB's EMFAC 2007 BURDEN model to create an estimated daily emissions burden for travel within the San Francisco Bay Area Air Basin. Air quality impacts were evaluated for both project sites and the project as a whole. The resulting quantification is compared against the BAAQMD's recommended thresholds.

As stated above the AQTR includes analysis of impacts related to criteria air pollutants as well as a health risk analysis (HRA)[162] using BAAQMD screening tables for construction impacts, the CAL3QHCR model for mobile sources, and the ISCST-PRIME air pollution model for existing permitted stationary sources that failed the BAAQMD TAC screening procedure.[163,164] The HRA covers the potential impacts and risks from both stationary and mobile sources (roadways with more than 10,000 vehicle trips) that are within a 1,000-foot buffer zone around the project sites. BAAQMD construction health risk impact screening tables provide an approximate minimum offset distance for typical construction projects of various sizes and reflect a conservative, generalized portrayal of risk around the site, and for the proposed project, the minimum offset distance provided by the screening tables is 300 feet. As noted below, some identified sensitive receptors would be located closer than this minimum offset distance.

Diesel particulate risk at the proposed project sites is primarily determined by traffic on US/101 and I-80, approximately 150 and 400 feet, respectively, from the project sites as measured from the nearest point, the northwest corner of 801 Brannan site. While the I-280 ramps are located east of the project sites, they are over 750 feet from the sites and located downwind except during rare occurrences of easterly winds.

The CARB recommends avoiding the siting of new sensitive receptors within 1,000 feet of a distribution center that accommodates more than 100 trucks per day. As discussed in the Setting section Stationary Sources of TACs above, three facilities with truck parking are located within 1,000 feet of the project site. Based on the parking space for trucks on these sites and the actual number of trucks shown in aerial photographs, these sites were determined to accommodate less than 100 trucks per day. Thus, these sources were not considered in the health risk assessment prepared for the proposed project, but they were considered in the cumulative context.

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162 *Ibid*.

163 *Ibid*, p. 9-10.

164 BAAQMD, Screening Tables for Air Toxics Evaluation During Construction, Version 1.0, May 2010.

Impact Analysis

Project-related air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to project operation.

Construction of both the proposed project, or either variant, would require demolition of all existing buildings at each site. The physical demolition of existing structures and other infrastructure are construction activities with a high potential for creating air pollutants. In addition to the dust created during demolition, substantial dust emissions could be created as debris is loaded into trucks for disposal, and construction equipment exhaust would affect local particulate concentrations.

Over the long term, operation under the proposed project, or either variant, would affect local air quality by increasing the number of vehicles on project-impacted roads and at the project sites, and by introducing area source emissions to the project sites. Transportation sources, such as project-generated vehicles, would account for over 90 percent of operational project-related emissions. Area source emissions, generated by combustion of natural gas for building space and water heating, would be less than significant, due to the low amount of emissions and the relative minimal amount of pollutants in natural gas combustion.

Impact AQ-1: Construction of the proposed project, or either variant, would not expose sensitive receptors to substantial dust and pollutant concentrations. (Less than Significant)

Project-related demolition and other construction activities, including either variant, may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the State Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

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

For fugitive dust emissions, the BAAQMD 2010 *CEQA Guidelines* recommend following the current best management practices approach, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The Guidelines note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.[165]

The Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intention of the Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect public health and that of on-site construction workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Initial Study for this project published in 2003 identified Mitigation Measure 2 for Construction Dust. With the requirements of the City's Construction Dust Control Ordinance specified above, this mitigation measure is no longer needed to reduce the potential effects to a less-than-significant level as the proposed project, or either variant, would be required to comply with the Construction Dust Control Ordinance.

As discussed in the Regulatory Framework, the Dust Control Ordinance requires that all site preparation work comply with specified dust control measures whether or not the activity requires a permit from DBI. Site preparation work includes demolition or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil. Additionally, all departments, boards, commissions, agencies of the City and County of San Francisco that authorize construction or improvements on land under their jurisdiction shall adopt rules and regulations to ensure that the same dust control requirements are followed.

The following regulations and procedures set forth in Article 22B of the San Francisco Health Code – Construction Dust Control Requirements – contain the BAAQMD-recommended best management practices:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials, or require such trucks to maintain at least 2 feet of freeboard;

[165] BAAQMD, *CEQA Air Quality Guidelines*, June 2010, *op. cit*, Section 4.2.1; and adopted Thresholds of Significance, June 2010

- Pave, apply water at a minimum three times daily in dry weather, or apply non-toxic soil stabilizers to all unpaved access roads, parking areas, and staging areas;
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public street areas;
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 miles per hour;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install wheel washers for all exiting trucks, or wash off the tires of all trucks and equipment prior to leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activity at any one time.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond shall respond and take corrective action within 48 hours. The Air District's phone number shall be visible to ensure compliance with applicable regulations.

Therefore, compliance with the Dust Control Ordinance would reduce construction dust that the proposed project, or either variant, would generate to a less-than-significant level.

The proposed project, or either variant, must also comply with California Occupational Safety and Health Administration (Cal/OSHA) regulations, standards and procedures and California Department of Health Services (DHS) Lead Work Practice Standards. These regulations are designed to minimize worker and general public exposure to hazardous building materials.

The above regulations and procedures, already established and enforced as part of the permit review process, would ensure that any potential air emissions impacts due to dust, asbestos, lead, PM10, PM2.5, or other hazardous materials associated with construction of the proposed project, or either variant, would be ***less than significant***.

Impact AQ-2: Construction emissions under the proposed project, or either variant, would not violate an air quality standard or contribute significantly to an existing or projected air quality violation. (Less than Significant)

The air quality technical report prepared for this project provides the results of construction criteria air pollutant emissions modeling conducted for the proposed project, or either variant, and these results are summarized below. Construction phasing and scheduling information obtained from the project sponsor was used to run the construction module of the URBEMIS-2007 model. The construction phasing for the 801 Brannan and One Henry Adams sites are different, so a separate construction analysis was performed for each site. Construction at the 801 Brannan site would involve demolition of a 137,000 square foot building and construction of 585 residential units along with 30,417 square feet of commercial space. Demolition and construction would occur over a 24-month period assumed to occur between fall 2012 and fall 2014. Construction at the One Henry Adams site would involve demolition of three buildings totaling 29,164 square feet and construction of 239 residential units along with 9,070 square feet of commercial space. Demolition and construction would occur over an 18-month period assumed to occur between fall 2012 and summer 2014. Construction phasing and activity under either variant would not differ substantially, if at all, from that of the proposed project.

The volume of construction debris for each phase was estimated based on the square footage and height of buildings. Default values in the URBEMIS Program for truck capacity and trip length were utilized. URBEMIS default values were also used for equipment types and numbers during each phase of construction. As directed by current BAAQMD CEQA guidance, a surrogate five percent reduction in off-road exhaust emissions of NOx, PM10, and PM2.5 was used to account for standard mitigation measures required of all projects.[166] The URBEMIS-2007 program calculated annual emissions for each year of construction. The totals for each site were added, and the maximum annual emissions was divided by the number of construction days (22 days per month, 260 per year) for the year to obtain the average daily construction emission in pounds per day. The volume of construction debris under either variant would be the same as under the proposed project.

Table 19 on the following page shows that the highest estimated average daily construction emissions of criteria air pollutants (ROG, NOx, PM10, PM2.5) in pounds per day over the three phases of construction would not exceed the project-level BAAQMD thresholds of significance, either singly or cumulatively. Therefore, construction emissions of criteria air pollutants under the proposed project, or either variant, would be ***less than significant***.

[166] BAAQMD, *CEQA Air Quality Guidelines*, June 2010, *op. cit*. Table 8-4, page 8-6 and Appendix B, page B-11.

Table 19
Average Daily Construction Emissions of Criteria Air Pollutants
(Pounds per Day)

	ROG	NOx	PM10	PM2.5
801 Brannan site	28.0	22.07	17.27	4.36
One Henry Adams site	20.50	13.63	6.45	1.81
Total	48.50	35.70	23.77	6.17
BAAQMD Threshold of Significance	**54.00**	**54.00**	**82.00**	**54.00**

Notes:
- ROG = Reactive Organic Gases
- NOx = Nitrogen Oxides
- PM10 = Particulate Matter, 10 microns
- PM2.5 = Particulate Matter, 2.5 microns

Source: Donald Ballanti, *Air Quality Impact Report and Health Risk Assessment for the 801 Brannan/1Henry Adams Project*, San Francisco, March 2011, Table 1.

Impact C-AQ-3: Construction of the proposed project, or either variant, would not violate air quality standards or generate a cumulatively considerable increase in criteria air pollutant emissions. (Less than Significant)

BAAQMD CEQA guidance indicates that if an action does not result in a significant impact, then it would not contribute considerably to a significant cumulative effect. During construction of the proposed project, the highest average daily emissions of criteria air pollutants would not exceed the BAAQMD thresholds of significance (see Table 19) and there are no other nearby proposals with overlapping construction schedules that would generate a cumulatively considerable increase in criteria air pollutant emissions. Therefore, construction of the project, or either variant, would not contribute considerably to a significant cumulative impact on criteria air pollutant emissions, and would result in a ***less-than-significant*** impact.

Impact AQ-4: Operation of the proposed project, or either variant, would violate air quality standards with respect to, or generate a cumulatively considerable increase in, criteria air pollutants. (Significant and Unavoidable)

Operational emissions associated with the proposed project were calculated using the URBEMIS-2007 program. URBEMIS-2007 is a program developed specifically to quantify mobile and area source emissions from projects in California. Inputs to the URBEMIS-2007 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Default trip lengths and average trip speeds for San Francisco County were used. Project trip generation estimates from the project transportation report were used. URBEMIS-2007 requires that a project size be input for each land use.

The acreage for residential uses and commercial uses were allocated based on total square footage of each use. The analysis uses a profile of expected 2014 vehicle mix. A 40 percent reduction in emissions from architectural coatings was assumed due to implementation of BAAQMD Regulation 8, Rule 3. Area source emissions were also quantified using the URBEMIS-2007 program. The URBEMIS-2007 estimated emissions from the following sources: natural gas combustion, landscaping emissions, consumer products, and architectural coatings. Hearth emissions were not included, as neither wood-burning nor gas-burning fireplaces are planned for the project or either variant. The URBEMIS-2007 program was used to quantify emissions separately for summer and winter. The higher value for each pollutant of concern is reported.

Project traffic under the proposed project, or either variant, would also have an effect on air quality outside the project vicinity. Trips to and from the project sites would contribute to air pollutant emissions over the entire Bay Area. As noted above, the Bay Area is currently designated non-attainment for ozone and PM10. The project-associated emissions for two of the major ozone precursors (ROG and NOx) and for PM10 and PM2.5 were evaluated using the URBEMIS-2007 computer program. The daily and annual increases in regional emissions from project generated auto travel are shown in Table 20 on the following page. The table indicates that project emissions would exceed the BAAQMD operational thresholds of significance for ROG and NOx on a daily basis, but only ROG annually. The table shows that emissions for either variant would be slightly lower than the proposed project, with Variant 2 having the lowest emissions, but each variant would exceed the same significance thresholds as the proposed project.[167] ROG emissions would be the same per year as the proposed project under Variant 1 (10.13 tons per year (tpy)) and 0.04 tpy higher under Variant 2. Similarly, emissions would be slightly higher for NOx, PM10, and PM2.5 with project emissions of 5.80, 9.48, and 1.79 tpy compared to 6.02, 9.91, and 1.87 tpy, respectively, for Variant 1 or 5.80, 9.64, or 1.82 tpy, respectively for Variant 2. These exceedances would be a significant regional criteria air pollutant air quality impact under the proposed project, or either variant. Feasible mitigation measures are not available and the impact would be significant and unavoidable.

The largest sources of ROG emissions associated with the project, or either variant, are area sources followed by vehicles. The majority of area sources are from consumer products, which are associated with residential uses but are not under the control of the project sponsor nor can these be modified by

[167] Operational emissions are shown in Table 2. ROG emissions account for an assumed 40% reduction in emissions from architectural coatings due to BAAQMD Regulation 8, Rule 3.

project design. The largest source of NOx is motor vehicles, which account for about 90 percent of total emissions.

Table 20
Project Operational Emissions of Criteria Air Pollutants

	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Fine Particulate Matter (PM10)	Finer Particulate Matter (PM2.5)
Daily Emissions in Pounds per Day[1]				
801 Brannan Site	54.45	39.14	51.95	9.85
One Henry Adams Site	24.00	19.11	25.82	4.89
Total	78.45	58.25	77.77	14.74
801 Brannan Site Variant 1	54.37	40.67	54.34	10.30
One Henry Adams Site	24.00	19.11	25.82	4.89
Total	78.37	59.78	80.16	15.19
801 Brannan Site Variant 2	54.77	39.75	52.85	10.02
One Henry Adams Site	24.00	19.11	25.82	4.89
Total	78.77	58.86	78.67	14.91
BAAQMD Threshold of Significance	**54.00**	**54.00**	**82.00**	**54.00**
Annual Emissions in Tons per Year				
801 Brannan Site	9.83	5.80	9.48	1.79
One Henry Adams Site	4.34	2.82	4.71	0.89
Total	14.17	8.62	14.19	2.68
801 Brannan Site Variant 1	9.83	6.02	9.91	1.87
One Henry Adams Site	4.34	2.82	4.71	0.89
Total	14.17	8.84	14.62	2.76
801 Brannan Site Variant 2	9.89	5.89	9.64	1.82
One Henry Adams Site	4.34	2.82	4.71	0.89
Total	14.23	8.71	14.35	2.71
BAAQMD Threshold of Significance	**10.00**	**10.00**	**15.00**	**10.00**

Notes:

- ROG = Reactive Organic Gases
- NOx = Nitrogen Oxides
- PM10 = Particulate Matter, 10 microns
- PM2.5 = Particulate Matter, 2.5 microns

[1] The data shown for each pollutant are the higher of the winter or summer URBEMIS outputs. ROG emissions reflect a 40% reduction in reduction in emissions from architectural coatings due to BAAQMD Regulation 8, Rule 3.

Source: Donald Ballanti, *Air Quality Impact Report and Health Risk Assessment for the 801 Brannan/1Henry Adams Project* (AQTR), San Francisco, March 2011, Table 1.

As infill development, the proposed project, or either variant, would be constructed in an urban area with good transit access. The urban location reduces regional vehicle trips and vehicle miles traveled. Therefore, transportation-related emissions would tend to be less relative to the same amount of population and employment growth elsewhere in the Bay Area, where transit service is generally less available than in the central city of San Francisco. Development proposed under the proposed project, or either variant, would be a dense, mixed-use, infill project at two sites located one block from each and within a diverse mix of land uses. Residences would be situated in an area containing significant employment opportunity that would tend to encourage alternate modes of travel such as transit/ pedestrian/bicycle commuting. These mitigating features have been reflected in the analysis of project criteria air pollutant emissions. Vehicle trip generation rates for the project are substantially below those that would be utilized elsewhere in the Bay Area.

In addition, the project's "green" building components and compliance with the City's regulations with respect to GHG emissions produced by the proposed project, or either variant, would reduce some area sources of criteria air pollutants. However, given that the majority of emissions are associated with vehicle trips, even large reductions in area sources could not reduce emissions of criteria air pollutants from area and mobile sources to below the BAAQMD thresholds of significance.

No additional feasible mitigation measures have been identified that would further reduce operational criteria air pollutant emissions below the BAAQMD thresholds for the project or either variant. As a result, regional criteria air pollutant emissions would be a ***significant and unavoidable*** impact under the project or either variant, due to exceedances for ROG and NOx.

Impact C-AQ-5: Operation of the proposed project, or either variant, would violate air quality standards, resulting in a cumulative impact with respect to criteria air pollutants. (Significant and Unavoidable)

Operational emissions of criteria air pollutants under the proposed project, or either variant, would exceed the BAAQMD operational thresholds of significance for ROG and NOx (54 pounds per day for both pollutants, as shown in Table 20) as explained under Impact AQ-4, above. BAAQMD CEQA guidance indicates that the significance threshold "represents the levels at which a project's individual emission of criteria air pollutants or precursors would result in a cumulatively considerable contribution to SFBAAB's existing air quality conditions. If daily or annual emissions of operational related criteria air quality pollutants or procures would exceed any applicable [significance thresholds], the proposed

project would result in a cumulatively significant impact."[168] Although emissions for either variant would be slightly lower, they would still exceed the BAAQMD operational thresholds of significance for operational criteria air pollutants. Because the mitigating features of the project, discussed under Impact AQ-4, page 272, would not reduce project impacts of the proposed project, or either variant, to a less-than-significant level with certainty, the cumulative impacts would remain ***significant and unavoidable***.

Impact AQ-6: Operations under the proposed project, or either variant, would not generate levels of CO emissions that would violate air quality standards or contribute substantially to an existing or projected air quality violation. (Less than Significant)

New vehicle trips add to carbon monoxide concentrations near streets providing access to the site. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads. The BAAQMD has developed a preliminary screening methodology that provides a conservative indication of whether the implementation of a proposed project would result in CO emissions that exceed the CO thresholds of significance (9 parts per million for an 8-hour period, 20 parts per million for a 1-hour period). According to BAAQMD guidance, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria were met:

- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

Neither the proposed project nor either variant would increase traffic volumes at affected intersections to more than 44,000 vehicles per hour, and would not affect any intersections where vertical and/or horizontal mixing is substantially limited. Based on the BAAQMD criteria, the proposed project, or either variant, would have a less-than-significant impact on carbon monoxide concentrations.

Under the proposed project, or either variant, the proposed parking garages may also experience increased CO concentrations due to slow vehicle travel and increased vehicle idling. However, traffic within the garage under the proposed project, or either variant, would be well below the 24,000 vehicles per hour BAAQMD screening criteria for parking garages. In addition, the *San Francisco Building Code* sets

[168] BAAQMD, *CEQA Guidelines*, page 2-3, available online at http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Draft_BAAQMD_CEQA_Guidelines_May_2010_Final.ashx, accessed June 5, 2011.

requirements to ensure adequate ventilation and to avoid accumulation of pollutants and explosive gasoline vapors. Compliance with the Building Code would ensure that public exposure to garage exhausts would be a ***less-than-significant*** impact.

Impact AQ-7: Construction of the proposed project, or either variant, would expose sensitive receptors to substantial levels of PM2.5 and other TACs, including DPM, resulting in increased health risk. (Significant and Unavoidable with Mitigation)

BAAQMD construction health risk impact screening tables were used to evaluate project impacts. The screening tables provide an approximate minimum offset distance for typical construction projects of various sizes. Screening tables reflect a conservative, generalized portrayal of risk around the site. According to the BAAQMD screening tables, the minimum offset distance (buffer distance) to ensure that a sensitive receptor would have a less-than-significant impact would be 150 meters (approximately 500 feet). Existing residential units, which are considered to be sensitive receptors for the purpose of air quality analysis, are located within 360 feet of the 801 Brannan site and 70 feet from the One Henry Adams site. Sensitive receptors within the buffer zone would experience increased concentrations of construction-related TAC and PM2.5, resulting in a ***significant*** impact. Implementation of the **Mitigation Measure M-AQ-7**, below, would reduce TAC, including DPM, exhaust emissions by implementing feasible controls and requiring up-to-date construction equipment. However, even with this mitigation, adverse health effects during construction would remain. Therefore, construction health risk impacts would be considered significant and unavoidable with mitigation under the 2010 BAAQMD air quality thresholds of significance for the proposed project, or either variant.

MITIGATION MEASURE M-AQ-7 (CONSTRUCTION HEALTH RISK – TACS, INCLUDING PM2.5 AND DPM):

To reduce the potential health risk resulting from exposure to construction-related TAC exhaust emissions, including DPM, under the proposed project, or either variant, the project sponsor shall include a requirement for the following BAAQMD-recommended measures in project construction contract specifications:

- Prohibit use of diesel generators when it is possible to plug into the electric grid.
- Use of Tier 3 equipment for all equipment where Tier 3 is available and best available control technology.
- All on-road haul trucks utilized during construction would be model year 2007 or later and equipped with diesel particulate filters or newer engines.
- All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM; and

- All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.

The implementation of **Mitigation Measure M-AQ-7** could potentially reduce the construction health risk impacts. However, the effectiveness of these mitigation measures in reducing health risks is unknown at this time. Since it cannot be stated with certainty that cancer risk, non-cancer, or PM2.5 concentrations would be reduced to below the BAAQMD-recommended significance thresholds, this impact is conservatively judged as ***significant and unavoidable with mitigation*** for the proposed project, or either variant.

Impact AQ-8: Operation of the proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD project-level cancer risk threshold of significance of 10 in one million. (Significant and Unavoidable)

Mobile Sources

As discussed above, proximity to high traffic volume roadways creates exposure to toxic air contaminants. A Health Risk Assessment was conducted for the project and its variants to determine if the proposed project, or either variant, would expose sensitive receptors to substantial levels of pollution.[169] Mobile-source diesel particulate, PM2.5 and TOG (Total Organic Gases) concentrations on the two project sites were evaluated with the EPA approved dispersion model CAL3QHCR. The definition of links and traffic volumes were identical to those used by the San Francisco City and County Department of Public Health's preliminary analysis of mobile-source particulate impacts. The model was run on one year of meteorological data provided by the Bay Area Air Quality Management District from the Mission Bay monitoring site in San Francisco. Vehicle volumes from the SF CHAMP traffic model maintained by the San Francisco County Transportation Agency were used. Emission factors were determined using the CT-EMFAC program, the California Department of Transportation's emission model, for the County of San Francisco. Emission factors assumed a 2012 vehicle mix, which is conservative since construction ends in 2014.

Permitted Stationary Sources

The vicinity of the two project sites includes a number of existing sources of air pollutants. There are 21 sources of air pollutants permitted by the BAAQMD within the project sites' zone of influence for air

[169] Donald Ballanti, AQTR, *op. cit*.

quality analysis (1,000-ft). Based on toxic risk screening using data mandated by the BAAQMD, 10 permitted sources (backup diesel generators) in the project sites' zone of influence have associated cancer risk values greater than the individual source threshold of 10 in one million, the BAAQMD TAC screening level. For the 10 permitted sources that failed the screening procedure, the ISCST-PRIME air pollution model was used to analyze the impacts of these 10 permitted sources on the new residences at the two project sites.[170] Actual locations of the permitted sources were determined during a field reconnaissance.[171] Two sources at the San Francisco Hall of Justice/County Jail complex could not be located so they were, as a worst-case assumption, assumed to be as located at the point of minimal distance to the project sites (i.e., at the southwest corner of that parcel). All sources utilized BAAQMD default stack parameters. Building wake effects were included. The ISCST-PRIME model was run for the same ground-based receptors defined for the CAL3QHCR model. The program was run on the same weather file used for the CAL3QHCR program. For all other permitted sources, BAAQMD permit HRAs, adjusted screening values or unadjusted screening values for cancer risk, non-cancer health hazards and PM2.5 concentration were used to assess health effects.

Health Risk Assessment for Mobile and Stationary Sources

The modeling procedures described above provided TOG, diesel PM and PM2.5 concentrations separately for mobile sources and for 10 permitted stationary sources (diesel generators) that were modeled using the ISCST-PRIME model. The risk components for each TAC were computed for each receptor point. The BAAQMD's screening cancer risk values for permitted sources not modeled were summed and added to the calculated risk for each receptor point. Data are shown for the receptor at each site with the maximum cancer risk for each source type (roadway or point source).

The BAAQMD *CEQA Guidelines* provide that a project would have a project-level significant air quality impact if any of the following thresholds to be exceeded:

1. Expose sensitive receptors to substantial levels of TACs such that the probability of contracting cancer for the maximally exposed individual (MEI) exceeds 10 in one million from an individual source within the 1,000-foot zone of influence.
2. Expose sensitive receptors to TACs from an individual source within the 1,000-foot zone of influence such that a non-cancer Hazard Index of 1.0 would be exceeded.
3. Expose sensitive receptors to, or incrementally increase localized annual average concentrations of PM2.5 exceeding 0.3 micrograms per cubic meter ($\mu g/m^3$).

[170] *Ibid.*

[171] Donald Ballanti site reconnaissance on December 6, 2010.

BAAQMD also recommends cumulative thresholds of 100-in-one-million cancer risk, a Hazard Index greater than 10.0, and a PM2.5 concentration greater than 0.8 micrograms per cubic meter from all sources within the zone of influence for those receptors within 1,000 feet of the project site. (Cumulative Roadways plus Cumulative Point Sources).

Particulate Matter (PM2.5)

Maximum predicted PM2.5 concentrations at the 801 Brannan site and One Henry Adams site are shown in Table 21 on the following page. The data in Table 21 is for Receptor 11, located at the Eighth Street/ Brannan Street corner of the project site. Cumulative roadway concentrations represent the contribution of traffic within roughly 1,000 feet of the site.

801 Brannan Site

Table 21 indicates that the individual source project-level threshold of significance for PM2.5 would be exceeded at the 801 Brannan site by the contribution from the I-80 Freeway directly west of the project site, with a concentration of 0.33 $\mu g/m^3$. All other roadways would be below the 0.3 $\mu g/m^3$ standard. The cumulative concentration of PM2.5 from all point sources in the project vicinity is below the 0.3 $\mu g/m^3$ threshold.[172] Because at least one of the PM2.5 thresholds of significance would be exceeded at the 801 Brannan site, the proposed project, or either variant, would have a significant PM2.5 TAC impact as stated in the summary statement above, Impact AQ-8: Operational Health Risk – TACs, including PM2.5.

One Henry Adams Site

Table 21 on the following page indicates that the individual source project-level threshold of significance for PM2.5 concentration would not be exceeded at the One Henry Adams site under the proposed project, or either variant. Therefore, sensitive receptors at the One Henry Adams site would not be exposed to elevated levels of PM2.5. None of the individual roadways near the site was found to exceed the project-level 0.3 $\mu g/m^3$ threshold. The cumulative PM2.5 concentration of 0.369 would not exceed the cumulative threshold of significance of 0.8 $\mu g/m^3$.[173] Therefore, PM2.5 thresholds of significance would not be exceeded at the One Henry Adams site, and there would be no health risk impacts from exposure to PM 2.5 at the One Henry Adams site.

172 Donald Ballanti, AQTR, *op. cit.*

173 *Ibid.*

Table 21
PM2.5 Concentrations

Source	Concentration ($\mu g/m^3$)	Threshold ($\mu g/m^3$)	Exceeds Threshold
801 Brannan site			
Cumulative Roadway	0.42	0.8	No
Individual Roadways > 0.3: I-80 (only exceedance)	0.33	0.3	Yes
Cumulative Point Sources	0.12	0.3	No
Individual Point Sources > 0.3: (no exceedances)	na	0.3	na
Total Cumulative PM2.5 (Cumulative Roadways + Cumulative Point Sources)	0.525	0.8	No
One Henry Adams site			
Cumulative Roadway	0.27	0.8	No
Individual Roadways > 0.3: (no exceedances)	None	0.3	na
Individual Point Sources > 0.3: (no exceedances)	None	0.3	na
Cumulative Point Sources	0.373	0.8	No

Source: Donald Ballanti, *Air Quality Impact Report and Health Risk Assessment for the 801 Brannan/One Henry Adams Project* (AQTR), San Francisco, March 2011, Tables 3 and 4.

Cancer and Non-Cancer Health Risks

Tables 22 and 23 on the following pages provide a summary of the results for cumulative and individual source of cancer and non-cancer health risks at the 801 Brannan and One Henry Adams sites, respectively. Cancer risks related to roadway sources are due to exposure to diesel particulate and TOG from vehicle exhaust. Point source cancer risks are almost exclusively due to exposure to diesel particulate emissions from back-up generators. Cumulative roadway cancer and non-cancer risks are based on CAL3QHCR modeling of emissions from nearby roads and freeways. The contributions of individual roads were also examined to determine which exceed the individual source thresholds. Cumulative point source cancer and non-cancer risks are based on ISTSC-Prime modeling of emissions and BAAQMD screening values for identified permitted sources within 1,000 feet of the project sites. By

Table 22
Summary Cancer and Non-Cancer Health Risks for the 801 Brannan Site

Source	TAC	Cancer Risk	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index
Cumulative Roadway	DPM	130/million	-	0.05
	TOG	12/million	0.006	0.02
	Total	142/million	0.006	0.07
Individual Roads:				
I-80	DPM	97.5/million	-	0.036
	TOG	9.3/million	0.008	0.008
	Total	106.8/million	0.008	0.044
Brannan St.	DPM	16/million	-	0.006
	TOG	2/million	0.002	0.002
	Total	18/million	0.002	0.008
Eighth Street	DPM	11/million	-	0.004
	TOG	1.4/million	0.002	0.002
	Total	12.4/million	0.002	0.006
Cumulative Point Sources	DPM	17/million	-	0.063
Individual Point Sources > 10/million: None				
Plant Number (See Figure 36)				
19722				
15296	DPM	2.84/million	-	0.001
9347	DPM	2.85/million	-	0.001
9347	DPM	5.96/million	-	0.002
19597	DPM	2.75/million	-	0.001
17695	DPM	0.006/million	-	0.00002
16399	DPM	0.006/million	-	0.00002
13853	DPM	0.67/million	-	0.0002
13781	DPM	0.20/million	-	0.00007
19701	DPM	0.005/million	-	0.00002
19701	DPM	0.07/million	-	0.00003
	DPM	0.003/million	-	0.00001
Total All Sources		**159/million**	**0.006**	**0.133**

Source: Donald Ballanti, *Air Quality Impact Report and Health Risk Assessment for the 801 Brannan/1Henry Adams Project* (AQTR), San Francisco, March 2011, Table 5.

Table 23
Summary Cancer and Non-Cancer Health Risks for the One Henry Adams Site

Source	TAC	Cancer Risk	Non-Cancer Acute Hazard Index	Non-Cancer Chronic Hazard Index
Cumulative Roadway	DPM	81/million	-	0.03
	TOG	9.5/million	0.004	0.01
	Total	90.5/million	0.004	0.04
Individual Roads:				
I-80	DPM	54/million	-	0.02
	TOG	4.5/million	0.006	0.005
	Total	58.5/million	0.006	0.0025
Cumulative Point Sources	DPM	15.7/million	-	0.051
Individual Point Sources > 10/million: None				
Plant Number (See Figure 36)				
19722				
15296	DPM	0.03/million	-	0.0001
9347	DPM	0.03/million	-	0.0001
9347	DPM	0.02/million	-	0.0001
19597	DPM	0.02/million	-	0.0001
17695	DPM	0.02/million	-	0.0001
16399	DPM	0.02/million	-	0.0001
13853	DPM	0.05/million	-	0.0002
13781	DPM	0.01/million	-	0.00003
19701	DPM	0.001/million	-	0.000006
19701	DPM	0.003/million	-	0.00001
	DPM	0.001/million	-	0.000004
Individual Point Sources > 10/million:	None			
Total All Sources		**106/million**	**0.004**	**0.091**

Source: Donald Ballanti, *Air Quality Impact Report and Health Risk Assessment for the 801 Brannan/1Henry Adams Project* (AQTR), San Francisco, March 2011, Table 6.

considering each source as a source group, the contributions of each individual source were also examined to determine which individual source thresholds are exceeded.

801 Brannan Site

Table 22, -page 282, indicates that the project level individual source threshold of significance for cancer risk (10 in one million) would be exceeded at the 801 Brannan site for three roadways: I-80, Brannan Street, and Eighth Street. The cumulative cancer risk threshold of significance of 100 in one million would also be exceeded at the 801 Brannan site. The individual source non-cancer hazard index of 1.0 (acute and chronic) would not be exceeded, nor would the cumulative non- cancer hazard index of 10 (acute and chronic). Because at least one threshold of TAC impact significance would be exceeded at the 801 Brannan site, the proposed project, or either variant, would have a significant operational health risk impact as stated in the summary above, Impact AQ-8: Operational Health Risks – TACs, including PM2.5. Mitigation Measure M-AQ-8, below, would reduce sensitive receptor exposure to TACs by reducing resident exposure through the improvement of indoor air quality. This would be achieved through the use of filtration systems as described above. However, because Mitigation Measure M-AQ-8 would not reduce impacts to a less-than-significant with certainty, the impact would remain significant and unavoidable after mitigation.

One Henry Adams Site

Table 23 on page 283 indicates that the project level individual source threshold of significance for cancer risk (10 in one million) would be exceeded at the One Henry Adams site due to emissions from the I-80 freeway. The cumulative cancer risk threshold of significance of 100 in one million would also be exceeded at the One Henry Adams site. The individual source non-cancer hazard index of 1.0 (acute and chronic) would not be exceeded, nor would the cumulative non-cancer hazard index of 10 (acute and chronic).

Because at least one threshold of TAC impact significance would be exceeded at the One Henry Adams site, the proposed project, or either variant, would have a ***significant*** operational health risk impact as indicated in the summary statement above, Impact AQ-8: Operational Health Risk – TACs, including PM2.5. Mitigation Measure M-AQ-8, below, would reduce sensitive receptor exposure to TACs. However, because Mitigation Measure M-AQ-8 would not reduce impacts to a less-than-significant level with certainty, the impact would remain ***significant and unavoidable with mitigation***.

MITIGATION MEASURE M-AQ-8 (OPERATIONAL HEALTH RISK – TACS, INCLUDING PM2.5):

To minimize residents' exposure to TAC-related health risks while indoors, the project sponsor has indicated that the proposed project, or either variant, would install the filtration system as required by DPH with a system whose air intake is located on the roof of the buildings and capable of removing 80 percent of PM2.5. The intake for the filtered air handling systems for the three residential buildings at the 801 Brannan site and two buildings at the One Henry Adams site shall be located to minimize exposure of residents to diesel particulate, TOG and PM2.5. Minimum exposure will be accomplished by placing filters as close as possible to the northern corner of each structure at the 801 Brannan site (Brannan Street side, towards Seventh Street) and as close as possible to the northeast corner of each structure at One Henry Adams (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 59/million to 96/million, which is 40-63% lower than the maximally exposed individual (MEI) risk of 159/million.

At the One Henry Adams site, the intake for the filtered air handling system will be designed such that it is located as close as possible to the northeast corners of buildings (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 64/million to 77/million, which is 28-40 percent lower than the MEI risk of 106/million.

However, the mitigation measure would not improve outdoor air quality. The air filtration systems, together with strategic location of air intakes, would reduce the cancer risk for exposure while indoors substantially. When incorporating the implementation of air filtration systems at each site, indoor risks at the 801 Brannan site would decrease to 11.8-19.2/million for cancer after mitigation and at One Henry Adams around 12.7-15.4/million for cancer risk after mitigation. However, health risk impacts under either the proposed project, or either variant, are conservatively judged to remain significant after mitigation.

Impact C-AQ-9: Operation of the proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD cumulative cancer risk threshold of significance of 100 in one million. (Significant and Unavoidable with Mitigation)

During operation, the proposed project, or either variant, would result in cumulative TAC exposure to residents by exceeding the cumulative cancer risk threshold of significance of 100 in one million from all sources (see Tables 22 and 23). The exceedances would occur at both the 801 Brannan and One Henry Adams sites. Maximum cumulative cancer risk, calculated as the sum of cumulative mobile and cumulative stationary source cancer risk, would be 159 in one million at the 801 Brannan site and 106 in one million at the One Henry Adams site, resulting in a ***significant*** impact. **Mitigation Measure M-AQ-8**, page 284, requires the installation of an air filtration system that would reduce the new residents' exposure to TACs while indoors. However, because Mitigation Measure M-AQ-8 would not reduce impacts to a less-than-significant level with certainty, the cumulative impact would **be *significant and unavoidable with mitigation***.

Impact AQ-10: The proposed project, or either variant, would be consistent with applicable air quality plans. (Less than Significant)

The proposed project, or either variant, would demolish the existing buildings on the two non-contiguous sites and construct up to 824 dwelling units, 54,598 square feet of retail space, and up to 866 parking spaces. This change and intensification of uses on the site would generate emissions during construction and would increase vehicle trips and area source emissions during the operation of the project, or either variant.

The proposed project, or either variant, would be generally consistent with the San Francisco *General Plan* as discussed in Chapter IV. Additionally, the *General Plan, Planning Code*, and *City Charter* implement various Transportation Control Measures identified in the *2010 Bay Area Clean Air Plan* through the City's Transit First Program, bicycle parking requirements, transit development impact fees applicable to commercial uses, and other actions. The proposed project, or either variant, would not result in a substantial unplanned increase in population, employment, or regional growth in vehicle miles traveled. In light of the above, neither the proposed project nor the project variants would interfere with implementation of the *2010 Bay Area Clean Air Plan*, which is the applicable regional air quality plan developed to improve air quality and to effectively meet the state and federal ambient air quality standards, and would result in a ***less-than-significant*** impact.

Impact AQ-11: The proposed project or either variant would not result in objectionable odors, either during construction or operations. (Less than Significant)

The proposed project, or either variant, would include a mixed-use development, which is not associated with noxious odors. The proposed project, or either variant, would not result in any perceptible increase

or change in noxious odors on either of the project sites or in the project vicinity, as it would not include uses prone to generation of noxious odors. Therefore, any impact related to odors would be ***less than significant.***

CONCLUSION

The proposed project, or either variant, would have the following less-than-significant impacts:

- Impact AQ-1: Construction Dust and Pollutant Concentrations
- Impact AQ-2: Construction – Criteria Air Pollutant Emissions
- Impact C-AQ-3: Construction – Cumulative Criteria Air Pollutant Emissions
- Impact AQ-6: Project Vehicle Local CO Emissions
- Impact AQ-10: Policy and Plan Consistency
- Impact AQ-11: Objectionable Odors.

The project sponsor would comply with San Francisco's Dust Control Ordinance, Cal/OSHA regulations, and with DHS Lead Work Practice Standards so as not to expose sensitive receptors to substantial pollutant concentrations of dust and hazardous materials emissions (Impact AQ-1). Compliance with the Dust Control Ordinance would include executing the BAAQMD recommended best management practices. Construction equipment would not exceed BAAQMD criteria air pollutant emissions significance thresholds on an average daily basis nor constitute a considerable contribution to a cumulative impact (Impacts AQ-2 and C-AQ-3). There are no known additional projects nearby with overlapping construction schedules. Trip-related vehicle emissions would not be expected to violate CO-related air quality standards or cause related violations (Impact AQ-6) because affected intersection volumes would not exceed 44,000 vehicles per hour in general or 24,000 vehicles per hour near or in intersections with tunnel-like conditions. In addition, garages would be built to the San Francisco Building Code, which has regulations to ensure adequate ventilation in parking garages. Neither the proposed project nor its variants would conflict with air quality plans (Impact AQ-10). The project would not contain any components that would create objectionable odors (Impact AQ-11).

The proposed project, or either variant, would have the following significant air quality impacts:

- Impact AQ-4: Operational Criteria Air Pollutant Emissions
- Impact C-AQ-5: Cumulative Operational Criteria Air Pollutant Emissions
- Impact AQ-7: Construction Health Risk-- TACs, including PM2.5 and DPM.
- Impact AQ-8: Operational Health Risk – TACs, including PM2.5.
- Impact C-AQ-9: Cumulative Health Risk – TACs, including PM2.5.

There are no feasible mitigation measures for operational criteria air pollutant emissions exceedances (Impact-AQ-4), for the proposed project, or either variant, or for the cumulative operational criteria air pollutant emissions impact (Impact C-AQ-5). The reduced emissions associated with the project's, or either variant's, proposed green building standards and the project sites, locations in a dense urban area were included in the modeling. Construction health risk—TACs, including PM2.5 and DPM —impacts (Impact AQ-7) include mitigation to minimize vehicle and equipment-related emissions (M-AQ-7), but this mitigation measure would not reduce the impacts to less-than-significant levels with certainty. Thus, the impact would remain significant and unavoidable. Similarly, operational health risk—TACs, including PM2.5—impacts (Impact AQ-8) would include mitigation measures that would substantially improve interior air quality through the use of air filtration systems (M-AQ-8), but this technology would have no effect on the exterior air quality conditions. Thus, operational and cumulative health risk impacts (Impacts AQ-8 and C-AQ-9) would be significant and unavoidable.

G. GREENHOUSE GAS EMISSIONS

This section provides a description of global climate change, greenhouse gas (GHG) emissions, the existing regulatory framework surrounding GHG emissions, and an analysis of the potential impacts related to GHGs associated with development at the 801 Brannan and One Henry Adams sites. The proposed project as well as the two variants for the 801 Brannan site is evaluated for compliance with San Francisco's *Strategies to Address Greenhouse Gas Emissions*, recognized as meeting the criteria of a qualified GHG Reduction Strategy by the Bay Area Air Quality Management District (BAAQMD).

ENVIRONMENTAL SETTING

Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as GHGs because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as a driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO_2), methane, and nitrous oxide are largely emitted from human activities, accelerating the rate at which these compounds occur within the earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Emissions of GHGs are typically reported in "carbon dioxide-equivalent" (CO_2E) measures.[174]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years.[175] Secondary effects are likely to include global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.

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[174] Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[175] California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at http://www.climatechange.ca.gov/publications/faqs.html, accessed January 1, 2011.

The California Air Resources Board (ARB) estimated that in 2008 California produced about 478 million gross metric tons ($MMTCO_2E$; about 525 million U.S. tons) of CO_2E GHG emissions.[176] The ARB found that transportation is the source of 37 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 24 percent and industrial sources at 19 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.[177] In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial/ commercial sector were the two largest sources of GHG emissions, each accounting for about 36 percent of the Bay Area's 95.8 $MMTCO_2E$ (105.4 million U.S. tons) of GHG emissions in 2007. Industrial and commercial sources (including office and retail uses) were the second largest contributors of GHG emissions with about 34 percent of total emissions. Electricity generation accounts approximately 16 percent of the Bay Area's GHG emissions, followed by residential fuel usage (e.g., home water heaters, furnaces, etc.) at 7 percent, off-road equipment at 3 percent, and agriculture at 12 percent. Among industrial sources, oil refining currently accounts for more than 40 percent of GHG emissions, or approximately 15 percent of the total Bay Area GHG emissions.[178]

Regulatory Environment

FEDERAL

Supreme Court Ruling on California Clean Air Act Waiver

The U.S. Environmental Protection Agency (EPA) is the federal agency responsible for implementing the Clean Air Act (CAA). The U.S. Supreme Court ruled on April 2, 2007, that CO_2 is an air pollutant as defined under the CAA, and that EPA has the authority to regulate emissions of GHGs. However, there are no federal regulations or policies regarding GHG emissions applicable to the proposed. (See Assembly Bill [AB] 1493 for further information on the California Clean Air Act [CCAA] Waiver.)

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176 The abbreviation for "million metric tons" is MMT; thus, "million metric tons of CO2 equivalents is written as $MMTCO_2E$.

177 California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2008—by Category as Defined in the Scoping Plan." Available online at http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf, accessed January 1, 2011.

178 BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, December 2008. Available online at http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx, accessed May 2, 2011.

Energy and Independence Security Act of 2007 and Corporate Average Fuel Economy Standards

The Energy and Independence Security Act of 2007 (EISA) amended the Energy Policy and Conservation Act (EPCA) to further reduce fuel consumption and expand production of renewable fuels. The EISA's most significant amendment includes a statutory mandate for the National Highway Traffic Safety Administration (NHTSA) to set passenger car corporate average fuel economy (CAFE) standards for each model year (MY) at the maximum feasible level. This statutory mandate also eliminates the old default CAFE standard of 27.5 miles per gallon (mpg). The EISA requires that CAFE standards for MY 2011–2020 be set sufficiently high to achieve the goal of an industry-wide passenger car and light-duty truck average CAFE standard of 35 mpg. The rule making for this goal, per President Barack Obama's request, has been divided into two separate parts. The first part, which was published in the *Federal Register* in March 2009, includes CAFE standards for MY 2011 so as to meet the statutory deadline (i.e., March 30, 2009). The second part of the rule making applies to MY 2012 and subsequent years. These would be the maximum CAFE standards feasible under the limits of the EISA and the EPCA. NHTSA and EPA are working in coordination to develop a national program targeting MY 2012–2016 passenger cars and light trucks.

U.S. Environmental Protection Agency Actions

In response to the issue of climate change, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions.

Proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the Clean Air Act

On April 23, 2009, EPA published its proposed Endangerment and Cause or Contribute Findings for Greenhouse Gases under the CAA (Endangerment Finding) in the *Federal Register*. The Endangerment Finding is based on Section 202(a) of the CAA, which states that the EPA Administrator should regulate and develop standards for "emission[s] of air pollution from any class or classes of new motor vehicles or new motor vehicle engines, which in [its] judgment cause, or contribute to, air pollution which may reasonably be anticipated to endanger public health or welfare." The proposed rule addresses Section 202(a) in two distinct findings. The first addresses whether or not the concentrations of the six key GHGs (i.e., CO_2, CH_4, N_2O, HFCs, perfluorocarbons, and sulfur hexafluoride) in the atmosphere threaten the public health and welfare of current and future generations. The second addresses whether or not the combined emissions of GHGs from new motor vehicles and motor vehicle engines contribute to atmospheric concentrations of GHGs and thus increase the threat of climate change.

The EPA Administrator proposed the finding that atmospheric concentrations of GHGs endanger the public health and welfare within the meaning of Section 202(a) of the CAA. The evidence supporting this

finding consists of human activity resulting in "high atmospheric levels" of GHG emissions, which are very likely responsible for increases in average temperatures and other climatic changes. Furthermore, the observed and projected results of climate change (e.g., higher likelihood of heat waves, wildfires, droughts, sea level rise, and higher intensity storms) are a threat to public health and welfare. Accordingly, GHGs were found to endanger the public health and welfare of current and future generations.

The Administrator also proposed the finding that GHG emissions from new motor vehicles and motor vehicle engines are contributing to air pollution, which is endangering public health and welfare. The proposed finding states that in 2006, motor vehicles were the second largest contributor to domestic GHG emissions (24 percent of the total), behind electricity generation. Furthermore, in 2005, the U.S. was responsible for 18 percent of global GHG emissions. Thus, GHG emissions from motor vehicles and motor vehicle engines were found to contribute to air pollution that endangers public health and welfare.

On December 7, 2009, EPA finalized its decision that GHG emissions from motor vehicles constitute an "endangerment" under the CAA. This EPA finding allows for the establishment of GHG emissions standards for new motor vehicles.

In September 2010, the National Highway Traffic Safety Administration with EPA published a Notice of Intent for the development of new GHG and fuel economy standards for model year 2017-2025 vehicles. The agencies published a Supplemental Notice of Intent in December 2010. Draft regulations are anticipated in 2011, with a final rule due to be adopted in 2012.[179]

In a related action, in June 2009, EPA granted California a waiver under the federal Clean Air Act, allowing the state to impose its own, stricter GHG regulations for vehicles beginning in 2009 (see below).

STATE

ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA, adopted in 1988. With the passage of Assembly Bill (AB) 32, ARB was also given broad responsibility for promulgating regulations designed to achieve

[179] 75 Federal Register 76337, December 8, 2010. Available online at http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/Supplemental_Notice_FR_12082010.pdf; Fact Sheet, "NHTSA and EPA Issue a Supplemental Notice in the Process for Setting Future Greenhouse Gas and Fuel Economy Standards for Passenger Cars and Light Trucks, November 2010. Available online at http://www.nhtsa.gov/staticfiles/rulemaking/pdf/cafe/Supplemental_NOI_CAFE_2017_Fact_Sheet.pdf, accessed January 2, 2011.

the general goals of AB 32. (For a discussion of AB 32, see "Assembly Bill 32 and the California Climate Change Scoping Plan" below.)

Various statewide and local initiatives have been introduced to reduce the state's contribution to GHG emissions. However, because every nation emits GHGs and thus makes an incremental cumulative contribution to global climate change, cooperation on a global scale will be required to reduce the rate of GHG emissions to a level that can effectively slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493

As early as 2002, with the passage of Assembly Bill 1493, the California legislature directed ARB to adopt regulations to reduce GHG emissions from cars and light trucks beginning in 2009. Because the so-called Pavley standards (named for the bill's author, state Senator Fran Pavley) would impose stricter standards than those under the federal Clean Air Act, California applied to the EPA for a waiver under the Clean Air Act; this waiver was denied by the Bush Administration in 2008. As noted above, in 2009, EPA granted the waiver. California has now agreed to cooperate with the federal GHG and Corporate Average Fuel Economy standards under development so that there will be a single national standard.

Executive Order S-3-05

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 458 $MMTCO_2E$); by 2020, reduce GHG emissions to 1990 levels (an estimated 427 $MMTCO_2E$); and by 2050, reduce GHG emissions to 80 percent below 1990 levels (approximately 85 $MMTCO_2E$).[180]

Assembly Bill 32 and the California Climate Change Scoping Plan

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

[180] California Air Resources Board, Climate Change Scoping Plan: A Framework for Change, December 2008. Available online at http://www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm, accessed January 2, 2011.

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits.[181] In order to meet these goals, California must reduce its GHG emissions by almost 30 percent below projected 2020 business as usual emissions levels, or about 11 percent from today's levels. The Scoping Plan estimates a reduction of 174 million metric tons (about 191 million U.S. tons) of CO_2E from the transportation, energy, agriculture, forestry, and high global warming potential sectors, as listed below.

GHG Reductions from the AB 32 Scoping Plan Sectors[182]

GHG Reduction Measures By Sector	GHG Reductions (MMT CO_2E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	**174**
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
• Commercial Recycling	
• Composting	9
• Anaerobic Digestion	
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
Total	**42.8-43.8**

ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[183] Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally,

[181] On January 24, 2011, a San Francisco superior court judge issued a proposed injunction against implementation of the Scoping Plan. No formal ruling has yet been issued. (Association of Irritated Residents et al v. California Air Resources Board, San Francisco Superior Court Case No. CPF-09-509562.)

[182] *Ibid.*

[183] California Air Resources Board. AB 32 Scoping Plan. Available online at http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf, accessed March 2, 2010.

some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

Senate Bill 375

In addition to policy directly guided by AB 32, the legislature in 2008 passed Senate Bill (SB) 375, which provides for regional coordination in land use and transportation planning and funding to help meet the AB 32 GHG reduction goals. SB 375 requires regional transportation plans developed by the state's 18 Metropolitan Planning Organizations (in the Bay Area, the Metropolitan Transportation Commission (MTC)), to incorporate a "sustainable communities strategy" in their regional transportation plans that will achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. MTC's 2013 RTP will be its first plan subject to SB 375.

SB 375 requires ARB to establish regional GHG reduction targets. ARB appointed a 21-member Regional Targets Advisory Committee to recommend factors to be considered and methodologies used in setting the regional goals; this committee provided its recommendations to ARB in September 2009.

In addition, the state establishes energy standards for new construction. First adopted in June and most recently revised in 2008, these standards are part of the California Building Standards Code (Title 24 of

the California Code of Regulations). In general, Title 24 standards require the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The state Building Code and other standards for appliances and other consumer products apply throughout California, and they limit GHG emissions in California by reducing energy demand.

Senate Bill 97

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state *CEQA Guidelines* to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the *CEQA Guidelines* to provide guidance for analyzing GHG emissions. Among other changes to the *CEQA Guidelines*, the amendments add a new section to the CEQA Checklist (*CEQA Guidelines* Appendix G) to address questions regarding the project's potential to emit GHGs. The amendments were reviewed by the Office of Administrative Law, and became effective March 18, 2010. Accordingly, OPR's State *CEQA Guidelines* amendments have been incorporated into this analysis.

REGIONAL

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county region located in the Bay Area Air Basin. BAAQMD is responsible for attaining and/or maintaining air quality in the Air Basin within federal and State air quality standards. BAAQMD has established a Climate Protection Program with the goal of integrating climate protection activities into the district's existing programs. As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. The guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for GHG emissions. OPR's amendments to the *CEQA Guidelines* as well as BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

LOCAL

City and County of San Francisco San Francisco's GHG Reduction Strategy

The City and County of San Francisco (City) has a history of environmental protection policies and programs aimed at improving the quality of life for residents and reducing impacts on the environment.

The following plans, policies, and legislation demonstrate San Francisco's continued commitment to environmental protection. They include measures applicable to this project that would decrease the amount of GHG emitted into the atmosphere and thus decrease San Francisco's overall contribution to climate change. These programs are collectively referred to as San Francisco's *Strategies to Address Greenhouse Gas Emissions*,[184] which is a GHG Reduction Strategy.

Transit First Policy

In 1973, the City instituted the Transit First Policy, which added Article 8A, Section 8A.115 to the City Charter with the goal of reducing San Francisco's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling, and walking instead of single-occupant vehicles.

San Francisco Sustainability Plan

In July 1997, the Board of Supervisors endorsed the *Sustainability Plan for the City and County of San Francisco*, which establishes sustainable development as a fundamental goal of municipal public policy.

The Electricity Resource Plan (Revised December 2002)

The City adopted the *Electricity Resource Plan* to help address growing environmental health concerns in San Francisco's southeast community, the site of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

The Climate Action Plan for San Francisco

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) that set a goal for the City to reduce GHG emissions to 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and San Francisco Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Gas Emissions*.[185] This climate action plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG emissions reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed

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[184] San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco.* 2010. Available online at http://www.sfplanning.org/index.aspx?page=1570.

[185] San Francisco Department of the Environment and San Francisco Public Utilities Commission, 2004 (September), *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions,* San Francisco, CA.

in the plan, and many of the actions require further development and commitment of resources, the plan serves as a blueprint for GHG emissions reductions, and several actions have been implemented or are now in progress.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan

The Zero Emissions 2020 Plan focuses on the purchase of cleaner emission transit buses, including hybrid diesel-electric buses. Under this plan, hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (soot) than the buses they replace; they produce 40 percent less nitrogen oxides and reduce GHGs by 30 percent.

Zero Waste

In 2004, the City committed to a goal of diverting 75 percent of its waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 72 percent of discarded material.[186]

Construction and Demolition Debris Recovery Ordinance

In 2006, the City adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition, and remodeling projects within the city.

Greenhouse Gas Reduction Ordinance

In May 2008, the City adopted an ordinance amending the San Francisco Environment Code to establish GHG emissions targets and departmental action plans, to authorize the San Francisco Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emissions reduction limits for San Francisco and the target dates by which to achieve them:

- Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

[186] San Francisco Department of the Environment. 2010. Zero Waste. Available online at http://www.sfenvironment.org/our_programs/overview.html?ssi=3, accessed June 2010.

The ordinance also specifies requirements for City departments to prepare climate action plans that assess GHG emissions associated with their activities and activities regulated by them, report the results of those assessments to the San Francisco Department of the Environment, and prepare recommendations to reduce emissions. In particular, the San Francisco Planning Department is required to (1) update and amend the City's applicable *General Plan* elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG emissions reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the Transit First Policy to encourage a shift to sustainable modes of transportation, thereby reducing emissions and helping to achieve the targets set forth by the ordinance.

GoSolarSF

On July 1, 2008, the San Francisco Public Utilities Commission launched its "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system and more to those qualifying as low-income residents.

City and County of San Francisco's Green Building Ordinance

On August 4, 2008, then-Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet, residential buildings over 75 feet in height, and renovations on buildings over 25,000 square feet to be subject to an unprecedented level of required Leadership in Energy and Environmental Design (LEED®) Green Building Rating System™ certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO_2 emissions by 60,000 tons, saving 220,000 megawatt-hours of power, saving 100 million gallons of drinking water, reducing waste and stormwater by 90 million gallons, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by $200 million, reducing 540,000 automobile trips, and increasing generation of green power by 37,000 megawatt-hours.[187]

The Green Building Ordinance also continues San Francisco's efforts to reduce local GHG emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City's 2004 climate action plan. In

[187] These findings are contained within the final Green Building Ordinance, signed by the mayor on August 4, 2008.

addition, by reducing San Francisco's emissions, this ordinance furthers efforts to reduce GHG emissions statewide, as mandated by the California Global Warming Solutions Act of 2006.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food serviceware and requires biodegradable/compostable or recyclable food serviceware by restaurants, retail food vendors, city departments, and city contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires stores located within the city to use compostable plastic, recyclable paper, and/or reusable checkout bags.

The San Francisco Planning Department and the San Francisco Department of Building Inspection have also developed a streamlining process for solar photovoltaic permits and priority permitting mechanisms for projects pursuing LEED® Gold certification.

The San Francisco *Planning Code* reflects the latest smart growth policies and includes electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high-density mixed-use infill development. The City's more recent area plans, such as the *Rincon Hill Area Plan* and the *Market and Octavia Area Plan*, provide transit-oriented development policies that allow for neighborhood-oriented retail services and limit off-street parking to accessory parking spaces.[188] At the same time, there is a communitywide focus on ensuring that San Francisco's neighborhoods are "livable," reflected in the *San Francisco Better Streets Plan*, which would improve streetscape policies throughout the city; the Transit Effectiveness Project, which aims to improve transit service; and the *San Francisco Bicycle Plan*. All of these plans and projects are intended to promote alternative transportation options for residents and visitors.

City and County of San Francisco Commuter Benefits Ordinance

The City adopted an ordinance, effective January 19, 2009, that allows commuters to deduct a specified amount per month, pretax, for transit and vanpool expenses. These commuter benefits must be offered by any employer with 20 employees or more that operates within the city. To qualify for these benefits, employees must work at least 10 hours per week averaged over a calendar month. Although not required by the ordinance, employers can offer the commuter benefits to employees who work fewer than 10 hours per week averaged over a month.

[188] See San Francisco *Planning Code* Sections 206.4 and 155.

City and County of San Francisco Mandatory Recycling and Composting Ordinance

The City adopted an ordinance, effective October 21, 2009, that requires all businesses and residences to compost food scraps and biodegradable products. Green, blue, and black bins will be distributed to businesses and residents to sort their food and other biodegradable waste, recycling, and trash, respectively. Businesses and residences that do not comply with the ordinance are subject to fines, depending on the level and duration of noncompliance. A moratorium on fines will be in place until July 2011 for owners and tenants of multifamily buildings and multitenant commercial buildings to allow time to adjust to the mandatory recycling and composting.

San Francisco has been actively pursuing cleaner energy, alternative transportation, and solid waste policies, many of which have been codified into regulations as discussed above. In an independent review of San Francisco's communitywide emissions, it was reported that San Francisco has achieved a 5 percent reduction in communitywide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a GHG reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes GHG emissions generated by San Francisco—from residents, businesses, and commuters as well as from municipal operations. The inventory also includes emissions from both transportation and building energy sources.[189]

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in GHG emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO_2E and 2005 GHG emissions are estimated at 7.82 $MMTCO_2E$, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD has determined that the GHG Reduction Strategy is a Qualified GHG Reduction Strategy as set forth in the BAAQMD 2010 *CEQA Air Quality Guidelines*. The District found that, in some areas, "the City has surpassed the minimum standard elements of a Qualified GHG Reduction Strategy," and concluded that "Aggressive GHG reduction targets and comprehensive strategies like San Francisco's

[189] IFC International. 2008 (August 1). *City and County of San Francisco: Community GHG Inventory Review*. San Francisco, CA. Prepared for City and County of San Francisco, Department of the Environment. San Francisco, CA.

help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."[190]

IMPACTS

Significance Criteria

The proposed project would have a significant air quality impact if it were to:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

APPROACH TO ANALYSIS

As discussed above, SB 97 required OPR to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes to the *CEQA Guidelines*, the amendments add a new section to the CEQA Checklist (*CEQA Guidelines* Appendix G) to address questions regarding the project's potential to emit GHGs.

The BAAQMD is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for GHG emissions. OPR's amendments to the *CEQA Guidelines* as well as BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance with respect to GHGs. Consistent with state CEQA Guidelines Section 15183.5, BAAQMD has adopted a qualitative GHG threshold of significance that allows a lead agency to determine that a project's contribution of GHG

[190] BAAQMD letter contained in Appendix A of the GHG Reduction Strategy. Available online at http://www.sf-planning.org/index.aspx?page=1570, accessed May 2, 2011.

emissions is less than significant if the Lead agency finds that the project is consistent with a qualified Greenhouse Gas Reduction Strategy, as defined in the *2010 CEQA Air Quality Guidelines*.

San Francisco's *Strategies to Address Greenhouse Gas Emissions*[191] identifies a number of mandatory requirements and incentives that have measurably reduced GHG emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses and taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in GHG emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO_2E and 2005 GHG emissions are estimated at 7.82 $MMTCO_2E$, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's *CEQA Guidelines* (2010) and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."[192]

The analysis of the proposed project's climate change impact is an analysis of the project's contribution to a cumulatively significant global impact through its emission of GHGs. Given the analysis is in a cumulative context, this section does not include an individual, project-specific impact statement.

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191 San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco.* 2010. Available online at http://www.sfplanning.org/index.aspx?page=1570.

192 Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. Available online at http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA%20Letters/San%20Francisco%20GHG%20Reduction%20Strategy_10_28_2010%20-%20AY.ashx, accessed March 8, 2011.

Impact Evaluation

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

The most common GHGs resulting from human activity are CO_2, CH_4, and N_2O.[193] State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project, or either variant, would increase the activity on-site by constructing up to five, 68-foot-tall, six-story residential mixed-use buildings with ground-floor retail, two on the 801 Brannan site and two on One Henry Adams site. The Mayor's Office of Housing (MOH) would be responsible for development of one of the five buildings that would be located on the easternmost portion of the 801 Brannan site. This portion of the 801 Brannan site would be dedicated to the City for development of approximately 150 below-market-rate (BMR) units. The five buildings would total up to 1,187,934 square feet and include up to approximately 824 dwelling units, 54,598 square feet of retail space, 866 parking spaces, and 73,507 square feet of usable open space. Therefore, the proposed project, or either variant, would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations associated with energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in an increase in GHG emissions.

Based on the BAAQMD's *2010 CEQA Air Quality Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* (San Francisco's GHG Reduction Strategy) would result in a less-than-significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San

[193] Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at the Office of Planning and Research's website at http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf, accessed March 3, 2010.

Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce GHG emissions. Applicable requirements are shown below in Tables 24, 25, and 26 on the following pages, for project sponsor development at the 801 Brannan site, BMR parcel development by MOH at the 801 Brannan site, and project sponsor development at the One Henry Adams site, respectively. The tables also identify the compliance of the project variants for the 801 Brannan site with the GHG Reduction Strategy.

Text continues on page 326.

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site[194]

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (Environment Code, Section 421)	All employers of 20 or more employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, employers at the retail uses on-site would comply with the Commuter Benefits Ordinance.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, employers at the retail uses on-site would comply with the Emergency Ride Home Program.

[194] Requirements applicable to development of the BMR parcel to be developed by MOH are addressed in Table 25, page 319.

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
Transportation Management Programs (*Planning Code*, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would implement a Transportation Management Program.
Transit Impact Development Fee (Administrative Code, Chapter 38)	Establishes fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with the requirements to pay a Transit Impact Development Fee as applicable.
Jobs-Housing Linkage Program (*Planning Code* Section 413)	The Jobs-Housing Program found that new large scale development attracts new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment. The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with the requirements of the Jobs-Housing Linkage Program as applicable.
Bicycle Parking in New and Renovated Commercial Buildings (*Planning Code*, Section 155.4)	Professional Services: (A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required. (B) Where the gross square footage	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	The two buildings funded by the project-sponsor at the 801 Brannan site would include 23,367 sq.ft. of retail. The proposed project would not require any retail bicycle parking spaces under this section. However, Section 155(j) states that one bicycle parking space is

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
	of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required. (3)Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required. Retail Services: (A) Where the gross square footage of the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required. (2) Where the gross square footage of the floor area is between 50,000 square feet- 100,000 feet, 6 bicycle spaces are required. (3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.		required for every 20 vehicle parking spaces provided, and the most restrictive provision shall prevail. The proposed project includes 30 retail vehicle parking spaces; therefore one bicycle parking space would be required. Variants 1 and 2 include 34,928 and 31,777 sq.ft. of retail respectively. Under both variant scenarios, three retail bicycle parking spaces would be required. The proposed project would provide one retail bicycle parking space (in a supply of 172 bicycle spaces), and Variants 1 and 2 would each provide three bicycle parking spaces (out of a total supply of 158 and 162 bicycle parking spaces, respectively), complying with *Planning Code*, Section 155.4.
Bicycle parking in parking garages (*Planning Code*, Section 155.2)	(C) Garages with more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	The two buildings funded by the project-sponsor at the 801 Brannan site would provide 470 parking spaces, not counting carshare spaces. It would therefore not be required to provide 25 bicycle parking spaces under Section 155.2. Variant 1 would provide 632 parking spaces, not counting carshare spaces. It would therefore be required to provide 28 bicycle spaces. Variant 2 would provide 608 parking spaces, not counting carshare spaces. It would therefore be required to provide 27 spaces. Pursuant to the provisions of Section 155.4, above, and Section 155.5, below, the project variants would be required to provide, and would provide, larger numbers of bicycle parking spaces associated

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
			with their uses than required by *Planning Code*, Section 155.2, therefore complying. As noted above, Section 155.2 is not applicable to the two buildings funded by the project-sponsor at the 801 Brannan site.
Bicycle parking in Residential Buildings (*Planning Code*, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The two buildings funded by the project-sponsor at the 801 Brannan site, Variant 1, and Variant 2 would include 435, 570, and 585 residential units respectively, requiring **121**, **155**, and **159** bicycle parking spaces, respectively. The two buildings funded by the project-sponsor would provide **122** bicycle spaces, and Variants 1 and 2 would provide **158** and **162** bicycle parking spaces, respectively, The 122 spaces included in the buildings funded by the project sponsor include one space required for the retail component of the project. The 158 and 162 bicycle spaces provided by Variants 1 and 2, respectively, include three retail bicycle parking spaces. Therefore, the proposed project, Variant 1, and Variant 2 would provide **121**, **155**, and **159** residential bicycle parking spaces, complying with *Planning Code*, Section 155.5.
Car Sharing Requirements (*Planning Code*, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Table 166 of the *Planning Code* indicates that for projects with 201 or more residential units, 2 carshare spaces are required plus 1 for every 200 units greater than 200, and for projects providing 25-49 non-residential parking spaces, 1 carshare space is required. With 345 residential units and 30 retail parking spaces, the two buildings funded by the project sponsor would be required to

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
			provide 3 carshare spaces. Because they include 5 carshare spaces, they meet this requirement. With 570 residential units and 44 retail parking spaces, Variant 1 would be required to provide 4 carshare spaces. Because it provides 6 carshare spaces, it meets this requirement. With 585 residential units and 41 retail parking spaces, Variant 2 would be required to provide 4 carshare spaces. Because it provides 5 carshare spaces, it meets this requirement.
Parking requirements for San Francisco's Mixed-Use zoning districts (*Planning Code* Section 151.1)	The *Planning Code* has established parking maximums for many of San Francisco's Mixed-Use districts.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	In UMU Districts, parking for 1-BR units is permitted up to 0.75 spaces per unit. Parking for 2-BR + units is permitted up to 1 space per unit. Parking for retail uses is permitted up to one for each 500 sq.ft. of gross floor area up to 20,000 sf, plus one for each 250 sf in excess of 20,000. With 245 1BR and 190 2+BR, the two buildings funded by the project sponsor would be permitted 373 residential parking spaces. With 23,367 sf of retail, the proposed project would be permitted 53 retail parking spaces. Because it provides 345 residential and 30 retail parking spaces, the two buildings funded by the project sponsor would comply. With 300 1BR and 270 2+BR, Variant 1 would be permitted 495 residential spaces. With 34,928 sf of retail, Variant 1 would be permitted 59 retail spaces. Because it provides 493 residential and 44 retail spaces, Variant 1 would comply. With 320 1BR and 265 2+BR, Variant 2 would be permitted 505 residential parking spaces. With

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
			31,777 sf of retail, Variant 2 would be permitted 47 retail parking spaces. Because it provides 472 residential parking spaces and 41 retail spaces, Variant 2 would comply.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Green Building Requirements for energy efficiency with respect to the commercial development.
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Green Building Requirements for energy efficiency by being 15 percent more energy efficient than Title 24 energy efficiency requirements at this site.
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Green Building Requirements and with the San Francisco Stormwater Management Ordinance by incorporating Low Impact Design approaches at this site to minimize impacts to the urban hydrology,

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
Management Ordinance (Public Works Code Article 4.2)	6.2, or with the City's Stormwater ordinance and stormwater design guidelines.		stormwater collection system, and water quality or runoff
San Francisco Green Building Requirements for water efficient landscaping (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Green Building Requirements for water efficient landscaping at this site.
San Francisco Green Building Requirements for water use reduction (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Green Building Requirements for water use reduction at this site.
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. Although these requirement apply to existing buildings, compliance must be completed through the	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Residential Water Conservation Ordinance by following at least the minimum standards specified in the ordinance.

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
	Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.		
Renewable Energy Sector			
San Francisco Green Building Requirements for renewable energy (SF Building Code, Chapter 13C)	By 2012, all new commercial buildings will be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6. Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building's electricity from renewable energy contracts.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project, or either variant, would comply with the renewable energy requirements of San Francisco's Green Building as applicable.
Waste Reduction Sector			
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Green Building Requirements with respect to solid waste. Recycling, composting, and trash areas would be provided adjacent to loading spaces in the garages of the proposed project, or either variant.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Mandatory Recycling and Composting Ordinance by providing adequate recycling and composting containers in the garages of the proposed project, or either variant.
San Francisco Green Building Requirements for construction and	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris	X Project Complies ☐ Not	Under the proposed project, or either variant, the project sponsor would comply with San Francisco's Green Building Requirements for

Table 24
Regulations Applicable to the Private Development Project and Variants at the 801 Brannan Site

Regulation	Requirements	Project Compliance	Discussion
demolition debris recycling (SF Building Code, Chapter 13C)	to recycling.	Applicable ☐ Project Does Not Comply	construction and demolition debris recycling.
San Francisco Construction and Demolition Debris Recovery Ordinance (SF Environment Code, Chapter 14)	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Department of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with the San Francisco Construction and Demolition Debris Recovery Ordinance by submitting a waste diversion plan to the Department of the Environment.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (*Planning Code* Section 428)	*Planning Code* Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, the project sponsor would comply with the San Francisco's Street Tree Planting Requirements for New Construction by providing approximately 55 street trees at this site.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, or either variant, no wood burning fireplaces would be installed.

Source: During Associates, Compliance Checklist for GHG Analysis, Table 1a, May 23, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

Table 25
Regulations Applicable to the Municipal Project at the 801 Brannan Site
(BMR Parcel Development by MOH)

Regulation	Requirement	Project Compliance	Discussion
Transportation sector			
Commuter Benefits Ordinance (Environment Code, Section 421)	All City employees are offered commuter benefits for transit and vanpool expenses. The City Hall bike room provides secure bicycle parking, showers and lockers for bicycle commuters. City employees are also eligible for telecommuting and alternative work schedules.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	If City employees are hired to manage the residential uses of the proposed project, they would be offered commuter benefits. The retail uses on the BMR parcel would be private enterprise and subject to the Commuter Benefits Ordinance, as applicable.
Emergency Ride Home Program	All City employees are automatically eligible for the emergency ride home program.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	All City employees are eligible for the eligible for the Emergency Ride Home Program.
Clean Construction Ordinance (Administrative Code, Section 6.25)	Effective March 2009, all contracts for large (20+ day) City projects are required to: • Fuel diesel vehicles with B20 biodiesel, and • Use construction equipment that meet USEPA Tier 2 standards or best available control technologies for equipment over 25 hp.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The construction contractor hired by MOH to develop the BMR parcel would be required to comply with the Clean Construction Ordinance.
Bicycle Parking in City-Owned and Leased Buildings (*Planning Code*, Section 155.1)	Class 1 and 2 Bicycle Parking Spaces Class 1 Requirements: (A) Provide two spaces in buildings with 1-20 employees. (B) Provide four spaces in buildings with 21 to 50 employees. (C) In buildings with 51 to 300 employees, provide bicycle parking equal to at least five percent of the number of employees at that building, but no fewer than five bicycle spaces. (D) In buildings with more than 300	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The development on the BMR parcel would be required to comply with *Planning Code* Section 155.1 based upon the number of employees in the ground-floor retail space provided.

Table 25
Regulations Applicable to the Municipal Project at the 801 Brannan Site
(BMR Parcel Development by MOH)

Regulation	Requirement	Project Compliance	Discussion
	employees, provide bicycle parking equal to at least three percent of the number of employees at that building, but no fewer than 16 bicycle spaces. In addition to the Class 1 bicycle parking spaces provide Class 2 bicycle parking. Class 2 Requirements: (A) In buildings with one to 40 employees, at least two bicycle parking spaces shall be provided. (B) In buildings with 41 to 50 employees, at least four bicycle parking spaces shall be provided. (C) In buildings with 51 to 100 employees, at least six bicycle parking spaces shall be provided. (D) In buildings with more than 100 employees, at least eight bicycle parking spaces shall be provided. Wherever a responsible City official is required to provide eight or more Class 2 bicycle parking spaces, at least 50 percent of those parking spaces shall be covered.		
Bicycle parking in parking garages (*Planning Code*, Section 155.2)	(A) Every garage will supply a minimum of six bicycle parking spaces. (B) Garages with between 120 and 500 automobile spaces shall provide one bicycle space for every 20 automobile spaces. (C) Garages with more than 500 automobile spaces shall provide 25 spaces plus one additional space for every 40 automobile spaces over 500 spaces, up to a maximum of 50 bicycle parking spaces.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Development on the BMR parcel provide up to 95 parking spaces, not counting its one car share space. It would therefore be required to provide six bicycle parking spaces.
Transportation Management Programs (*Planning Code*, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning	[X] Project Complies [ ] Not Applicable	The developer of the MOH parcel would implement a Transportation Management Program.

Table 25
Regulations Applicable to the Municipal Project at the 801 Brannan Site
(BMR Parcel Development by MOH)

Regulation	Requirement	Project Compliance	Discussion
	districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	☐ Project Does Not Comply	
Energy Efficiency Sector			
Resource Efficiency and Green Building Ordinance (Environment Code, Chapter 7)	The ordinance specifies requires for all city buildings as well as requirements for construction and demolition debris recycling, and requirement for new construction. All new construction must comply achieve at a minimum the LEED® Silver standard. These buildings are required to perform commissions to ensure achievement of design standards. All other buildings are required to meet the following minimum specifications related to energy efficiency: 1. Toilets must use no more than 1.6 gal/flush 2. Showerheads must use no more than 1.5 gal/ min. 3. All lighting and electrical fixtures must meet specified requirements. 4. All fluorescent lamps must be replaced	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, development of the BMR parcel by MOH would comply with San Francisco's Resource Efficiency and Green Building Ordinance.
Waste Reduction Sector			
Resource Efficiency and Green Building Ordinance (Environment Code, Chapter 7)	The ordinance requires all demolition (& new construction) projects to prepare a Construction and Demolition Debris Management Plan designed to recycle construction and demolition materials to the maximum extent feasible, with a goal of 75% diversion.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, development of the BMR parcel by MOH would comply with the Resource Efficiency and Green Building Ordinance by preparing a construction and demolition debris management plan, and providing adequate recycling space.

Table 25
Regulations Applicable to the Municipal Project at the 801 Brannan Site
(BMR Parcel Development by MOH)

Regulation	Requirement	Project Compliance	Discussion
	The ordinance specifies requires for all city buildings to provide adequate recycling space		
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, development of the BMR parcel by MOH would comply with San Francisco's Mandatory Recycling and Composting Ordinance by including adequate recycling and composting containers in the garage.
Construction Recycled Content Ordinance (Administrative Code, Section 6.4)	Ordinance requires the use of recycled content material in public works projects to the maximum extent feasible and gives preference to local manufacturers and industry.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, development of the BMR parcel by MOH would comply with San Francisco's Construction Recycled Content Ordinance by including recycled content in its building materials and preference to local manufacturers and industry.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (*Planning Code* Section 143)	*Planning Code* Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, development of the BMR parcel by MOH would comply with the San Francisco's Street Tree Planting Requirements for New Construction through by planting approximately 25 street trees along the BMR parcel.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	No wood burning fireplaces would be installed as part of development of the MOH parcel.
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	Requires: All diesel generators to be registered with the Department of Public Health All new diesel generators must be	☒ Project Complies ☐ Not Applicable	No diesel generators are anticipated as part of development of the BMR parcel. However, should any be required, they would be registered with the Department of Public Health and equipped with the best

Table 25
Regulations Applicable to the Municipal Project at the 801 Brannan Site
(BMR Parcel Development by MOH)

Regulation	Requirement	Project Compliance	Discussion
	equipped with the best available air emissions control technology.	☐ Project Does Not Comply	available air emissions control technology.

Source: During Associates, Compliance Checklist for GHG Analysis, Table 2, May 23, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (Environment Code, Section 421)	All employers of 20 or more employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, employers at the retail uses on-site would comply with the Commuter Benefits Ordinance.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, employers at the retail uses on-site would comply with the Emergency Ride Home Program.
Transportation Management Programs (*Planning Code*, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City's eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would implement a Transportation Management Program.

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
	building.		
Transit Impact Development Fee (Administrative Code, Chapter 38)	Establishes fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, the project sponsor would comply with the requirements to pay a Transit Impact Development Fee, as applicable.
Jobs-Housing Linkage Program (*Planning Code* Section 413)	The Jobs-Housing Program found that new large scale development attracts new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment. The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, the project sponsor would comply with the requirements of the Jobs-Housing Linkage Program, as applicable.
Bicycle parking in Residential Buildings (*Planning Code*, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	The proposed project would include 239 residential units, requiring 72 bicycle parking spaces. The proposed project would comply with the requirements for bicycle parking by providing 73 bicycle parking spaces.
Car Sharing Requirements (*Planning Code*, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Table 166 indicates that for projects with 201 or more residential units, 2 carshare spaces are required plus 1 for every 200 units greater than 200. The proposed project's 239 residential units would therefore require two carshare spaces. The proposed project would comply by providing three carshare spaces.
Parking requirements for San Francisco's Mixed-Use zoning districts (*Planning Code* Section 151.1)	The *Planning Code* has established parking maximums for many of San Francisco's Mixed-Use districts.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	In UMU Districts, parking for 1-BR units is permitted up to 0.75 spaces per unit. Parking for 2-BR + units is permitted up to 1 space per unit. Parking for retail uses is permitted up to one for each 500 sq.ft. of gross floor area up to 20,000 sf. With 139 1BR units and 100 2BR

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
			units, the proposed project would be permitted 204 residential parking spaces. With 19,760 sf of retail use, the proposed project would be permitted 39 retail parking spaces. The proposed project includes 154 residential parking spaces and no retail spaces, complying with this Section of the *Planning Code*.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Green Building Requirements for energy efficiency as applicable to the commercial use proposed.
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Green Building Requirements for energy efficiency by being at a minimum 15 percent more energy efficient than Title 24 energy efficiency requirements at this site.
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater ordinance and stormwater design	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Green Building Requirements and with the San Francisco Stormwater Management Ordinance by incorporating Low Impact Design approaches at this site to minimize impacts to the urban hydrology, stormwater collection system, and water quality

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
Management Ordinance (Public Works Code Article 4.2)	guidelines.		or runoff.
San Francisco Green Building Requirements for water efficient landscaping (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Green Building Requirements for water efficient landscaping at this site.
San Francisco Green Building Requirements for water use reduction (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Green Building Requirements for water use reduction at this site.
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.	[X] Project Complies [ ] Not Applicable [ ] Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Residential Water Conservation Ordinance.

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
Renewable Energy Sector			
San Francisco Green Building Requirements for renewable energy (SF Building Code, Chapter 13C)	By 2012, all new commercial buildings will be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6. Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building's electricity from renewable energy contracts.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would comply with the San Francisco Green Building Requirements for renewable energy as applicable
Waste Reduction Sector			
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Green Building Requirements with respect to solid waste. Recycling, composting, and trash areas would be provided adjacent to loading spaces in the garages of the proposed project at this site.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Mandatory Recycling and Composting Ordinance by providing adequate recycling and composting containers in the garages of the proposed project.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would comply with San Francisco's Green Building Requirements for construction and demolition debris recycling.
San Francisco Construction and Demolition Debris Recovery	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of	X Project Complies ☐ Not Applicable	Under the proposed project, the project sponsor would comply with the San Francisco Construction and Demolition Debris Recovery

Table 26
Regulations Applicable to the Private Development Project at the One Henry Adams Site

Regulation	Requirements	Project Compliance	Discussion
Ordinance (SF Environment Code, Chapter 14)	the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	☐ Project Does Not Comply	Ordinance.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (*Planning Code* Section 428)	*Planning Code* Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, the project sponsor would comply with the San Francisco's Street Tree Planting Requirements for New Construction by providing approximately 40 street trees at this site.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Under the proposed project, no wood burning fireplaces would be installed.

Source: During Associates, Compliance Checklist for GHG Analysis, Table 1b, May 23, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2000.618E.

CONCLUSION

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels; (3) San Francisco has met and exceeded AB 32 GHG reduction goals for the year 2020; (4) current and probable future state and local GHG reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with these requirements, and was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions.*[195] As such, the proposed project, or either variant, would result in a ***less-than-significant*** impact with respect to GHG emissions.

[195] Debra Dwyer, Planning Department, Compliance Checklist –Greenhouse Gas Analysis, May 23, 2011. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case No. 2000.618E.

H. CEQA CHECKLIST UPDATE

CEQA CHECKLIST UPDATE

Since the publication of the Initial Study and NOP (Appendix A) on November 13, 2003, the Planning Department revised their CEQA Initial Study Checklist. On May 23, 2006, the Board of Supervisors adopted Ordinance 116-06, directing the City to use a CEQA Initial Study Checklist based on Appendix G of the state *CEQA Guidelines*. Accordingly, the Planning Department adopted a new Initial Study Checklist, consistent with Appendix G, but which also incorporates additional questions specific to the urban environment of San Francisco. In addition, on March 18, 2010, in response to the State Governor's Office of Planning and Research (OPR) changes to the *CEQA Guidelines*, the Planning Department updated its Initial Study Checklist again. Both updates resulted in the inclusion of some questions not included in the Initial Study prepared for the proposed project and published on November 13, 2003 (Appendix A). The following discussion updates the analysis regarding the proposed project's environmental effects with respect to those issues that have been added to the Planning Department's CEQA Checklist since 2003. The item numbers used in this section correspond to the current Initial Study Checklist used by the Planning Department.

Since the 2003 publication of the Initial Study, the Board of Supervisors approved a series of amendments to the Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008), with the intent of reducing fugitive dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the DBI, which effectively codifies the measures included in Initial Study Mitigation Measure 2 (Construction Air Quality). Therefore it is no longer necessary to identify this mitigation measure for the proposed project or either variant, because it is required by law for all projects, and the proposed project's, or either variant's, effects on construction air quality would remain less than significant through compliance with the law.

Other updates have been added due to requirements related to environmental topics that have been implemented since 2003 and/or revised mitigation measures. New City requirements include the Urban Forestry Ordinance (2006) and the Stormwater Management Ordinance (2010). The Urban Forestry Ordinance was enacted to protect trees within the City. This ordinance defines which trees are protected

and describes the procedures, including when permits are needed, for tree removal and replacement. The Stormwater Management Ordinance was enacted to require that development resulting in ground disturbance of 5,000 sq.ft. or more incorporate on-site stormwater control measures through the incorporation of elements described in the City's Stormwater Design Guidelines (SDGs). The discussion in this chapter updates the analysis regarding the proposed project's environmental effects with respect to those issues.

9. WIND AND SHADOW

Impact WS-1: Neither the proposed project, nor either variant, would cause pedestrian wind levels to exceed the *Planning Code* hazard criterion. (Less than Significant)

Large buildings can redirect wind flows around and down to the street level, resulting in increased wind speed and turbulence at street level. Whereas San Francisco has established specific wind criteria for buildings in Downtown Commercial (C-3) Districts and other specific areas, there are no specific criteria for the Showplace Square area. The project buildings would not be of sufficient height to generate enough wind or otherwise substantially alter pedestrian wind levels to a degree that would require a wind tunnel analysis.[196] The proposed project buildings, or those of either variant, would not cause wind levels to exceed the *Planning Code* hazard criterion because of the building's exposure, massing and orientation of the proposed design.[197,198] While the Brannan Street façade of the proposed 801 Brannan Street project is somewhat exposed and continuous (indicating that wind accelerations are likely), because of the proposed project's, or either variant's, relatively low height, any such accelerations would be moderate.[199] For the reasons discussed above, the proposed project, or either variant's, wind impacts would be ***less than significant***.

Impact WS-2: Neither the proposed project, nor either variant, would create new shadow in a manner that would substantially affect outdoor recreation facilities or other public areas. (Less than Significant)

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196 Charles Bennett, Wind Evaluation of the Proposed Projects, One Henry Adams Street and 801 Brannan Street, May 25, 2011. This memorandum is available for public review in Project File No.2000.618E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA

197 Charles Bennett, Wind Evaluation of the Proposed Project, 801 Brannan Street, and Wind Evaluation of the Proposed Project, One Henry Adams Street, October 24, 2003. These reports are available for public review in Project File No.2000.618E at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

198 Charles Bennett, May 25, 2011, *op. cit.*

199 *Ibid.*

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Department, by any structure exceeding 40 feet, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. The closest Recreation and Park Department facility to the 801 Brannan site is Victoria Manalo Draves Park, a 2.5 acre park located approximately 0.27 miles north of the site. The closest Recreation and Park Department facility to the One Henry Adams site is Jackson Playground, a 4.41-acre neighborhood park located 0.3 miles to the southeast of the One Henry Adams site.

The Showplace Square Open Space plan calls for the development of Townsend Circle, immediately north of the One Henry Adams site across Division Street, as an open space resource, but not one owned and managed by the Parks and Recreation Department. Other nearby parks include Franklin Square, located approximately 0.33 miles southwest of the One Henry Adams site; McKinley Square; Utah and Eighteenth Streets Mini Park, located approximately 0.6 miles southwest of the One Henry Adams site; and Howard-Langton Mini Park, located approximately 0.46 miles northwest of the 801 Brannan site. By 2020, the 49-acre Mission Bay park system located east of the project sites, and owned by the San Francisco Redevelopment Agency, will be developed. The closest currently developed Mission Bay parks are the Mission Creek Garden and the Mission Creek Park, located on the south and north sides of Mission Creek, approximately 0.4 miles and 0.6 miles, respectively, from the project sites.

At the 801 Brannan site, the proposed project, or either variant, would replace a 33-foot-high structure with three 68-foot-high buildings (proposed project and Variant 2) or two 68-foot-high buildings (Variant 1). At the One Henry Adams site, for which development would be the same under the proposed project or either variant, three one-story structures would be replaced with two 68-foot-high buildings. This would increase the amount of shadow on public streets and sidewalks at certain times of the day and year. The proposed building would cast some shade on adjacent properties and those within approximately a half block of the project site; however, the proposed project would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas.

To determine whether this project would comply with Section 295, a shadow fan analysis was prepared by the Planning Department that concluded that shadows generated under the proposed project, or either

variant, would not reach any Proposition K protected properties.[200] However, the shadow fan analysis demonstrated that the buildings proposed under the project, or either variant, would at times shade portions of the surrounding streets (Brannan, Eighth, Seventh, Townsend, Henry Adams, Division, Rhode Island, and Alameda), as well as the sidewalks adjacent to the project sites along these streets. The proposed buildings also would cast shadows on buildings facing the streets surrounding the project sites. While additional shading and loss of sunlight would be an adverse change for affected neighbors, it would not constitute a significant adverse effect on the environment under CEQA or a cumulative impact on the City's environment under CEQA.

Protection from new shadows is provided by *Planning Code* Section 147, which requires new buildings and additions to existing buildings in Eastern Neighborhoods Mixed Use Districts (and other specified districts) where the building height exceeds 50 feet to be shaped, consistent with the dictates of good design and without unduly restricting the development potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295. There are no public plazas or other publicly accessible spaces in proximity to the project sites. Therefore, neither the project, nor either variant, would conflict with Section 147. The new shadows created by buildings proposed under the proposed project, or either variant, would not exceed levels commonly expected in urban areas, and would be considered ***less-than-significant*** impacts.

10. RECREATION

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

Park and recreation resources serving the project sites were assessed most recently in the *Showplace Square/Potrero Hill Area Plan* (*Area Plan*), which is part of the *General Plan*[201] (2009) and the accompanying environmental review.[202] Showplace Square has relatively low access to open space because of its

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200 Ben Fu, Planner, San Francisco Planning Department, *Section 295 Compliance 801 Brannan and 1 Henry Adams Streets,* August 4, 2010. A copy of this report is available for review at the Planning Department, 1650 Mission Street, 4th Floor, in Project File No. 2000.618K.

201 San Francisco General Plan, *Showplace Square/Potrero Area Plan*, Chapter 5, Streets and Open Space. This document is available online at http://www.sf-planning.org/ftp/General_Plan/Showplace_Square_Potrero.htm#SHP_SOS, accessed May 2, 2011

202 San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E.

industrial history. The *Area Plan* proposes provision of one new open space in the neighborhood along with widened sidewalks, pocket parks, and green streets. In addition, the *Area Plan* requires increased on-site open space requirements for new residential development in the form of project and publicly accessible common open space. The *Area Plan* includes the need to provide a total of about 4.0 acres of new open space to accommodate expected growth. The *Area Plan*'s Eastern Neighborhoods Streets and Open Space Concept Plan shows enhancements to Townsend Circle and the creation of a nearby public plaza at Sixteenth and Irwin Streets.[203] These concepts have been developed further in the Showplace Square Open Space Plan.[204]

The Eastern Neighborhoods EIR contains an assessment of parks, recreation, and open space impacts within the EN areas.[205] The EIR's evaluation of Showplace Square identifies two park facilities, Jackson Playground, a 4.41-acre neighborhood park located 0.3 miles southeast of the One Henry Adams site, and McKinley Square, a 3-acre neighborhood park located 1.5 miles south of the One Henry Adams site, as the principal existing parks meeting the needs of the project sites and surrounding area. Additional parks serving the project sites are Victoria Manalo Draves Park, a 2.5-acre park located approximately 0.27 miles north of the 801 Brannan site; Franklin Square, a 5.2-acre park located approximately 0.33 miles southwest of the One Henry Adams site; Utah and Eighteenth Streets Mini Park, approximately 0.6 miles south of the One Henry Adams site; and Howard-Langton Mini Park, 0.46 miles north of the 801 Brannan site.

There are two other open space areas or parks that residents and employees of the proposed project or either variant could use at Mission Bay. The 49-acre Mission Bay park system generally located to the east of the project sites at various locations, extending generally from Seventh Street to the Bay, will be fully developed by 2020. The Mission Bay parks property is owned by the San Francisco Redevelopment Agency. The closest currently developed Mission Bay parks are the Mission Creek Garden and the Mission Creek Park, located on the south and north sides of Mission Creek, approximately 0.4 miles and 0.6 miles, respectively, from the project sites.

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[203] *Ibid*, Map 5, Eastern Neighborhoods Streets and Open Space Concept. This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2004.0160E. Available online at, http://www.sf-planning.org/ftp/General_Plan/images/EN_Streets_and_Open_Space_Concept.pdf, accessed May 2, 2011

[204] San Francisco Planning Department, Showplace Square Open Space Plan, Draft, June 2010, This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2004.0160E. Also, http://www.sf-planning.org/index.aspx?page=1675, accessed May 18, 2011.

[205] San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E.

The proposed project would add approximately 824 residential units, approximately 1,860 new residents, and 143 new retail jobs. [206,207] Growth anticipated under each variant would be similar (Variant 1: 809 units, 54,598 square feet of retail, 1,825 residents, 156 employees; Variant 2: 824 units, 51,447 square feet of retail, 1,855 residents, 147 employees). Thus, development anticipated under the proposed project, or either variant, would increase use of surrounding park and recreation facilities. However, it would be unlikely that this increase in recreational facility use from project-related population and employment would cause substantial physical deterioration or acceleration of deterioration of the recreational facilities at the 7.4 acres of the two principal parks serving the project site, and the 7.7 acres of additional recreational facilities and parks serving the project sites.

One way the Eastern Neighborhoods rezoning addressed the need for open space associated with growth expected between 2000 and 2025 is through increased on-site residential open space requirements for development projects. Typically, the *Planning Code* requires 36 square feet of common usable open space per residential unit. The Eastern Neighborhoods rezoning increased the requirement in the Eastern Neighborhoods to 54 square feet per unit if the space is publicly accessible or 80 square feet per unit otherwise, increases of 39 percent and 122 percent, respectively in an effort to create high quality open space in future development. [208] The proposed project's approximately 73,507 square feet of open space (51,697 square feet at the 801 Brannan site and 21,810 square feet at the One Henry Adams site) would exceed the *Planning Code's* open space requirement by about 21,719 square feet (15,238 square feet at the 801 Brannan site and 6,481 square feet at the One Henry Adams site [209] Variants 1 and 2 would exceed the required open space, but in smaller magnitudes. Under Variant 1, there would be approximately 67,874 square feet of open space (46,064 sq.ft. at the 801 Brannan site and 21,810 sq.ft. at the One Henry Adams

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206 Project population estimated using proposed number of residential units and Census Tract (CT) data from the U.S. Census American Community Survey 2005-2009 for CTs 180 (801 Brannan site) and 607 (One Henry Adams site). Average population per household (pph) was used for estimating resident population of the one-bedroom units and average population per family household (ppfh) was used for estimating resident population from the larger units. Factors used were: CT 180: 1.8 pph, 2.6 ppfh; CT 607: 2.0 pph, 2.9 ppfh). Source: San Francisco Planning Department Report for Tract 180, Report for Tract 607, Friday May 27, 2011, email from Aksel Olsen, Citywide Group, to Scott Edmondson, During Associates, May 27, 2011.

207 The employment estimate is based upon the proposed project's 50,087 square feet of retail space and an employment generation factor of 350 square feet per retail employee (and 54,598 sq.ft. for variant 1 and 51,447 for variant 2). Source: City and County of San Francisco, Planning Department, Transportation Impact Analysis Guidelines, October 2002, Appendix C, Table C-1. Trip Generation and Employee Densities.

208 Planning Code, Table 135B. See also, San Francisco Planning Department, Objective 5.2 in the *Showplace Square/Potrero Hill Area Plan*, December 2008, Adopted Version, p 52.

209 See Table 1, page 23, for proposed project's open space. Required open space for residential use calculated from the requirements of Planning Code Table 135B (54 square feet if publicly accessible open space, 80 square feet per unit otherwise). Requirements for retail use of one square foot per 250 square feet of retail space from Planning Code Section 135.3.

Site). Total required open space would exceed required open space by about 11,141 square feet (4,660 sq.ft. at the 801 Brannan site and 6,481 sq.ft. at the One Henry Adams Site). Under Variant 2, there would be approximately 69,316 square feet of open space (47,506 sq.ft. at the 801 Brannan site and 21,810 sq.ft. at the One Henry Adams Site). Total required open space would exceed required open space by about 15,714 square feet (9,233 sq.ft. at the 801 Brannan site and 6,481 sq.ft. at the One Henry Adams site).

Planning Code Section 423 establishes a set of public benefit impact fees for development projects in the Eastern Neighborhoods and a fund to manage their collection and use. Open space and recreational facilities are one of the fees and designated types of improvements provided for with new development in these areas.

Based on the approximately 15 acres of existing facilities in the project vicinity, the provisions of the *Area Plan* to increase park and open space resources, the increased on-site common open space requirements for new development, the fact that the proposed project, or either variant, would provide more than the required open space, and the public benefit impact fees to which this development will contribute, it is unlikely that the 809 to 824 residential units and associated retail space, residents, and employees would 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. As a result, development under the proposed project, or either variant, would have a ***less than significant*** impact with respect to recreation, both individually and cumulatively.

Impact RE-2: Development under the proposed project, or either variant, would include some on-site outdoor open space, but would not include recreational facilities nor require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (No Impact)

As discussed above, the proposed project, or either variant, would provide on-site open space for residents and employees in the form of publicly accessible open space (the walkways between the buildings) and private common open space in the form of courtyards located on interior of each building on the second floor and in the form of private balconies for some units. Although the proposed project, or either variant, would introduce a new permanent residential and employee population to the project site, the number of new residents and employees projected would not substantially increase demand for—or use of—either neighborhood parks and recreational facilities or citywide facilities such as Golden Gate Park such that any increased user demand would require the construction of new recreational facilities or the expansion of existing facilities (discussed above). The proposed project or either project variant would

have a ***less than significant*** impact with respect to requiring new recreation facilities or the expansion of existing recreational acilities.

11. UTILITIES AND SERVICE SYSTEMS

The project sites are located within an urban area that is well served by utilities and service systems, including sewer treatment plants, water supply facilities, and solid waste disposal. The proposed project would incrementally increase demand for and use of these services, but not in excess of amounts expected and provided for in this area.

Impact UT-1: Implementation of the proposed project, or either variant, would result in a less-than-significant impact to wastewater collection and treatment facilities and would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. (Less than Significant)

Project-related wastewater and stormwater under the proposed project, or either variant, would flow through the City's combined stormwater and sewer system to the Southeast Water Pollution Control Plant. There, it would be treated to meet the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit prior to discharge into the Bay. Because the San Francisco Bay Area Regional Water Quality Control Board (RWQCB) sets NPDES permit standards, the proposed project, or either variant, would not conflict with RWQCB requirements. Substantial expansion of wastewater or stormwater treatment facilities or an extension of a sewer trunk line would not be required to serve the proposed project, or either variant, because the two project sites are currently served by existing facilities. Additionally, compliance with the City's Stormwater Management Ordinance (SMO) will require the proposed project, or either variant, to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, appropriate stormwater management systems would be installed as part of development at either site. The design of these systems would be reviewed by the San Francisco Public Utilities Commission (SFPUC) prior to issuance of any building permit. These stormwater management systems would be designed to retain runoff on-site, promote stormwater reuse, and limit site discharges entering the combined sewer collection system. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges. It would also minimize the potential for upsizing or constructing new facilities. Please see discussion under Impact HY-3, page 352, for more discussion of the project's compliance with the SMO. As no new wastewater or stormwater infrastructure would be required to serve the proposed project, or either variant, this impact would be ***less than significant***.

Impact UT-2: The proposed project, or either variant, would increase the amount of water used on the site, but would be adequately served by existing entitlements and water resources and would not require expansion or construction of new water treatment facilities. (Less than Significant)

All large-scale projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand under Senate Bill 610 and Senate Bill 221.[210] Under Senate Bill 610, a Water Supply Assessment (WSA) is required if a proposed project is subject to CEQA review in an EIR or Negative Declaration and is any of the following: (1) a residential development of more than 500 dwelling units; (2) a shopping center of business employing more than 1,000 persons or having more than 500,000 square feet of floor space; (3) a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; (4) a hotel or motel with more than 500 rooms; (5) an industrial or manufacturing establishment housing more than 1,000 persons or having more than 650,000 square feet or 40 acres; (6) a mixed-use project containing any of the foregoing; or (7) any other project that would have a water demand at least equal to a 500 dwelling unit project. The proposed project, or either variant, would exceed the residential unit threshold, and therefore, would be required to prepare a WSA.

In May 2002, the SFPUC adopted a resolution finding that the SFPUC's Urban Water Management Plan (UWMP) adequately fulfills the water assessment's requirements for water supply, water quality, and for wastewater treatment and capacity as long as a project is covered by the demand projections identified in the UWMP.

The proposed project, or either variant, would require water connections per the SFPUC and would use existing wastewater and storm drainage infrastructure unless the SFPUC recommends changes to the size and design of this infrastructure.

The approximately 1,860 residents of the proposed project and approximately 1,855 residents of Variant 2 would consume an additional 93,000 and 92,750 gallons of water per day (gpd), respectively.[211] With a slightly smaller population of 1,825 residents, Variant 1 would result in consumption of about 91,250

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[210] California Department of Water Resources (2003). Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001. Available online at http://www.water.ca.gov/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf, accessed May 2, 2011

[211] Based on current residential use in San Francisco of 50 gallons per capita per day x 1,860 residents =93,000 or 50 gallons per capital per day x 1,855 = 92,750 gpd, (SFPUC, 2010 Urban Water Management Plan for the City and County of San Francisco, Public Review Draft, April 27, 2011p.33). available at http://sfwater.org/detail.cfm/MC_ID/13/MSC_ID/165/C_ID/2776, accessed May 20, 2011.

gpd.[212] Although the proposed project, or either variant, would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within the City's anticipated water use and supply projections. Sufficient growth to accommodate the proposed project's residential and business population was assumed in the SFPUC's 2005 Urban Water Management Plan and an adequate water supply would be available for the proposed project.[213] Further, the SFPUC's updated draft 2010 Urban Water Management Plan, confirms the adequacy of supply to meet demand and includes growth related to the proposed project, or either variant.[214] In addition the new buildings under the proposed project, or either variant, would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the *California State Building Code* Section 402.0(c). Since water demand under the proposed project, or either variant, could be accommodated by existing and planned water supply anticipated under the SFPUC's *2010 Urban Water Management Plan*, and would include water conservation devices, the project, or either variant, would not result in a substantial increase in water use and could be served from existing water supply entitlements and resources.[215] Considering all of the above, the proposed project, or either variant, would result in ***less-than-significant*** project-specific and cumulative water supply impacts.

Impact UT-3: The proposed project, or either variant, would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less than Significant)

Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The landfill has a permitted peak maximum daily disposal of 11,150 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. The landfill has an annual solid waste capacity of 2,226,500 tons from the City of San Francisco. However, the City is well below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005. The Altamont Landfill is expected to remain operational for 20 or more years, and has current plans to increase capacity by adding 250 additional

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212 50 x 1,825 = 91,250 gpd.

213 The SFPUC's 2005 Urban Water Management Plan is based on data presented in the Association of Bay Area Government's Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025, which includes all known or expected development projects in San Francisco through the Year 2025. The proposed project and both variants are included in the development anticipated in the Planning Department's long-range land use projections, and have been since the project was proposed in 2003.

214 SFPUC, Draft 2010 Urban Water Management Plan, Public Review Draft, April 27, 2010. http://sfwater.org/detail.cfm/MC_ID/13/MSC_ID/165/C_ID/2776 (viewed May 20, 2011).

215 SFPUC, Paula Kehoe, Manager, Water Resources Planning, personal communication, May 24, 2011, Scott Edmondson, During Associates. The proposed project is included in the demand projections for both the 2005 Urban Water Management Plan (UWMP) and the Draft 2010 UWMP. Upon adoption, on June 14, 2011, the 2010 UWMP becomes the basis for a confirmation of service letter, which has been requested at the time of publication of this Draft EIR.

acres of fill area. With the City's increase in recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the impacts on solid waste facilities from the proposed project, or either variant, would be ***less than significant***.

The proposed project, or either variant, would be subject to the City's Mandatory Recycling and Composting Ordinance, which requires all San Francisco residents and commercial property owners to separate their refuse into recyclables, compostables, and trash, thereby minimizing solid waste disposal and maximizing recycling. The proposed project, or either variant, also would be subject to the City's Construction and Demolition Debris Recovery Ordinance, which requires all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. Therefore, the impact of the proposed project, or either variant, on existing landfill capacity would be ***less than significant***.

Impact UT-4: The construction and operation of the proposed project, or either variant, would follow all applicable statutes and regulations related to solid waste. (Less than Significant)

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went to a landfill.[216] San Francisco residents currently divert approximately 77 percent of their solid waste to recycling and composting, which achieves the goal of 75 percent diversion by 2010, and brings the City closer to its goal of 100 percent by 2020.[217] The solid waste associated with construction of the proposed project, or either variant, would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition, and Debris Ordinance.

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the proposed project, or either variant,

[216] San Francisco Office of the Controller, Community Indicators Report. Available on the internet at: http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/index.htm; accessed March 17, 2011.

[217] San Francisco Department of the Environment. Zero Waste. Available on the internet at: http://sfgov.org/site/frame.asp?u=http://www.sfenvironment.org; accessed March 17, 2011.

would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste. Therefore, solid waste generated from construction and operation under the proposed project, or either variant, would not substantially affect the projected life of the landfill.

For the reasons discussed above, the proposed project would not conflict with any applicable statute and regulations related to solid waste, and would result in a ***less-than-significant*** impact.

12. PUBLIC SERVICES

Potential public service impacts are associated with new buildings or new use and/or occupancy of existing buildings, and associated increases in residents and employees. The proposed project would be expected to add 824 residential units and 50,087 square feet of retail space. Variant 1 would add 809 units and 54,598 square feet of retail space, while Variant 2 would add 824 units and 51,447 square feet of retail space. The proposed project would be expected to increase the daily population from zero residents and 18 retail and service employees now (12 at the One Henry Adams site and six at the 801 Brannan site) to approximately 1, 860 residents (1,285 at the 801 Brannan site and 575 at the One Henry Adams site) and 143 employees (86 at the 801 Brannan site and 57 at One Henry Adams site).[218,219] Variant 1 would add 1,825 residents and 156 employees, while Variant 2 would add 1,855 residents and 147 employees.

Impact PS-1 (Fire and Police): The proposed project, or either variant, would increase demand for fire and police protection services, but would not require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. (Less than Significant)

[218] Project population estimated using proposed number of residential units and Census Tract (CT) data from the U.S. Census American Community Survey 2005-2009 for CTs 180 (801 Brannan site) and 607 (One Henry Adams site). Average population per household (pph) was used for estimating resident population of the one-bedroom units and average population per family household (ppfh) was used for estimating resident population from the larger units. Factors used were: CT 180: 1.8 pph, 2.6 ppfh; CT 607: 2.0 pph, 2.9 ppfh). Source: San Francisco Planning Department Report for Tract 180, Report for Tract 607, Friday May 27, 2011, email from Aksel Olsen, Citywide Group, to Scott Edmondson, During Associates, May 27, 2011.

[219] Based on one retail employee per 350 square feet, in: City and County of San Francisco, Planning Department, Transportation Impact Analysis Guidelines October 2002, Appendix C, Table C-1. Trip Generation and Employee Densities.

FIRE

Eleven fire stations serve the Eastern Neighborhoods. Station 29, at 200 Kansas Street, is four blocks from south of the 801 Brannan site and would be the primary responder for Showplace Square. The Eastern Neighborhoods Initial Study concluded that development under the rezoning program would increase calls and other demands on fire suppression and emergency medical services, but also concluded (1) that the increased demand could be met through existing resources and new resources that could be funded through development-related increases in the City's tax base; (2) that new stations or other facilities would not be required; and (3) that the impact would be less than significant.[220] The topic was not evaluated further in the EIR.

Because the increased resident and employee population from the proposed project, or either variant, would represent a portion of the development evaluated in the Eastern Neighborhoods Initial Study, the increase in demand for fire department services associated with the proposed project, or either variant, would be less than significant.[221] Demand from the project, or either variant, would be met through existing resources and new resources that could be funded through development-related increases in the City's tax base; would not require the construction or expansion of stations or other facilities; and, therefore, would be ***less than significant***.

POLICE

The San Francisco's Southern and Mission Police Stations have jurisdiction over the Eastern Neighborhoods area. The Southern Station, at 850 Bryant Street, about three blocks northwest of the 801 Brannan site, and five blocks from the One Henry Adams site serves Showplace Square. The Eastern Neighborhoods Initial Study (2004) concluded that increased demands on police services from areawide development anticipated for the Eastern Neighborhoods from 2000 to 2025 from the community planning and rezoning project "would not be substantial in light of the existing demand and capacity for police

220 *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Appendix A, *Eastern Neighborhoods Rezoning and Community Plans Initial Study*, Planning Department Case No. 2004.0160E, certified August 7, 2008. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400, San Francisco California, as part of Case No. 2004.0160E.

221 Barbara Schultheis, Fire Marshal, San Francisco Fire Department, email to Scott Edmondson, During Associates, May 26, 2011. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2000.618E.

protection services in the area," and "would not require the construction of any new police facilities," and thus, would have a less-than-significant impact on police services.[222]

The proposed project, or either variant, would add up to 824 households (approximately 1,860 residents) and about 143 employees to the project vicinity. Because the increased resident and employee population from the proposed 801 Brannan and One Henry Adams Streets project, or either variant, would represent a portion of the development evaluated in the Eastern Neighborhoods Initial Study, the increase in demand for police protection services associated with the proposed project, or either variant, would be expected to be a less-than-significant impact. More specifically, the Police Department believes that serving the proposed project would not require a new police station or an adjustment of service areas boundaries. However, the Department's service standard of 2.74 officers per 1,000 population is not now being met, with current service provision of 1.2 officers per 1,000 population. Should the Department find that additional officers be needed to adequately serve the proposed project, these resources could be secured through the annual operating and capital budget process with costs covered by some of the increased tax property revenue that the proposed project would generate annually. Thus, serving the proposed project would not represent a substantial increase in demands for police service that would severely undermine the Department's capacity to serve the proposed project, the wider area, or the City.[223] The impact of the proposed project, or either variant on police services would be ***less than significant***.

Impact PS-2 (Schools): The proposed project, or either variant, would indirectly generate students, but they would be accommodated within existing school facilities and would not require new or physically altered school facilities. (Less than Significant)

The San Francisco Unified School District (SFUSD) provides public school services to the project area. Bessie Carmichael Elementary School is the closest elementary school to the 801 Brannan site, located about 0.3 miles north of the 801 Brannan site at 375 Seventh Street (and 55 Sherman Street, the mid-block street parallel and east of Seventh Street). Daniel Webster Elementary School is the closest elementary school to the One Henry Adams site, about 0.9 to a mile to the southeast of the One Henry Adams site at 465 Missouri Street. The International Studies Academy is the closest middle school to both sites, approximately 0.8 miles south of the One Henry Adams site at 655 De Haro Street. The high school closest to both project sites is John O'Connell Alternative High School of Technology, approximately 1

222 Officer Ivan Sequeira, Facilities Manager, San Francisco Police Department, email, June 2, 2011, to Scott Edmondson, During Associates. This document is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2000.618E.

223 *Ibid*.

mile to the south of the One Henry Adams site at 2355 Folsom Street. In the last decade, SFUSD enrollment gradually declined until the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow,[224] eventually increasing from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 students in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of Fall 2008 was 55,272. SFUSD currently maintains a property and building portfolio that has a student capacity for over 90,000 students.[225] Thus, even with increasing enrollment, facilities throughout the City are underutilized. An increase in students associated with the proposed project, or either variant, would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the additional students. Therefore, the proposed project, or either variant, would result in a ***less-than-significant*** impact on schools.

Impact PS-3 (Government Services): The proposed project, or either variant, would increase demand for government services, but not to the extent that would result in significant physical impacts. (Less than Significant)

The incremental population increase of approximately 1,860 residents (1,285 at the 801 Brannan site and 575 at the One Henry Adams site) and 143 employees (86 at the 801 Brannan site and 57 at the One Henry Adams site) that would result from the proposed five mixed-use buildings with residential over ground-floor retail uses would not require new or physically altered government facilities. Similarly, the approximately 1,825 new residents and 156 new employees under Variant 1 or 1,855 residents and 147 employees under Variant 2 would not require new or physically altered government facilities. Therefore, the project's, or either variant's, impacts on government services would be ***less than significant***.

[224] San Francisco Unified School District, Capital Plan FY 2010-2019, September 2009. Available on the web at: http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf, accessed February 11, 2010.

[225] San Francisco Unified School District, S.F.U.S.D. School Profiles 2008-2009. Available on the web at: http://orb.sfusd.edu/profile/prfl-100.htm, accessed February 11, 2010.

13. BIOLOGICAL RESOURCES

Impact BI-1: Neither the proposed project, nor either variant, would modify habitats in ways that would substantially and adversely affect special status species, sensitive natural communities, or protected wetlands, or otherwise conflict with an adopted conservation plan. (No Impact)

The two project sites do not include riparian habitat and do not provide habitat for any rare or endangered plant or animal species. Development under the proposed project, or either variant, would not substantially diminish or interfere with any plant or animal habitats. There are no adopted habitat conservation plans applicable to the two project sites. As a result, neither the proposed project, nor either variant, would affect special status species, sensitive natural communities, or protected wetlands, or conflict with an adopted conservation plan. There would be ***no impacts*** related to special status species, sensitive natural communities, or protected wetlands under the proposed project, or either variant. (Potential impacts to common bird species are addressed below.)

Impact BI-2 (Movement and Migration): The proposed project, or either variant, could interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (Less than Significant)

The proposed project, or either variant, would result in the removal and replacement of a total of 39 trees distributed between the two project sites. The anticipated removal and any required replacement would be subject to the provisions of the City's Urban Forestry Ordinance. There are a total of 16 street trees, 19 significant trees and four trees that are not protected within the parcels on the two sites. The existing trees, shown on Figures 2A and 2B (see Chapter III, Project Description), could be utilized by nesting birds. Nesting birds, their nests, and eggs are fully protected by *Fish and Game Code* (Sections 3503, 3503.5) and the federal Migratory Bird Treaty Act (MBTA). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Destruction or disturbance of a nest during nesting season would violate these regulations and would be a significant impact.

Impacts to nesting birds would most likely occur during the bird-nesting period (March 15 through August 31). MBTA requires pre-construction surveys for nesting birds if construction should occur during the bird-nesting period which is generally recognized to be from March 15 to August 15 in most areas of California, but can begin as early as January 15 in the San Francisco area. If construction during bird nesting season cannot be fully avoided, pre-construction nesting surveys should be conducted by a qualified wildlife biologist prior to work in order to comply with the MBTA. The MBTA makes it unlawfully to "take" (kill, harm, harass, shoot, etc.) any migratory bird listed in 50 CFR 10, including

their nests, eggs, or young. Pursuant to the MBTA, the project sponsor would be required to hire a qualified biologist to conduct preconstruction bird nesting surveys within seven days of the start of construction (i.e. active ground disturbance). If active nests are located during the preconstruction bird nesting survey, the project sponsor is required to contact the California Department of Fish and Game for guidance on obtaining and complying with a Section 1081 Agreement that involves measures to avoid nesting season bird impacts. Compliance with the Section 1081 Agreement may include setting up and maintaining a line-of-site buffer area around the active nest and prohibiting construction activities within the buffer; modifying construction activities; and/or removing or relocating active nests. Compliance with the MBTA and the State Fish and Game Code would reduce the bird nesting impact under the proposed project, or either variant, to a less-than-significant level.

The City has recognized the documented risks that structures in the urban setting may present for birds. In October 2010 the Planning Department released a draft "Bird-Safe Building Standards" document to describe the issue and provide guidelines for bird-safe design within the City. Public comment on these guidelines was received through the end of 2010. The City is currently drafting an ordinance to specify recommendations for bird-safe design within the City. These draft guidelines propose a three-pronged approach to the problem: 1) establishment of requirements for the most hazardous conditions; 2) use of an educational checklist to educate project sponsors and their future tenants on potential hazards; and 3) creation and expansion of voluntary programs to encourage more bird-safe practices including acknowledging those who pursue certification through a proposed new program for "bird-safe building" recognition.

The combination of project characteristics that present the greatest risk to birds are called "bird-hazards." For example, buildings located within or immediately adjacent to open spaces of more than two acres with lush landscaping or buildings located immediately adjacent to open water or on a pier may be considered to have a bird hazard. The proposed project, or either variant, would not create bird hazards such as those.

Another type of bird-hazard is called a "bird-trap," which is a building-specific feature unrelated to the location of the building that creates hazards for birds in flight. Bird-traps include transparent building corners, clear sightlines through a building broken only by glazing, clear glass walls, or greenhouse on rooftops and balconies that have large, unbroken glazed segments. The proposed project, or either variant, would be subject to the requirements of the Bird-Safe Building design guidelines to address these hazards. Compliance with the ordinance would result in glazing treatments to minimize bird strikes, and would therefore, result in less-than-significant impacts with respect to bird strikes.

Impact BI-3 (Trees): Implementation of the proposed project, or either variant, would not conflict with local tree protection regulations. (Less than Significant)

The San Francisco Board of Supervisors adopted legislation in 2006 that amended the City's Urban Forestry Ordinance, Public Works Code, Article 16, Sections 801 et. seq., to require a permit from the Department of Public Works (DPW) to remove protected trees located within San Francisco,[226] which are designated as "landmark" trees, "significant" trees, and "street" trees. The designations are defined as follows.

- ***Landmark trees*** are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which determines whether a nominated tree meets the qualification for landmark designation by using established criteria (Section 810). Special permits are required to remove a landmark tree on private property or on City-owned property.
- ***Significant trees*** are those trees within the jurisdiction of the DPW, or trees on private property within 10 feet of the public right-of-way, that meet certain size criteria. To be considered significant, a tree must have a diameter at breast height of more than 12 inches, a height of more than 20 feet, or a canopy of more than 15 feet (Section 810(A)(a)). The removal of significant trees on privately owned property is subject to the requirements for the removal of street trees. As part of the determination to authorize removal of a significant tree, the Director of DPW is required to consider certain factors related to the tree, including (among others) its size, age, species, and visual, cultural, and ecological characteristics (Section 810A(c)).
- ***Street trees*** are trees within the public right-of-way or on land within the jurisdiction of the DPW. Their removal by abutting property owners requires a permit.

The Ordinance also requires project sponsors to prepare and submit a Tree Disclosure Statement with all permit applications that could impact a protected tree. The Planning Department requires submission of this information with applications for environmental review. The statement must identify all on-site and indicate the proposed project's plans for removal and replacement.

The project sponsor prepared and submitted a Tree Disclosure Statement for the proposed project.[227] Both project sites are developed with buildings and surface parking lots. There are 39 trees on or around the two sites: 11 at the 801 Brannan site and 28 at the One Henry Adams site, as discussed below and summarized in Table 27 on the following page. Thirty-five of the 39 trees are protected, either as significant trees on the project sites (19) or as street trees (16). Four trees on the project sites are within the

[226] San Francisco Planning Department, Director's Bulletin No 2006]01, May 5, 2006, Planning Department Implementation of Tree Protection Legislation, page 2, http://www.sfgov.org/site.uploadedfiles/planning/projects_reports/db2006_01treedisclosuredirector.pdf.

[227] During Associates, Site Visits, June 2, 2009 and July 29, 2010. The Tree Disclosure Statement is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of case file 2000.618E.

Table 27
Tree Survey

Location	Protected		Unprotected	Total	Type
	Significant	Street			
801 Brannan Site					
Eighth Street		3	3	6	
Brannan near Eighth Street		3		3	All: *Ficus microcarpa* (Indian laurel fig, little leaf fig, ficus).
Seventh Street		2		2	
Subtotal	0	8	3	11	
One Henry Adams Site					
55 Division Street		4		4	*Ficus microcarpa* (Indian laurel fig, little leaf fig, ficus).
Rhode Island Street				0	
Alameda Street	1	4		5	Street: *Crataegus phaenopyrum* (Washington thorn) Significant: Palm tree
Henry Adams Street	18		1	19	Four palm trees and 15 *Tristania conferta* (Brisbane box).
Subtotal	19	8	1	28	
Total	19	16	4	39	

Source: During Associates, 2011.

lots and farther than 10 feet from the property line, and therefore, are not protected and not subject to the provisions of the City's Urban Forestry Ordinance. The 11 trees at the 801 Brannan site and four trees along Division Street at the One Henry Adams site are all *Ficus microcarpa* (Indian laurel fig, little-leaf fig, ficus). Four trees along Alameda Street are *Crataegus phaenopyrum* (Washington thorn) and one is a palm tree. There are four palm trees along the west side of the One Henry Adams site fronting Henry Adams Street along with 15 *Tristania conferta* (Brisbane box).

As shown in Figure 2A, Chapter 3, Project Description, there are 11 trees on the 801 Brannan site, all of which are *Ficus microcarpa*, or more commonly, Indian laurel fig, little-leaf fig, or ficus. Eight of the trees

are street trees subject to the removal and replacement procedures of the City's Urban Forestry Ordinance[228] and three unprotected trees are located within the parcel more than 10 feet from the lot line. As defined by the Urban Forestry Ordinance, there are no "significant or "landmark" status trees at the 801 Brannan site. Of the 11 trees, six trees are located along Eighth Street: three of these trees are located in the plaza area in front of the Concourse building entrance, and there are three street trees further south in front of the surface parking lot. The three trees in the plaza range from 8 to 12 inches in diameter at breast height (DBH) and from 12 to 15 feet in height. The three street trees range from 4 to 6 inches in DBH and from 6 to 10 feet in height. In addition, three street trees are located along Brannan Street near Eighth Street, and they range from 8 to 10 inches DBH and 12 to 15 feet in height. Two street trees are located along Seventh Street near the entrance to the Concourse building. One of the two street trees is seven inches DBH and 10 feet tall; the other is 10 inches DBH and 12 feet tall.

There are 28 trees on the One Henry Adams site. Pursuant to the definitions in the Urban Forestry Ordinance, eight of these are street trees, 19 are significant trees, and one tree located about 25 feet from the lot line is not a protected tree and has no designation pursuant to the Ordinance. None of the trees are located along the Rhode Island Street frontage.

Four of the 28 trees at the One Henry site are street trees located in front of the 55 Division Street building and range from 6 to 12 inches DBH and approximately 12 to 15 feet tall. They are all *Ficus microcarpa*, or more commonly, Indian laurel fig, little-leaf fig, or ficus.

Five of the 28 trees at the One Henry Adams site are significant trees off Alameda Street. Four of these five trees are located in front of the parking lot near Rhode Island Street. They are street trees between 2 to 3 inches DBH and four 6- to 8-foot-tall. They are all *Crataegus phaenopyrum*, or more commonly, Washington thorn. The fifth tree is a significant tree, a 25-foot-tall palm tree, located on the project site at the southeastern corner of the Three and Five Henry Adams Street building within 10 feet of the lot line fronting Alameda Street.

Nineteen of the 28 trees are located inside the property line along the Henry Adams Street. Eighteen of these are significant trees and one tree is unprotected under the Ordinance because it is located more than 10 feet from the lot line. The tree trunks of the 18 significant trees range from approximately 12 to 24 inches DBH and their height varies from 12 to 30 feet. Four of the 18 trees are palm trees and 15 are *Tristania conferta* or Brisbane box.

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[228] San Francisco. *San Francisco Public Works Code*. Article 16, Section 800 et al. Available online at http://www.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:sanfrancisco_ca. [Accessed May 11, 2011].

The proposed project, or either variant, would require permits for removal of all significant or street trees on the two project sites in advance of construction. Pursuant to the Ordinance, the decision to approve permits for tree removal would be with Department of Public Works (DPW). If DPW grants permits for removal under Article 16 of the *San Francisco Public Works Code*, it shall require that replacement trees be planted at a one-to-one ratio or that a fee be paid (Section 806(b)). Therefore, through compliance with the Ordinance, the proposed project, or either variant, would not conflict with any local policies or ordinances protecting trees, and would result in a ***less-than-significant*** biological impact.

14. GEOLOGY AND SOILS

Impact GE-1 (Seismic Risk): Neither the proposed project nor either variant would result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or landslides, and would comply with regulations. (Less than Significant)

The 801 Brannan site slopes toward the north with an approximate elevation change of two to six feet (according to San Francisco City Datum).[229] The 15 to 34 feet of fill material below the pavement and cobblestones at the 801 Brannan site consists primarily of loose to medium dense sand with varying amounts of silt, clay, gravel, concrete, brick, mortar, and wood fragments. A weak and compressible marine clay and silt deposit, referred to as Bay Mud, underlies the fill. The Bay Mud is approximately 48 to 100 feet thick, and includes occasional layers of clayey sand. A layer of Old Alluvium, consisting of alternating layers of strong, relatively incompressible, dense to very dense sand, and stiff to hard clay and silt, extends to depths of 118 to 180 feet below the ground surface. The Old Alluvium is underlain by strong, relatively incompressible residual soil at depths ranging from 126 to 153 feet below ground surface near the eastern and western corners of the site. Shale and sandstone bedrock is located at depths of 102 to 180 feet below ground surface. Groundwater was encountered at depths ranging from three to 11 feet below ground surface, with several feet of seasonal and tidal fluctuation anticipated.

The One Henry Adams site slopes gently downwards towards the southwest, from an approximate elevation of three feet to a low point of zero feet (San Francisco City Datum).[230] The 8 to 19 feet of fill

[229] Treadwell & Rollo, *Draft Geotechnical Investigation,* 801 Brannan Street, San Francisco, California, June 21, 2001. This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of case file 2000.618E.

[230] Treadwell & Rollo, *Draft Geotechnical Investigation*, 1 Henry Adams Street, San Francisco, California, August 2, 2001. This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of case file 2000.618E.

material below the One Henry Adams site consists primarily of loose to medium dense sand with varying amounts of silt, clay, gravel, organics, concrete, brick, mortar, and wood fragments. A 31-foot-thick, weak and compressible marine clay and silt deposit, referred to as Bay Mud, underlies the fill. A layer of clay and silt about 4.5 to eight feet thick underlies the Bay Mud. A ten-foot-thick layer of medium dense to dense sand between the fill and clay layers was encountered in one boring on the site. Serpentinite and claystone bedrock is under the clay and silt or sand layers, at depths of 30 to 38 feet below ground surface. Groundwater was encountered at depths ranging from six to nine feet below ground surface, with several feet of seasonal and tidal fluctuation anticipated.

The Community Safety Element of the San Francisco *General Plan* contains maps that indicate areas in which one or more geologic hazards exist. The project sites are located in an area subject to "a non-structural damage level" (Modified Marcella Intensity VII) from seismic ground shaking. The source of the ground shaking is modeled as a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately six miles southwest of San Francisco. The source also includes the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element).[231] The project sites are also in an area subject to liquefaction in case of a seismic event as shown on the State of California Seismic Hazards Zones map (California Division of Mines and Geology),and Map 4 of the Community Safety Element, Seismic Hazards Study Zones, Areas of Liquefaction Potential. The project sites are not in an area subject to landslide, seiche or tsunami run-up, or reservoir hazards (Maps 5, 6, and 7 in the Community Safety Element).[232]

The Working Group for California Earthquake Probabilities estimates a 62 percent probability of an earthquake of Mw 6.7 or greater occurring on one of the major faults in the Bay Area by 2031.[233,234] The project sites are not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no known fault or potentially active fault exists on the site. In a seismically active area, such as the San Francisco Bay Area, the possibility exists for future faulting in areas where no faults previously existed. The project sites are located in an area defined by the Seismic Hazards Zone as

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231 City and County of San Francisco, Community Safety Element, San Francisco General Plan, April 1997. This document is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor. Also available at: http://www.sf-planning.org/ftp/General_Plan/index.htm, accessed May 2, 2011.

232 *Ibid*.

233 Earthquake probabilities were analyzed by the Working Group for California Earthquake Probabilities, a group assembled by the U.S. Geological Survey, Earthquake Hazards Program. This analysis is available online for review at http://quake.usgs.gov/research/seismology/wg02/. Accessed March 9, 2011.

234 Maps available online for review at http://www.conservation.ca.gov/cgs/shzp/Pages/Index.aspx, accessed May 2, 2011.

delineated by the California Division of Mines and Geology as historically or potentially subject to liquefaction.

As discussed, geotechnical reports were prepared for each development site.[235,236] The geotechnical reports found the project sites were suitable for development providing that the recommendations included in the reports were incorporated into the design and construction of the proposed development. The project sponsor has agreed to follow the recommendations of the reports in constructing the project, which include, but are not limited to, those summarized below.

The geotechnical report for the 801 Brannan site recommends:

- a foundation of driven piles, with an estimated length of 70 to 125 feet, supported by the dense sand below the Bay Mud; and
- design for Seismic Zone Factor 4 and Soil Profile Type SF, per the San Francisco Building Code.

The geotechnical report for the One Henry Adams site recommends:

- a foundation of driven piles, with an estimated length of 5 to 50 feet, supported by the bedrock; and
- design for Seismic Zone Factor 4, Soil Profile Type SE, and Near Source Factors Na of 1.0 and Nv of 1.10, per the 1998 San Francisco Building Code.

Both geotechnical reports recommend:

- piles designed to resist the corrosiveness of the Bay Mud;
- use of an indicator pile program to provide data for estimating production pile lengths;
- pre-drilling of pile holes through the fill to reduce potential for damage to the piles;
- design of all retaining walls to resist lateral pressures imposed by the adjacent soil and traffic;
- garage slabs should have structural support and moisture barriers;
- shoring of the proposed excavation with a sheet pile system or soldier pile and lagging retaining system that is designed by a licensed structural engineer experienced in the design of retaining systems, and installed by an experienced shoring specialty contractor;
- tiebacks used to restrain the shoring should not rely on Bay Mud for support, and should be tested for load carrying capacity and movement;
- during excavation, groundwater should be drawn down to a depth of at least three feet below the bottom of the proposed excavation;
- temporary slopes should conform to local, state, and federal safety regulations;
- on-site fill that contains hazardous materials should be handled and disposed appropriately;

235 Treadwell & Rollo, *Draft Geotechnical Investigation*, 801 Brannan Street, San Francisco, *op. cit.*

236 Treadwell & Rollo, *Draft Geotechnical Investigation*, 1 Henry Adams Street, San Francisco, California, *op. cit.*

- on-site fill containing organics and other inappropriate materials should not be used as backfill; and
- survey points should be established on shoring and adjacent streets and buildings within 50 feet of the excavation perimeter prior to the start of excavation, and movement should be monitored during construction, along with a crack survey of adjacent buildings.

The design and construction of the proposed project, or either variant, would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. The Department of Building Inspection (DBI) permit review process would address issues regarding foundation design and additional background studies as required. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. Therefore, potential damage to structures from geologic hazards on the project sites would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. Building Code-complying changes of foundation arising from the DBI review process would constitute minor modifications to the proposed project, or either variant, that would not require additional environmental analysis. In light of the above, the proposed project, or either variant, would result in a ***less-than-significant*** seismic and geologic hazards effect.

Impact GE-2 (Topsoil and Erosion): Neither the proposed project nor either variant would result in substantial loss of topsoil or erosion. (Less than Significant)

The proposed project, or either variant, would not substantially change the topography of the sites or any associated unique geologic or physical features. Both sites are developed with structures and surface parking lots and are essentially flat, with the 801 Brannan site sloping to the north two to six feet and the One Henry Adams site sloping downwards about three feet to the southwest. In addition, both the proposed project and either variant would involve limited excavation up to 12 feet in depth for parking stackers or lifts at four buildings and excavation to a depth of 11 feet at the fifth building, Building 1 (the Southern Building) at the One Henry Adams site, for the one proposed subterranean level. Therefore, the proposed project, or either variant, would involve small changes to topographical features located on the project site. Because the project sponsor is required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program "Checklist for Construction Requirements," implementation of erosion and sedimentation control measures, as required by the City and/or resources agencies, would reduce short-term construction-related erosion impacts under either the proposed project or its variants to a ***less-than-significant*** level.

Impact GE-3 (Septic Systems): Neither the proposed project nor either variant would use septic tanks or alternative wastewater disposal systems that would have soils incapable of adequately supporting them. (Not Applicable)

The proposed project, or either variant, would not use a septic system. New development at both sites would connect to the existing City sewer system. Therefore, this impact is ***not applicable*** to the proposed project or either variant.

Impact GE-4 (Unique Geologic or Physical Features): The two projects sites do not have unique geologic or physical features. Therefore, neither the proposed project nor its variants could affect such features. (No Impact)

The two project sites are generally flat and developed. There are no existing unique geologic or physical features on the sites. The proposed project, or either variant, would not alter the topography or otherwise affect any unique geologic or physical features of the sites, and would have ***no impact***.

15. Hydrology and Water Quality

Impact HY-1 (Water Quality): Neither the proposed project nor either variant would violate water quality standards or otherwise substantially degrade water quality. (Less than Significant)

The proposed project, or either variant, would not substantially degrade water quality or contaminate a public water supply. All wastewater and storm water runoff from the two project sites from buildings constructed under the proposed project, or either variant, would flow into the city's combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant.

In accordance with San Francisco's Stormwater Management Ordinance (SMO), development at the two project sites will be designed with Low Impact Design (LID) approaches and stormwater management systems to comply with the City's Stormwater Design Guidelines (SDGs). In general, compliance with the SMO would require the proposed project, or either variant, to maintain or reduce the existing volume and rate of stormwater runoff discharged from the sites. To achieve this, the proposed project, or either variant, would implement and install appropriate stormwater management systems that retain runoff on-site, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system, which would be approved by the SFPUC.

Over the construction period, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, foundation pouring, and construction of the buildings' shells. Once in surface water, runoff, sediment and other pollutants could leave the construction sites and ultimately be released into San Francisco Bay. As discussed above, stormwater runoff from construction under the proposed project, or either variant, would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Pursuant to *Building Code* Chapter 33 (Excavation and Grading) and the City's NPDES permit, the project sponsor would be required to implement measures to reduce potential erosion impacts during construction. Therefore, neither the proposed project nor its variants would substantially degrade water quality, and there would be a ***less-than-significant*** impact.

Impact HY-2 (Groundwater): Neither the proposed project nor its variants would substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Less than Significant)

As discussed in Topic 14. Geology and Soils, groundwater was observed in the borings at a depth of between 3 to 11 feet below ground surface (bgs) at the 801 Brannan site and 6 to 9 feet at the One Henry Adams site. However, groundwater will vary with time, and zones of seepage may be encountered near the ground surface following rain or irrigation upslope of the project sites. Any groundwater that is encountered during construction of the proposed project, or either variant, would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77). The Ordinance requires that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management (BERM) of the SFPUC is responsible for implementing the Industrial Waste Ordinance, and would be notified prior to discharge of groundwater into the City's sewer system. The two project sites are already developed with impervious surfaces. With the proposed project, or either variant, groundwater flow would continue under and around the sites. Therefore, groundwater resources would not be substantially degraded or depleted; neither the project nor its variants would substantially interfere with groundwater recharge or reduce infiltration, and there would be ***a less-than-significant*** groundwater impact.

Impact HY-3 (Flooding and Stormwater): Neither the proposed project nor its variants would result in altered drainage patterns that would cause substantial erosion or flooding, or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. (Less than Significant)

The City's Stormwater Management Ordinance (SMO) became effective on May 22, 2010. This ordinance requires that any project resulting in a ground disturbance of 5,000 square feet or greater prepare a Stormwater Control Plan (SCP), consistent with the November 2009 Stormwater Design Guidelines (SDG). Responsibility for approval of the SCP is with the SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP); or, if the project is located on Port of San Francisco property, with the Port. Compliance with the SMO is designed to improve San Francisco's environment by reducing stormwater runoff and runoff pollution in areas of new development and redevelopment. The SFPUC and the Port of San Francisco (Port) administer stormwater management programs developed in accordance with the federal Clean Water Act (CWA) and a State of California NPDES permit.

The Stormwater Design Guidelines encourage the use of Low Impact Design (LID) approaches to comply with stormwater management requirements. A LID approach uses stormwater management solutions that promote the use of ecological and landscape-based systems that mimic pre-development drainage patterns and hydrologic processes by increasing retention, detention, infiltration, and treatment of stormwater at its source. LID solutions apply decentralized site strategies to manage the quantity and quality of stormwater runoff and include, but are not limited to, best management practices (BMPs) such as cisterns, green roofs, bioretention basins and planters, permeable pavements, infiltration trenches, and constructed wetlands. The SDGs require the development of a Stormwater Control Plan (SCP) that identifies responsible parties, funding sources, maintenance activities, and schedules for all BMPs, including an operations and maintenance plan. The SFPUC Urban Watershed Management Group must approve the SCP and associated operations and maintenance plan prior to the issuance of a building permit.

The two project sites are completely covered with impervious surfaces and natural groundwater flow would continue under and around the sites. Construction of the proposed project, or either variant, would not increase impervious surface coverage on the sites nor reduce infiltration and groundwater recharge. Additionally, compliance with the SMO as described above would require the proposed project, or either variant, to maintain or reduce the existing volume and rate of stormwater runoff at the sites by retaining runoff on-site, promoting stormwater reuse, and limiting site discharges before entering the combined sewer collection system. Therefore, the proposed project, or either variant, would not substantially alter existing groundwater quality or surface flow conditions and would have a less-than-significant impact.

The Stormwater Design Guidelines require the proposed project to achieve Leadership in Energy and Environmental Design (LEED®) Sustainable Sites (SS) Credit 6.1, "Stormwater Design: Quantity

Control," and be designed to reduce the flow rate and volume of stormwater discharged to the combined sewer collection system. For the proposed project with an existing imperviousness of greater than or equal to 50 percent, the applicable LEED credit requires the project sponsor to "implement a stormwater management plan that results in a 25 percent decrease in the volume of stormwater runoff from the two-year 24-hour design storm." The intent is to limit disruption of natural hydrology by managing and retaining stormwater runoff on-site by reducing impervious cover, increasing on-site infiltration, or promoting on-site reuse.

The project sponsor is presently anticipating the use of the following three best management practices (BMPs): (1) Downspout Connected to Dry Well; (2) Permeable Paving in Pedestrian Areas; and (3) Bio-Retention Planter with Curb Cuts. The project sponsor may incorporate other BMPs into the project design during preparation of the required Stormwater Control Plan to achieve the off-site flow performance targets of the SDGs and the Ordinance for the proposed project, or either variant.

Compliance with the Ordinance and the requirements of the Stormwater Management Guidelines will be achieved through the required SFPUC review and approval of the proposed project's Stormwater Control Plan prior to the issuance of building permits. The proposed project, or either variant, would have a ***less-than-significant*** flooding and stormwater impact.

Impact HY-4 (Flooding Loss): The proposed project, or either variant, would not expose people, housing, or structures, to substantial risk of loss due to flooding. (Less than Significant)

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The two project sites fall within an area in the City prone to flooding during storms, especially where ground stories are located below an elevation of 0.0 City Datum or, more importantly, below the hydraulic grade line or water level of the sewer.

The City has implemented a review process to avoid flooding problems caused by the relative elevation of structures to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. The side sewer connection permits for these projects are reviewed by the SFPUC at the beginning of the permit review process for all permit applications submitted to the Planning Department, the Department of Building Inspection, or the Redevelopment

Agency. The SFPUC and/or its delegate (DPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather when rainfall can increase stormwater flows above the system's collection capacity. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

As required, the project sponsor would arrange for the SFPUC review during the Planning Department's and DBI's review of entitlement applications. This review will determine if the proposed project, or either variant, would result in ground level flooding during storms. The project sponsor will incorporate any required design measures to prevent such flooding, as applicable. Therefore, the review ensures that there would be a less-than-significant impact with respect to exposure of people, housing, or structures to substantial risk of flooding.

Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. With FEMA's approval of the City's application for the NFIP in April 2010, the City now participates in the program.[237] In July 2008 FEMA published Interim Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco.[238] FIRMs identify areas that are subject to inundation during a flood having a one percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA").

FEMA has tentatively identified SFHAs along the City's shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards).[239] The Mayor and the Board of Supervisors approved a Floodplain Management Ordinance[240] in 2008 that governs new construction and substantial improvements[241] to existing buildings

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237 City and County of San Francisco, Office of the City Administrator, San Francisco Floodplain Management Program Fact Sheet, Revised January 25, 2011. Available at http://www.sfgsa.org/Modules/ShowDocument.aspx?documentid=7520, accessed March 18, 2011.

238 They are available on the web at http://www.sfgsa.org/index.aspx?page=828, accessed March 18, 2011.

239 City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgsa.org/Modules/ShowDocument.aspx?documentid=1767, accessed May 2, 2011.

240 Ordinance number 188-08 establishes the floodplain management program by adding Article XX, Sections 2A.280 through 2A.285 to the San Francisco Administrative Code. The Board of Supervisors approved ordinance number 56-10 to amend the floodplain management program.

in flood-prone areas and designates the City Administrator's Office as the City's Floodplain Administrator. The Floodplain Management Ordinance requires new or substantially improved structures in designated flood hazard areas be protected against flood damage, and prohibits uses that would increase flood risks. According to the interim map for southeastern San Francisco, the project sites are not located within a flood zone. Therefore, the proposed project, or either variant, would not result in a significant impact related to placement of mixed-use buildings within a 100-year flood zone.

For the reasons stated above, the proposed project, or either variant, would result in a ***less-than-significant*** flood impact.

Impact HY-5 (Inundation): The proposed project, or either variant, would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. (No Impact)

The two project sites are not on the San Francisco 20-foot Tsunami Runup Map;[242] therefore, no significant tsunami hazard exists at either site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare, and there is no significant seiche hazard at either project site. There is no mudslide hazard at the project sites because the project sites and vicinity are fully developed and relatively flat with no erosion-prone slopes. Thus, there would be ***no impact*** from seiche, tsunami, or mudflow hazard under the proposed project, or either variant.

16. HAZARDS AND HAZARDOUS MATERIALS

The Initial Study (IS) for this project published in 2003 addressed Hazards on pages 37 through 45. The NOP/IS is attached as Appendix A to this EIR. The discussion provided in this section only addresses current CEQA Checklist items related to Hazards or Hazardous materials not previously addressed in the 2003 IS. An Environmental Site Assessment was prepared for each of the project sites, and the results were summarized in the IS.[243,244] The ESAs examined a range of hazards, including chemicals used by past

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241 FEMA defines "substantial improvement" as modifications to an existing structure that cost more than 50 percent of the market value of the structure. This threshold also applies to repairs to damage, such as damage caused by a fire.

242 San Francisco General Plan, Community Safety Element, Map 6, 20-Foot Tsunami Run-Up Map. Available at http://www.sf-planning.org/ftp/General_Plan/I8_Community_Safety.htm, accessed March 18, 2011.

243 Treadwell & Rollo, *Environmental Site Characterization*, 801 Brannan Street, San Francisco, California, August 7, 2001. This report is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2000.618E.

tenants of the sites, electrical transformers with PCB (polychlorinated biphenyl) content, radon gas accumulation, other hazardous materials in local and State databases, hazardous releases either on-site or migrating from releases at surrounding sites, contaminated soils or water under the site, leaking underground storage tanks, hazardous building materials, particularly asbestos and lead in paint.

Mitigation Measures were identified in the IS to address potential hazard impacts related to contaminated soils and groundwater, and underground storage tanks. Please see Mitigation Measures 3a and 3b in Summary Table S-3 on page S-61.

Impact HZ-1: Neither the proposed project nor its variants would create a substantial hazard through routine transport, use, disposal, handling, or emission of hazardous materials during project operation. (Less than Significant with Mitigation)

Neither of the project sites are located near a public or private airport land use plan area. Therefore, these issues would not apply to the proposed project, or either variant (significance criterion 16e and 16f in the City's CEQA Initial Study Checklist).

OTHER HAZARDOUS BUILDING MATERIALS

In addition to asbestos-containing building materials and lead-based paint addressed in the IS, the existing buildings on the sites may contain other potentially hazardous building materials such as polychlorinated biphenyl (PCB), contained primarily in exterior paint, sealants, electrical equipment, and fluorescent light fixtures. Fluorescent light bulbs are also regulated (for their disposal) due to their mercury content. Inadvertent release of such materials during demolition under either the proposed project or its variants could expose construction workers, occupants, or visitors to these substances and could result in various adverse health effects if exposure were of sufficient quantity. Although abatement or notification programs described above for asbestos and lead-based paint have not been adopted for PCB, mercury, other lead-containing materials, or other possible hazardous materials, items containing these substances that are intended for disposal must be managed as hazardous waste and handled in accordance with Occupational Safety and Health Administration (OSHA) worker protection requirements. Potential impacts under either the proposed project or its variants associated with encountering hazardous building materials such as PCB, mercury, and lead would be considered a ***significant*** impact. Hazardous building materials sampling and abatement pursuant to existing

[244] Treadwell & Rollo, *Environmental Assessment*, Proposed Garden Court Development, 55 Division Street (aka 1 Henry Adams Street), San Francisco, California, July 18, 2001. This report is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case No. 2000.618E.

regulations prior to renovation work, as described in **Mitigation Measure M-HZ-1** (EN-K-1) would reduce potential impacts under either the proposed project or its variants associated with PCB, mercury, lead, and other toxic building substances in structures to a ***less-than-significant*** level. This Mitigation Measure originated during the Eastern Neighborhoods EIR process, identified as Mitigation Measure K-1 and would apply to the proposed project, or either variant.

Mitigation Measure M-HZ-1 (EN-K-1): Other Hazardous Building Materials.

> This Mitigation Measure originated during the Eastern Neighborhoods EIR process, identified as Mitigation Measure K-1.
>
> The project sponsor would ensure that building surveys for PCB- and mercury-containing equipment (including elevator equipment), hydraulic oils, and fluorescent lights are performed prior to the start of renovation for the proposed project, or either variant. Any hazardous materials so discovered would be abated according to federal, State, and local laws and regulations. The implementation of this mitigation measure would reduce the potential impact to a less-than-significant level.

With implementation of **Mitigation Measure M-HZ-1 (EN K-1),** described above, and **Mitigation Measures 3(a) and 3(b)** from the Initial Study, (see Appendix A or Table S-3, on page S-64) the proposed demolition of the office buildings and excavation of hazardous materials as part of either the proposed project, or either variant, would not have the potential to pose a direct (through material removal, if required) or indirect (through transport of materials or accidental release) public health hazard to the surrounding neighborhood. Compliance with existing regulatory requirements and permits would ensure that the proposed project, or either variant, would not result in significant effects due to hazardous materials or wastes. Therefore, there would be ***less-than-significant*** impacts related to hazardous materials use.

Impact HZ-2 (Hazardous Materials Near Schools): The proposed project, or either variant, would not emit hazardous emissions or handle hazardous material within the vicinity of a school. (No Impact)

The closest SFUSD school to the 801 Brannan site is Bessie Carmichael Elementary School located at 375 Seventh Street (and 55 Sherman Street), approximately 0.3 miles north of the 801 Brannan site. Daniel Webster Elementary School at 465 Missouri Street is the closest SFUSD school to the One Henry Adams site and is located approximately 0.7 miles to the south. In addition, the Live Oak School (K-8), an independent school, is located at 1555 Mariposa Street approximately 0.4 miles southeast of the One

Henry Adams site. As a result, development under the proposed project, or either variant, would not release hazardous emissions or handle hazardous materials within the one-quarter-mile vicinity of a school, and there would be ***no hazardous materials impact*** related to schools.

Impact HZ-3 (Hazardous Waste and Substances List): The two project sites are not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)

The two project sites are not listed on the Hazardous Waste and Substances Sites List, commonly called the "Cortese List," compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5. Neither site is listed in database reports from State and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste. As a result, the proposed project, or either variant, would not be located on a hazardous materials site, and there would be ***no associated impacts***.

17. MINERAL AND ENERGY RESOURCES

Impact ME-1 (Mineral Resource Area Loss): Neither the proposed project nor either variant would result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. (No Impact)

All land in San Francisco, including the two project sites, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the sites are not a designated area of significant mineral deposits. Since the project sites are already developed, future evaluation or designation of the sites would not affect or be affected by the proposed project or either variant. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project or either variant. Thus, the proposed project, or either variant, would not result in the loss of availability for a locally- or regionally-important mineral resource recovery site and there would be ***no impact*** on mineral resources as a result of the proposed project, or either variant.

Impact ME-2 (Wasteful Water and Energy Use): Implementation of the proposed project, or either variant, would not encourage activities that would use of large amounts of fuel, water, or energy, or use them in a wasteful manner. (Less than Significant)

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the proposed project, or either variant, to meet energy and water efficiency standards beyond Title 24, the California Building Code. Documentation showing compliance with these standards is submitted with an application for a building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Therefore, neither the proposed project nor either variant would cause a wasteful use of energy and water and the effects related to energy consumption would be ***less than significant***.

18. AGRICULTURAL AND FOREST RESOURCES

Impact AG-1 (Farm/Forest Land Conversion or Zoning Conflict): Neither the proposed project nor its variants would result in the conversion of farmland or forestland to non-farm or non-forest use; nor would the proposed project, or either variant, conflict with existing agricultural or forest use or zoning. (Not Applicable)

The two project sites are developed and are located in the City and County of San Francisco, an urban area, and therefore, are not agricultural in nature. The California Department of Conservation's Farmland Mapping and Monitoring Program does not identify any land in the County as agricultural in nature. Because the project sites do not contain agricultural uses and are not zoned for such uses, the proposed project, or either variant, would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and would not conflict with any existing agricultural zoning or Williamson Act contracts.[245] In addition, the project sites are not forestland or timberland, and are not zoned as such. As a result, neither the proposed project, nor either variant, would involve the direct or indirect conversion of forestland to non-forest land uses. No agricultural or forest resources are located on or near the project sites and the proposed project, or either variant, would have no effect on agricultural or forest resources. Accordingly, this topic is ***not applicable*** to the project sites.

[245] San Francisco is identified as "Urban and Built Up Land" on the California Department of Conservation Important Farmland of California Map, 2002. This map is available for viewing online at the Department of Conservation website, www.consrv.ca.gov, accessed May 2, 2011.

VI. OTHER CEQA ISSUES

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A. GROWTH INDUCEMENT

A project would be growth-inducing if (1) its construction and use would encourage a substantial population increase; (2) it would indirectly stimulate new development that would not occur without the proposed project; and (3) it would involve new infrastructure (such as water or sewer utilities) with capacity to serve other projects. The proposed project would construct up to 824 residential units, and 50,087 square feet of retail space. The daily population in the area would be expected to increase accordingly from the current zero resident and 18 retail and service employees (12 at the One Henry Adams site) and 6 at the 801 Brannan site) to approximately 1,860 residents (1,285 at the 801 Brannan site and 575 at the One Henry Adams site) and 143 employees (86 at the 801 Brannan site and 57 at One Henry Adams site).[246,247]

The growth resulting from the proposed project in San Francisco and the region would not exceed the growth anticipated in ABAG's regional forecasts of employment and population growth. Some future residents of the proposed project may move to San Francisco from other parts of the Bay Area to be closer to their employment, while others may relocate within the City. To the extent that in-migration occurs, the proposed project would be expected to reduce commutes to the City. The proposed project would

[246] Project population estimated using proposed number of residential units and Census Tract (CT) data from the U.S. Census American Community Survey 2005-2009 for CTs 180 (801 Brannan site) and 607 (One Henry Adams site). Average population per household (pph) was used for estimating resident population of the one bedroom units and average population per family household (ppfh) was used for estimating resident population from the larger units. Factors used were: CT 180: 1.8 pph, 2.6 ppfh; CT 607: 2.0 pph, 2.9 ppfh). Source: San Francisco Planning Department Report for Tract 180, Report for Tract 607, Friday May 27, 2011, email from Aksel Olsen, Citywide Group, to Scott Edmondson, During Associates, May 27, 2011.

[247] Based on one retail employee per 350 square feet, in: City and County of San Francisco, Planning Department, Transportation Impact Analysis Guidelines, October 2002, Appendix C, Table C-1. Trip Generation and Employee Densities.

occur in an already urbanized area in San Francisco; as discussed in Chapter V, it would not result in the extension of utilities or roads into undeveloped areas, and would not directly lead to substantial development outside the City. For these reasons, the proposed project, or either variant, would not cause significant growth-inducing impacts.

In comparison to the proposed project's 824 residential units and 50,087 square feet of retail development, Variants 1 and 2 would have 809 and 824 residential units and 34,928 and 31,777 square feet of retail space, respectively. Variant 1 would have two percent fewer residential units and nine percent more retail space than the proposed project, while Variant 2 would have the same number of residential units and three percent more retail space. Thus, in comparison to the proposed project's approximately 1,860 residents and 143 employees (18 existing), Variant 1 would have approximately 1,825 residents and 156 employees, and Variant 2 would have about 1,855 residents and 147 retail employees. Because the variants for the 801 Brannan site would be located at the same sites as the proposed project, and would otherwise have substantially similar development characteristics, neither variant would be expected to cause significant growth-inducing impacts for the same reasons discussed above for the proposed project.

B. SIGNIFICANT UNAVOIDABLE IMPACTS

In accordance with CEQA, this section identifies environmental impacts that mitigation measures could not eliminate or reduce to a less-than-significant level as described in Chapter V: Environmental Setting, Impacts, and Mitigation Measures, (CEQA Statutes Section 21100(b)(2)(A), and *CEQA Guidelines* Section 15126.2). The proposed project, or either variant, would have unavoidable significant impacts, even in some cases with mitigation, in the areas of cumulative PDR land supply, transportation, and air quality as follows:

LAND USE

Impact C-LU-4 *(*Cumulative PDR Land Supply*):* The proposed project, or either variant, would demolish existing PDR space and its proposed non-PDR land uses would preclude future PDR use of the site. (Significant and Unavoidable)

There are no feasible mitigation measures available for the proposed project's, or either variant's, cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact, and the proposed project's, or either variant's, contribution would be significant and unavoidable. Only selection of the No Project Alternative or Alternative C, the Mixed Residential and

PDR Use, described in Chapter VIII Alternatives to the Proposed Project, would not result in a significant impact.

TRANSPORTATION

Impact TR-1: (Signalized intersection of Division/Brannan/Potrero/Tenth). Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

Because no feasible mitigation measures have been identified, the traffic impact at the intersection of Division/Brannan/Potrero/Tenth as a result of the proposed project would, therefore, remain significant and unavoidable.

Impact TR-2: (Signalized intersection of Eighth/Brannan). Implementation of the proposed project would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

Because no feasible mitigation measures have been identified, the traffic impact at the intersection of Eighth/Brannan as a result of the proposed project would therefore, remain significant an unavoidable.

Impact TR-6 (Signalized intersection of Division/Brannan/Potrero/Tenth). Implementation of the proposed project with 801 Brannan Variant 1 would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

No feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project 801 Brannan Variant 1-related traffic impact at the intersection of Division/Brannan/Potrero/Tenth would remain significant and unavoidable.

Impact TR-7: (Signalized intersection of Eighth/Brannan). Implementation of the proposed project with 801 Brannan Variant 1 would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

No feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project with 801 Brannan Variant 1-related traffic impact at the intersection of Eighth/Brannan would remain significant and unavoidable.

Impact TR-11: (Signalized intersection of Division/Brannan/Potrero/Tenth). Implementation of the proposed project with 801 Brannan Variant 2 would result in a significant traffic impact at the signalized intersection of Division/Brannan/Potrero/Tenth. (Significant and Unavoidable)

No feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project with 801 Brannan Variant 2-related traffic impact at the intersection of Division/Brannan/Potrero/Tenth would remain significant and unavoidable.

Impact TR-12: (signalized intersection of Eighth/Brannan). Implementation of the proposed project with 801 Brannan Variant 2 would result in a significant traffic impact at the signalized intersection of Eighth/Brannan. (Significant and Unavoidable)

No feasible mitigation measures have been identified to reduce the project impact at this intersection to a less-than-significant level. Therefore, the proposed project with 801 Brannan Variant 2-related traffic impact at the intersection of Eighth/Brannan would remain significant and unavoidable.

Impact C-TR-34: (Cumulative impact at the intersection of Division/Brannan/Potrero/Tenth). Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan /Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to address this impact, the proposed project's cumulative traffic impacts at Division/Brannan/ Potrero/Tenth would therefore be significant and unavoidable.

Impact C-TR-35: (Cumulative impact at the intersection of Eighth/Brannan). Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to address this impact, the proposed project's cumulative traffic impacts at Eighth/Brannan would therefore be significant and unavoidable.

Impact C-TR-36: (Cumulative impact at the intersection of Seventh/Townsend). Implementation of the proposed project in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend under 2025 Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. The proposed project's cumulative traffic impacts at the intersection of Seventh/Townsend would therefore, be significant and unavoidable.

Impact C-TR-37: (Cumulative impact at the intersection of Sixteenth/Kansas/Henry Adams). Implementation of the proposed project in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Since no feasible mitigation measures have been identified to address this impact, the proposed project's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams would therefore, be significant and unavoidable.

Impact C-TR-38: (Cumulative impact at the intersection of Division/Rhode Island). Implementation of the proposed project in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable with Mitigation)

MITIGATION MEASURE M-C-TR-3:8 SIGNALIZATION OF THE INTERSECTION OF DIVISION/RHODE ISLAND

To mitigate poor operating conditions at this intersection, the intersection of Division/Rhode Island could be signalized. With signalization, the intersection would operate at LOS B during the 2025 Cumulative weekday p.m. peak hour conditions. Due to the proximity of this intersection to the intersection of Eighth/Townsend/Division/Henry Adams, improvements at Division/Rhode Island must be coordinated with any improvements implemented by Mission Bay.

If SFMTA determines that signalization is appropriate for the intersection of Division/Rhode Island, the project sponsor shall pay a fair share contribution towards the costs of design and implementation of the signal. Based on the 2025 Cumulative conditions, the proposed project-generated traffic represents 14 percent of the growth in weekday p.m. peak hour traffic volumes (119 proposed project vehicles, and an increase of 853 weekday p.m. peak hour vehicles between existing and 2025 Cumulative conditions). The amount and schedule for payment shall be set forth in a Traffic Mitigation Agreement between the project sponsor and SFMTA.

Implementation of this Mitigation Measure and the proposed project's contribution to the fair share of the intersection improvements would reduce the project's cumulative impact at this intersection to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, the proposed project's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered ***significant and unavoidable with mitigation***.

Impact C-TR-41: (Cumulative impacts the intersection of Division/Brannan/ Potrero/Tenth). Implementation of the proposed project with 801 Brannan Variant 1 in combination with other foreseeable projects, would result in a significant cumulative traffic impacts at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to address this impact, the proposed project with 801 Brannan Variant 1's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be significant and unavoidable.

Impact C-TR-42: (Cumulative impacts at the intersection of Eighth/Brannan). Implementation of the proposed project with 801 Brannan Variant 1 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to

address this impact, the proposed project with 801 Brannan Variant 1's cumulative traffic impacts at Eighth/Brannan would therefore be significant and unavoidable.

Impact C-TR-43 (Cumulative impact at the intersection of Seventh/Townsend). Implementation of the proposed project with 801 Brannan Variant 1 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend under 2025 Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Since no feasible mitigation measures have been identified to address this impact, the proposed project with 801 Brannan Variant 1's cumulative traffic impacts at the intersection of Seventh/Townsend would therefore, be significant and unavoidable.

Impact C-TR-44: (Cumulative impact at the intersection of Sixteenth/Kansas/Henry Adams). Implementation of the proposed project with 801 Brannan Variant 1 in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Since no feasible mitigation measures have been identified to address this impact, he proposed project with 801 Brannan Variant 1's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams would therefore, be significant and unavoidable.

Impact C-TR-45: (Cumulative impact at the intersection of Division/Rhode Island). Implementation of the proposed project with 801 Brannan Variant 1 in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable with Mitigation)

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection

operations under 2025 Cumulative conditions would improve to LOS B. Mitigation Measure M C-TR-38 would also be applicable to the proposed project with 801 Brannan Variant 1, and signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, e, the proposed project with 801 Brannan Variant 1's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered significant and unavoidable with mitigation.

Impact C-TR-48: (Cumulative impact at the intersection of Division/Brannan/Potrero/ Tenth). Implementation of the proposed project with 801 Brannan Variant 2 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Brannan/Potrero/Tenth under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to address this impact, the proposed project with 801 Brannan Variant 2's cumulative traffic impacts at Division/Brannan/Potrero/Tenth would therefore be significant and unavoidable.

Impact C-TR-49: (Cumulative impacts at the intersection of Eighth/Brannan). Implementation of the proposed project with 801 Brannan Variant 2 in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Eighth/Brannan under 2025 Cumulative conditions. (Significant and Unavoidable)

Travel lane capacity at this intersection has been maximized, and providing additional travel lanes to mitigate impacts would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Similarly, signal timing adjustments may improve intersection operations, but would be infeasible due to traffic, transit and pedestrian signal timing requirements. Since no feasible mitigation measures have been identified to address this impact, the proposed project with 801 Brannan Variant 2's cumulative traffic impacts at Eighth/Brannan would therefore be significant and unavoidable.

Impact C-TR-50: (Cumulative impact at the intersection of Seventh/Townsend). Implementation of the proposed project with 801 Brannan Variant 2 in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Seventh/Townsend under 2025 Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Seventh/Townsend, additional capacity would be required on the northbound, eastbound, and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Since no feasible mitigation measures have been identified to address this impact, the proposed project with 801 Brannan Variant 2's cumulative traffic impacts at the intersection of Seventh/Townsend would therefore, be significant and unavoidable.

Impact C-TR-51 (Cumulative impact at the intersection of Sixteenth/Kansas/Henry Adams). Implementation of the proposed project with 801 Brannan Variant 2 in combination with other foreseeable projects, would result in a significant cumulative traffic impact at the intersection of Sixteenth/Kansas/Henry Adams under 2025 Cumulative conditions. (Significant and Unavoidable)

To improve operations at the intersection of Sixteenth/Kansas/Henry Adams, additional capacity would be required on the northbound, eastbound and westbound approaches. However, sufficient roadway pavement is not available to provide additional travel lanes, and providing additional travel lanes would require substantial reductions in sidewalk widths, which would be inconsistent with the transit and pedestrian environment encouraged by the City of San Francisco. Since no feasible mitigation measures have been identified to address this impact, the proposed project with 801 Brannan Variant 2's cumulative traffic impacts at the intersection of Sixteenth/Kansas/Henry Adams would therefore, be significant and unavoidable.

Impact C-TR-52: (Cumulative impact at the intersection of Division/Rhode Island). Implementation of the proposed project with 801 Brannan Variant 2 in combination with other foreseeable projects would result in a significant cumulative traffic impact at the intersection of Division/Rhode Island under 2025 Cumulative conditions. (Significant and Unavoidable with Mitigation)

Under 2025 Cumulative conditions, Caltrans traffic signal warrants would be met at the intersection of Division/Rhode Island, and to improve operations, the intersection would need to be signalized. With signalization, during the p.m. peak hour the average vehicle delays would decrease, and intersection operations under 2025 Cumulative conditions would improve to LOS B. Mitigation Measure M-C-TR-38 would also be applicable to the proposed project with 801 Brannan Variant 2, and signalization of the intersection would reduce the project contribution to the 2025 Cumulative impacts to a less-than-significant level. However, due to the uncertainty that SFMTA would recommend signalizing the Division/Rhode Island intersection, and that the details of the Mitigation Agreement are not available at

this time, the proposed project with 801 Brannan Variant 2's cumulative traffic impact at the intersection of Division/Rhode Island would therefore, be considered significant and unavoidable with mitigation.

AIR QUALITY

Impact AQ-4 (Operational Criteria Air Pollutant Emissions). Operation of the proposed project, or either variant, would violate air quality standards with respect to, or generate a cumulatively considerable increase in, criteria air pollutants. ***(Significant and Unavoidable)***

Operational criteria air pollutant emissions from the proposed project's, or either variant's, area and mobile sources would have an effect on air quality. Area source emissions, generated by combustion of natural gas for building space and water heating, would be less than significant, due to the low amount of emissions and the relative minimal amount of pollutants in natural gas combustion. Trips to and from the project sites under the proposed project or either variant would contribute to air pollutant emissions over the entire Bay Area. The Bay Area is currently designated non-attainment for ozone and PM10. Daily and annual increases in regional emissions from project generated auto travel would exceed the BAAQMD operational thresholds of significance for a regional ROG and NOx air quality impact (54 pounds per day for both pollutants, as shown in Table 20, page 274). These exceedances would be a significant regional criteria air pollutant air quality impact under the proposed project, or either variant. Feasible mitigation measures are not available and the impact would be significant and unavoidable.

Impact C-AQ-5 (Cumulative Operational Criteria Air Pollutant Emissions). Operation of the proposed project, or either variant, would violate air quality standards, resulting in a cumulative impact with respect to criteria air pollutants. (Significant and Unavoidable)

Operational emissions of criteria air pollutants under the proposed project, or either variant, would exceed the BAAQMD operational thresholds of significance for ROG and NOx (54 pounds per day for both pollutants, as shown in Table 20). BAAQMD CEQA guidance indicates that if an action results in a significant impact (see Impact AQ-4), then it would also be considered to contribute considerably to a significant cumulative effect. Although emissions for either variant would be slightly lower, they would still exceed the BAAQMD operational thresholds of significance for operational criteria air pollutants. Because the mitigating features of the project, discussed under Impact AQ-4, page 272, would not reduce project impacts of the proposed project, or either variant, to a less-than-significant level with certainty, the cumulative impacts would remain significant and unavoidable.

Impact AQ-7 (Construction Health Risk – TACs, including PM2.5 and DPM). Construction of the proposed project, or either variant, would expose sensitive receptors to substantial levels of PM2.5 and

other TACs, including DPM, resulting in increased health risk. (Significant and Unavoidable with Mitigation)

BAAQMD construction health risk impact screening tables were used to evaluate project impacts. The screening tables provide an approximate minimum offset distance for typical construction projects of various sizes. Screening tables reflect a conservative, generalized portrayal of risk around the site. According to the BAAQMD screening tables, the minimum offset distance (buffer distance) to ensure that a sensitive receptor would have a less-than-significant impact would be 150 meters (approximately 500 feet). Existing residential units, which are considered to be sensitive receptors for the purpose of air quality analysis, are located within 360 feet of the 801 Brannan site and 70 feet from the One Henry Adams site. Sensitive receptors within the buffer zone would experience increased concentrations of construction-related TAC and PM2.5. Implementation of the **Mitigation Measure M-AQ-7**, below, would reduce TAC, including DPM, exhaust emissions by implementing feasible controls and requiring up-to-date construction equipment. However, even with this mitigation, adverse health effects during construction would remain. Therefore, construction health risk impacts would be considered significant and unavoidable with mitigation under the 2010 BAAQMD air quality thresholds of significance for the proposed project, or either variant.

MITIGATION MEASURE M-AQ-7: CONSTRUCTION HEALTH RISK – TACS, INCLUDING PM2.5 AND DPM

To reduce the potential health risk resulting from exposure to construction-related TAC exhaust emissions, including DPM, under the proposed project or Variant 1 or 2, the project sponsor shall include a requirement for the following BAAQMD-recommended measures in project construction contract specifications:

- Prohibit use of diesel generators when it is possible to plug into the electric grid.
- Use of Tier 3 equipment for all equipment where tier 3 is available and best available control technology.
- All on-road haul trucks utilized during construction would be model year 2007 or later and equipped with diesel particulate filters or newer engines.
- All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM; and
- All contractors shall use equipment that meets ARB's most recent certification standard for off-road heavy-duty diesel engines.

The implementation of Mitigation Measure M-AQ-7, as well as compliance with San Francisco's Clean Construction Ordinance could potentially reduce the construction health risk impacts. However, the effectiveness of these mitigation measures in reducing health risks is unknown at this time. Since it cannot be stated with certainty that cancer risk, non-cancer, or PM2.5 concentrations would be reduced to

below the BAAQMD-recommended significance thresholds, this impact is conservatively judged as significant and unavoidable for the proposed project or Variant 1 or 2.

Impact AQ-8 (Operational Health Risks – TACs, including PM2.5) Operation of the proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD project-level cancer risk threshold of significance of 10 in one million. (Significant and Unavoidable with Mitigation)

The individual source project-level threshold of significance for PM2.5 would be exceeded at the 801 Brannan site by the contribution from the I-80 Freeway directly west of the project site, with a concentration of 0.33 μg/m^3. All other roadways would be below the 0.3 μg/m^3 standard. The cumulative concentration of PM2.5 from all point sources in the project vicinity is below the 0.3 μg/m^3 threshold. Because at least one of the PM2.5 thresholds of significance would be exceeded at the 801 Brannan site, the proposed project, or either variant, would have a significant PM2.5 TAC impact.

The individual source project-level threshold of significance for PM2.5 concentration would not be exceeded at the One Henry Adams site under the proposed project, or either variant. Therefore, sensitive receptors at the One Henry Adams site would not be exposed to elevated levels of PM2.5. None of the individual roadways near the site was found to exceed the project-level 0.3 μg/m^3 threshold. The cumulative PM2.5 concentration of 0.369 would not exceed the cumulative threshold of significance of 0.8 μg/m^3. Therefore, PM2.5 thresholds of significance would not be exceeded at the One Henry Adams site, and there would be no project-specific health risk impacts from exposure to PM 2.5 at the One Henry Adams site.

Mitigation Measure M-AQ-8 would reduce significant operational health risk – TACs, including PM2.5 impacts, but not to a less-than-significant level, and the impact would be significant and unavoidable with mitigation.

MITIGATION MEASURE M-AQ-8: OPERATIONAL HEALTH RISK – TACS, INCLUDING PM2.5

To minimize residents' exposure to TAC-related health risks while indoors, the project sponsor has indicated that the proposed project, or either variant, would install the filtration system as required by DPH with a system whose air intake is located on the roof of the buildings and capable of removing 80 percent of PM2.5. The intake for the filtered air handling systems for the three residential buildings at the 801 Brannan site and two buildings at the One Henry Adams site shall be located to minimize exposure of residents to diesel particulate, TOG and PM2.5.

Minimum exposure will be accomplished by placing filters as close as possible to the northern corner of each structure at the 801 Brannan site (Brannan Street side, towards Seventh Street) and as close as possible to the northeast corner of each structure at One Henry Adams (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 59/million to 96/million, which is 40-63% lower than the maximally exposed individual (MEI) risk of 159/million.

At the One Henry Adams site, the intake for the filtered air handling system will be designed such that it is located as close as possible to the northeast corners of buildings (Rhode Island Street side, towards Division Street). Based on the risk calculation results reflecting these locations for air intake, the cumulative cancer risk in at this location would range from 64/million to 77/million, which is 28-40 percent lower than the MEI risk of 106/million.

However, the mitigation measure would not improve outdoor air quality. The air filtration systems, together with strategic location of air intakes, would reduce the cancer risk for exposure while indoors substantially. When incorporating the implementation of air filtration systems at each site, indoor risks at the 801 Brannan site would decrease to 11.8-19.2/million for cancer after mitigation and at One Henry Adams around 12.7-15.4/million for cancer risk after mitigation. However, health risk impacts under either the proposed project, or either variant, are conservatively judged to remain significant after mitigation.

Impact C-AQ-9 (Cumulative Health Risk – TACs, including PM2.5) Operation of the proposed project, or either variant, would expose sensitive receptors to substantial levels of air pollutants from roadway mobile sources and stationary sources, including PM2.5 and other TACs associated with cancer, and non-cancer health risks, which would exceed the BAAQMD cumulative cancer risk threshold of significance of 100 in one million. (Significant and Unavoidable with Mitigation)

During operation, the proposed project, or either variant, would result in cumulative TAC exposure to residents by exceeding the cumulative cancer risk threshold of significance of 100 in one million from all sources (see Tables 22 and 23, pages 282 and 283, respectively). The exceedances would occur at both the 801 Brannan and One Henry Adams sites. Maximum cumulative cancer risk, calculated as the sum of cumulative mobile and cumulative stationary source cancer risk, would be 159 in one million at the 801 Brannan site and 106 in one million at the One Henry Adams site. **Mitigation Measure M-AQ-8**, page 284, demonstrates that installation of an air filtration system that would reduce the new residents' exposure to TACs while indoors. However, because Mitigation Measure M-AQ-8 would not reduce

impacts to a less-than-significant level with certainty, the cumulative impact would be significant and unavoidable after mitigation.

C. SIGNIFICANT IRREVERSIBLE IMPACTS

In accordance with Section 21100(b)(2)(B) and Section 21100.1of CEQA, and Section 15126.2(c) of the *CEQA Guidelines*, an EIR must identify any significant irreversible environmental changes that could result from implementation of the proposed project. However, this discussion of irreversible impacts is not required unless the EIR is for the adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency, the adoption of a Local Agency Formation Commission resolution, or a project requiring preparation of an environmental impact statement (EIS) pursuant to the National Environmental Quality Act (NEPA). Therefore, this discussion of irreversible impacts is not required for this focused project-level EIR for a residential and retail development proposal, for which federal approvals are not required and federal funds are not involved, because neither the proposed project, nor either variant, requires the adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency, the adoption of a Local Agency Formation Commission resolution, or an EIS under NEPA.

D. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This Draft EIR assesses the significance of impacts related to PDR land supply, aesthetics, cultural and paleontological resources, transportation, noise, air quality, and GHG emissions. The Initial Study (see Appendix A) found that all other environmental effects would be less than significant, in some cases with required mitigation measures. In addition, since the Initial Study for this project was published in 2003, updates for the analysis have been provided to address changes in the City's CEQA Initial Study checklist. No impacts were identified for the CEQA Initial Study checklist chapter that were significant or could not be mitigated to a less than significant level.

In addition to the mitigation measures for significant impacts, improvement measures are proposed for some less-than-significant transportation impacts. The project sponsor has agreed to incorporate the mitigation and improvement measures into the proposed project.

On June 3, 2003, the Planning Department held a public scoping meeting for the 801 Brannan and One Henry Adams Streets project. On November 15, 2003 the Planning Department issued a "Notice of Preparation of an Environmental Impact Report" and Initial Study (NOP/IS) for the proposed project

with a public comment period from November 15, 2003 to December 15, 2003. (see Appendix A for a copy of the NOP/IS)." In response to the public scoping meeting and the NOP/IS, the Planning Department received oral comments from 15 people and 14 written letters and emails from both public agencies and individuals identifying environmental concerns.[248]

On the basis of public comments on the NOP/IS, potential areas of controversy or unresolved issues for this project include the type and scale of project development, and in particular, its associated land use, aesthetic, transportation, noise, air quality, and utilities, and public service effects. Some of these issues, including cumulative effects and alternatives, are discussed in this EIR. Other issues, such as the socio-economic effects of demolishing the Concourse Exhibition Center, are not environmental issues and will be considered by the decision-makers during the project approval process. In particular, concerns and issues raised by the public regarding the environmental review were addressed and incorporated into this EIR or were included in the IS, where appropriate, as indicated below (in parentheses). Because both variants for the 801 Brannan site are located at one of the same sites as the proposed project, and would otherwise have substantially similar development characteristics (see Project Description and Table 1 on page 22), areas of conflict and issues to be resolved would be expected to be the same under either variant for the 801 Brannan site as under the proposed project.

Public agencies that submitted comment letters include the following issues, and these are addressed in the IS and/or are included in this EIR where appropriate, as indicated below in parentheses:

- The State Department of Transportation (Caltrans) provided comments pertaining to the content and need to prepare a traffic impact analysis. (See EIR, V.D. Transportation, p. 147).

- The San Francisco Public Utilities Commission (SFPUC) provided comments regarding notification of the authority responsible for enforcing the Industrial Waste Ordinance. (See EIR, V.H.15. Hydrology and Water Quality, p. 352).

- The San Francisco Department of Public Works (DPW) provided comments regarding permits for public right-of-way improvements. (See EIR, III.D. Approvals Summary, page 49.)

Private groups and individuals raised the following concerns and issues regarding the environmental review. Commenters stated that the proposed project would:

- Add housing to an industrial neighborhood without sufficient residential amenities. (EIR, IV.A., Planning Code, page 58; V.A. Land Use, p. 71).

[248] The NOP/IS comment letters are in the project case file (Case No. 2000.618E) and are available for review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

- Include retail uses to meet local needs, reduce vehicle trip generation, and build community. (EIR, IV.A., Planning Code, page 58; V.A. Land Use, p. 71).
- Include an insufficient amount of family units. (EIR, IV.A., Planning Code, page 58).
- Propose buildings that are too tall, too large and out of scale with surrounding buildings, and with walls that are too massive, that in combination, could produce a high-rise tunneling effect. (EIR, IV.A., Planning Code, page 58; V.B. Aesthetics, p. 91; (IS, B.6. Air Quality, Shadow, p. 26-27).
- Give the neighborhood a cluttered appearance with the project's density and design. (EIR, IV.A., Planning Code, page 58; V.A. Land Use, p. 71; V.B. Aesthetics, p. 91).
- Create negative economic and cultural effects from demolishing the SF Concourse Exhibition building and losing a center for events and trade shows; and inadequately assessing the effects on the local design industry. Undermine the economic viability of the Showplace Design Center. (EIR, IV.A., Planning Code, page 58; V.A. Land Use, p. 71).
- Generate more traffic, transit riders, parking demand, and congestion in an area that is already crowded and whose transportation infrastructure is already overburdened, particularly during special events, and the resulting need for a traffic impact study. (EIR, V.D. Transportation, page 147).
- Provide an insufficient amount of on-site parking, with the need for two spaces per unit, visitor spaces, and the replacement of displaced existing parking. (EIR, V.D. Transportation, page 147).
- Create shadows. (IS, B.6. Air Quality, Shadow, page 26).
- Increase wind. (IS, B.6. Air Quality, Shadow, pages 26-27).
- Add new residents to an area with insufficient existing open space and parks, particularly dog parks. (EIR, V.H.10. Recreation, page 330, and IS, B.7 Utilities/Public Services, Recreation Facilities, page 29).
- Incorporate advanced energy management tools into project buildings, such as renewable energy or load control devices. (EIR, V.H.17. Mineral and Energy Resources, page 359, and IS, B.11 Energy/Natural Resources, page 36).
- Increase water users in an area with existing low water pressure and inadequate existing sewer capacity. (EIR, V.H.11. Utilities and Service Systems, page 334, and IS, B.7 Utilities/Public Services, Water Supply Facilities, page 30).
- Add new students to the local school system, particularly not having a junior or senior high school nearby. (EIR, V.H.12. Public Services, page 338, and IS, B.7. Public Services/School Facilities, pages 28-29).
- Build in an area with soils that are prone to settlement**.** (EIR, V.H.14. Geology and Soils, page 345, and IS, B.9. Geology/Topography, pages 31-35).
- Develop a new project on a site and in an area with existing potentially hazardous soil, groundwater, or building materials. (EIR, V.H.16. Hazards and Hazardous Building Materials, page 356, and IS, B.12. Hazards, pages 37-45).

With publication of the Draft EIR, there will be a period of formal public comment on the adequacy and accuracy of the Draft EIR from June 23, 2011 to August 8, 2011, with a public hearing before the Planning

Commission on July 28, 2011. Public comments regarding the environmental review of the proposed project are encouraged during the comment period and should be mailed to the San Francisco Planning Department, attention: Bill Wycko, Environmental Review Officer, 801 Brannan and One Henry Adams Streets Project, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Following the comment period, a Comments and Responses (C&R) document will be prepared that includes all comments submitted at the hearing or in writing during this period, contains written responses to the comments, and specifies any changes to the DEIR. This C&R document, together with the DEIR, will constitute the Final EIR (FEIR). The Planning Commission will decide on the adequacy and accuracy of the environmental analysis in its EIR certification hearing.

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VII. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project capable of reducing or avoiding the significant impacts that may result from the proposed project, or either variant, and discusses environmental impacts associated with each alternative. As discussed, the project sponsor is proposing two variations of development at the 801 Brannan site in addition to the proposed project, Variants 1 and 2 for the 801 Brannan site are described in the Project Description and Table 1 on page 22. The variants do not differ substantially from the proposed project and their impacts have the same level of significance as those of the proposed project. Project decision-makers could adopt any of the following alternatives instead of the proposed project, or either variant, if an alternative would reduce or eliminate significant environmental impacts of the proposed project, or either variant, and is determined to be feasible and would attain most of the basic objectives of the project. The determination of feasibility will be made by decision-makers on the basis of substantial evidence in the record which shall include, but not be limited to, information presented in this EIR and comments received on the Draft EIR.

These alternatives take into consideration the comments made on the NOP/IS (Appendix A), and also present alternatives that would reduce or avoid the potential environmental impacts of the proposed project, or either variant.

A. ALTERNATIVE A: NO PROJECT

CEQA and the *State CEQA Guidelines Section* require EIRs to include a No Project Alternative so decision-makers can compare the effects of the proposed project with the effects of *no action.*

DESCRIPTION

Alternative A, the No Project Alternative, would result in no change to the existing 137,000-square-foot, 33-foot-high Concourse Exhibition Center and its surface parking lot at the 801 Brannan site, nor to the three existing surface parking areas and three buildings with a total of approximately 13,000 square feet of industrial space, 14,600 square feet of showroom space, and 1,615 square feet of office space at the One Henry Adams site. Neither the proposed project, nor either variant, would be built, including their five (or four under Variant 1), six-story, 68-foot-tall buildings, three at the 801 Brannan site (two under Variant 1), two at the One Henry Adams site, with a total of 824 dwelling units (or 809 under Variant 1), 50,087 square feet of retail space (Variant 1: 54,598 square feet, Variant 2: 51,447 square feet), and 799 parking spaces (Variant 1: 866 spaces; Variant 2: 841 spaces). The proposed street improvements at the One Henry Adams site also would not occur. This alternative, however, would not preclude future proposals for redevelopment of the two project sites for uses allowed in the UMU Land Use district and structures allowed within the 68-X Height and Bulk district. For the purposes of this analysis, it is assumed that the existing structures and uses would not change.

IMPACTS

The No Project Alternative would not result in a loss of PDR space and would not result in the proposed project's significant and unavoidable land use Impact C-LU-4 regarding loss of PDR space.

This alternative would not generate the proposed project's 1,908 p.m. peak-hour person trips and 762 p.m. peak-hour vehicle trips or those of the variants (1,947 p.m. peak-hour person trips and 773 p.m. peak-hour vehicle trips under Variant 1, or 1,921 p.m. peak-hour person trips and 767 p.m. peak-hour vehicle trips under Variant 2). As a result, it would not have the proposed project's, or either variant two significant and unavoidable project traffic intersection impacts at Division/Brannan/Potrero/Tenth (proposed project: TR-1; Variant 1: TR-6; Variant 2: TR-11), and at Eighth/Brannan (proposed project: TR-2; Variant 1: TR-7; Variant 2: TR-12). In addition, the alternative would not have the proposed project's or either variant's five significant and unavoidable cumulative traffic impacts at Division/Brannan/ Potrero/Tenth (proposed project: C-TR-34; Variant 1: C-TR-41; Variant 2: C-TR-48), Eighth/Brannan (proposed project: C-TR-35; Variant 1: C-TR-42; Variant 2: C-TR-49), Seventh/Townsend (proposed project: C-TR-36; Variant 1: C-TR-43; Variant 2: C-TR-50), Sixteenth/Kansas/Henry Adams (proposed project: C-TR-37; Variant 1: C-TR-44; Variant 2: C-TR-51), and Division/Rhode Island (proposed project: C-TR-38; Variant 1: C-TR-45; Variant 2: C-TR-52).

The No Project Alternative would not result in the proposed project's, or either variant's, five significant and unavoidable air quality impacts: AQ-4 (operational criteria air pollutant emissions), C-AQ-5 (cumulative operational criteria air pollutant emissions), AQ-7 (construction health risk – TACs, including PM2.5 and DPM), AQ-8 (operational health risk – TACs, including PM2.5), and C-AQ-9 (cumulative health risk – TACs, including PM2.5). The mitigation measures for Impacts AQ-7, AQ-8, and C-AQ-9, which would not reduce impacts to less–than-significant levels, would not be implemented. The No Project Alternative would avoid the three significant cultural resources impacts, one significant noise impact, and one significant hazards and hazardous materials impact identified in this EIR that would be reduced to less-than-significant levels with mitigation measures as follows: Impact CP-2 (archeological resources) and corresponding Mitigation Measures M-CP-2a and M-CP-2a (archeological testing at the 801 Brannan site, and accidental discovery at the One Henry Adams site, respectively); Impact CP-3 (human remains) and corresponding mitigation measures M-CP-2a and M-CP-2b, noted above; Impact CP-5 (off-site resources – new building design) and corresponding Mitigation Measure M-CP-5, involving detailed design review; Impact NO-1 (construction activities other than pile driving) and Mitigation Measure M-NO-1 (EN-F-2), involving development of additional site-specific construction noise control measures; and Impact HZ-1 (other hazardous building materials) and associated Mitigation Measure M-HZ-1 (EN-K-1). Similarly, the No Project Alternative would also avoid the other less-than-significant impacts of the proposed project, or either variant, examined in the EIR in the areas of land use, aesthetics, cultural and paleontological resources, transportation, air quality, and GHGs (see Table 28, page 404).

The Initial Study (Appendix A; also see Summary Table S-3, page S-64), identifies three significant impacts of the proposed project, or either variant: noise (pile driving) and hazardous materials (contaminated soils; and underground storage tanks). It also includes associated mitigation measures that would reduce corresponding impacts to less-than-significant levels. The No Project Alternative would avoid these impacts and would not implement the corresponding mitigation measures.

The CEQA Checklist Update subchapter V.H. and the NOP/IS (Appendix A) contain descriptions of other less-than-significant impacts from the proposed project, or either variant, that did not warrant further examination in the EIR. The No Project Alternative would avoid other less-than-significant effects or non-effects in the following areas: 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.

The No Project Alternative would not meet Bay West Showplace Investors, LLC's project objectives as follows: to create a high-quality, mixed-use residential project that enlivens the area; to maximize the sites' residential development potential and the project's contribution to alleviating the City's housing shortage; to provide replacement parking to honor existing contracts with neighbors; to provide a reasonable amount of parking; and to provide a project consistent with the existing scale and urban design character of the project vicinity.

If a proposal is submitted at a later date for development for one or both project sites, that proposal would be subject to a new project-specific environmental review under the requirements of CEQA.

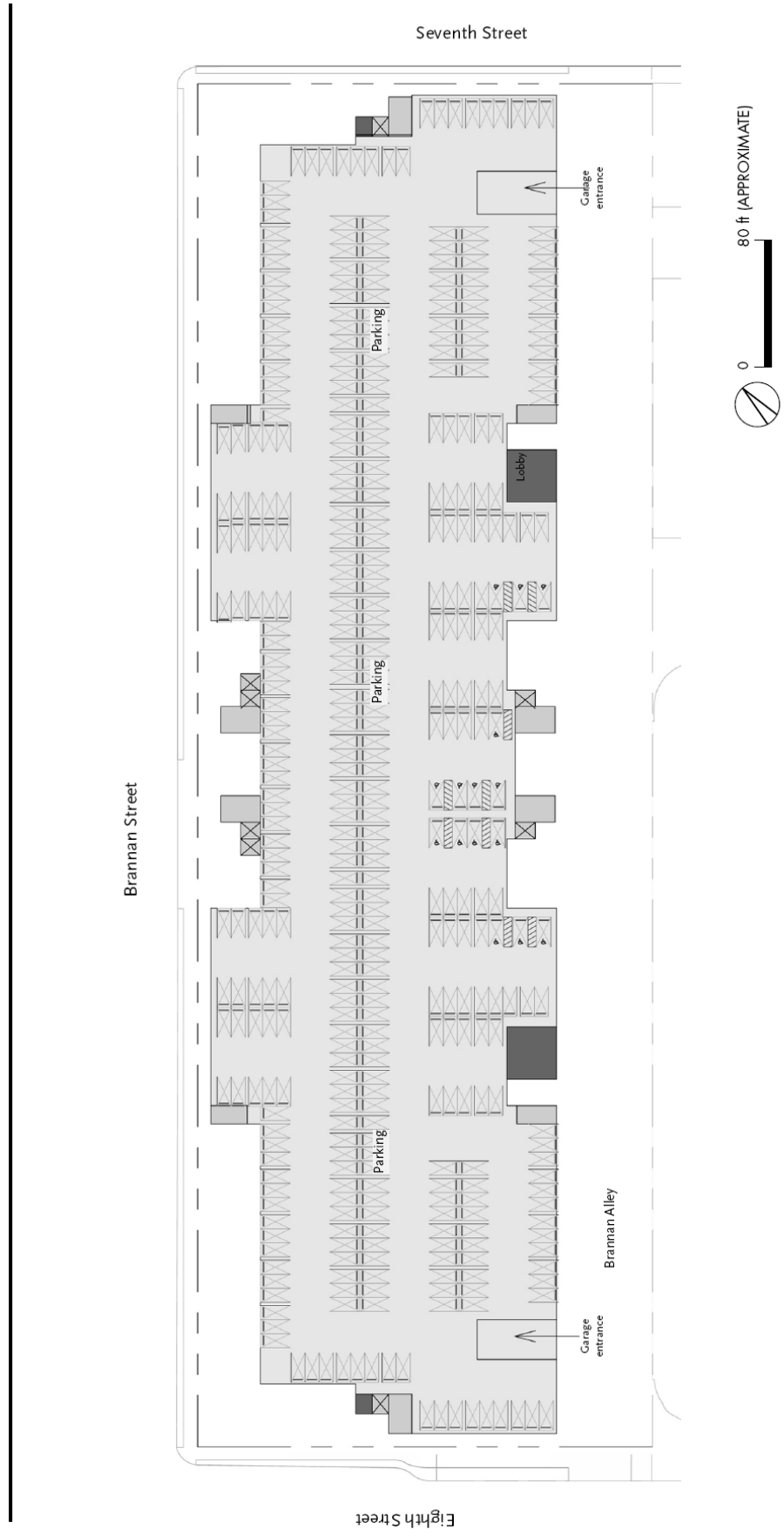
B. ALTERNATIVE B: REDUCED PROJECT ALTERNATIVE

Description

Alternative B, the Reduced Project Alternative, would involve demolition of the existing buildings at both project sites, and construction of two 40-foot-tall residential buildings featuring mid-block passageways, with mixed residential and retail on the ground floors and one level of below grade parking on each project site (see Figures 37 through 41, pages 383-387). This alternative, with development at both sites, would have a total of 497 residential units, 18,500 square feet of showroom space, 3,000 square feet of retail space, and 561 parking spaces, of which 166 would be replacement parking spaces provided to fulfill the project sponsor's existing agreements with nearby properties, referred to as replacement parking spaces, as is the case with the proposed project, or either variant.[249]

The two 40-foot-tall, four-story structures at the 801 Brannan site would have 358 residential units, approximately 380,960 square feet of residential space, 3,000 square feet of retail space, 411 parking spaces (95 of which would be replacement parking spaces as under the proposed project or either variant). The first floors would contain seven interior courtyards for the residential units. This alternative also would include the development of Brannan Alley as proposed in the project, or either variants, connecting Seventh and Eighth streets on the south side of the building and providing access to the below-grade parking. A public mid-block passageway between the two structures would permit pedestrian access between Brannan Street and Brannan Alley.

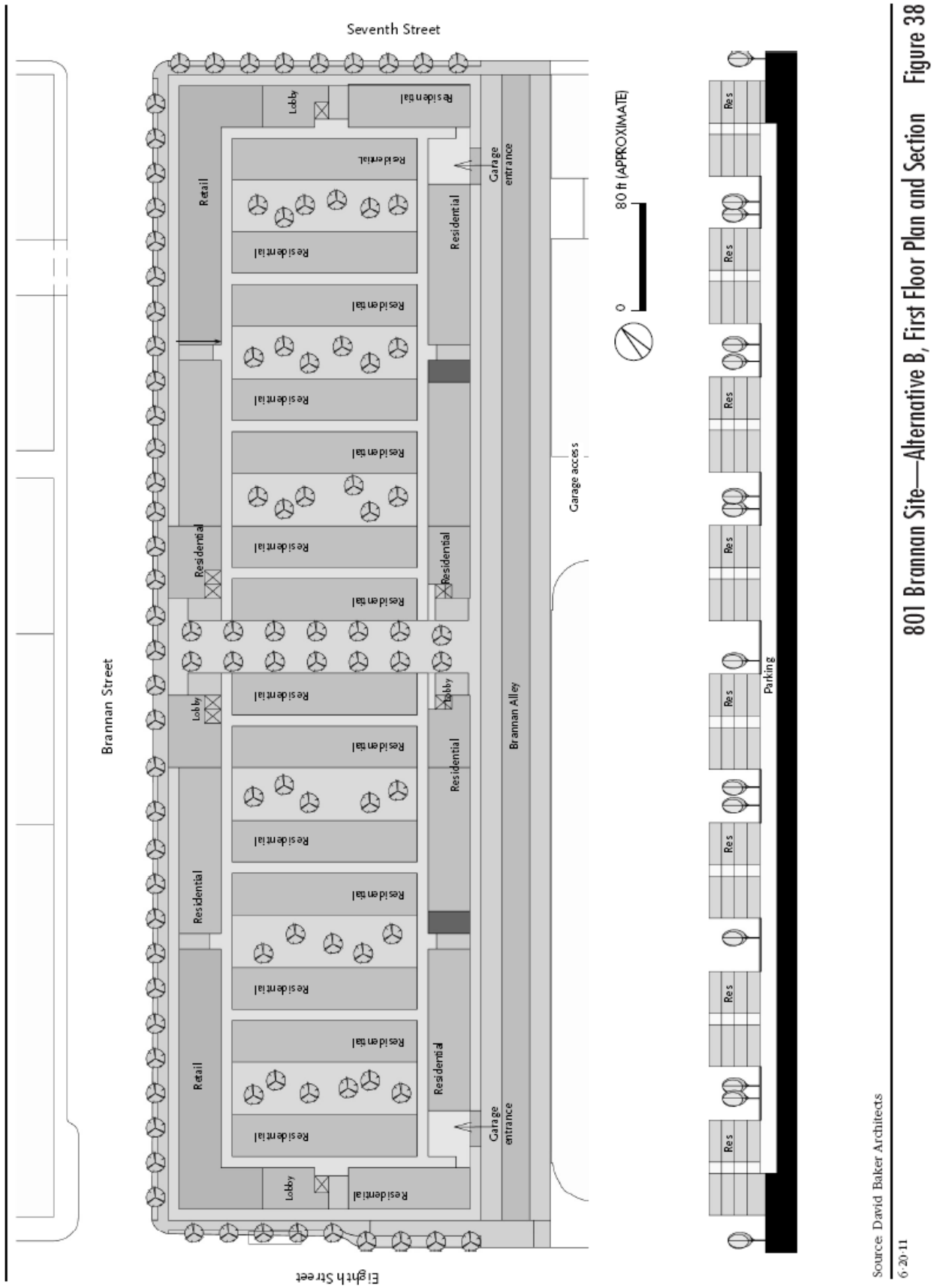
[249] The replacement parking spaces are defined and described on page 21 of Chapter III, Project Description. The 95 replacement parking spaces at the 801 Brannan site would not count towards the parking maximum. The 71 replacement parking spaces provided at the One Henry Adams site would require conditional use authorization for inclusion as non-accesssory parking garage under Section 157.1 of the *Planning Code.*



801 Brannan Site—Alternative B, Basement Parking Plan Figure 37

Source: David Baker Architects

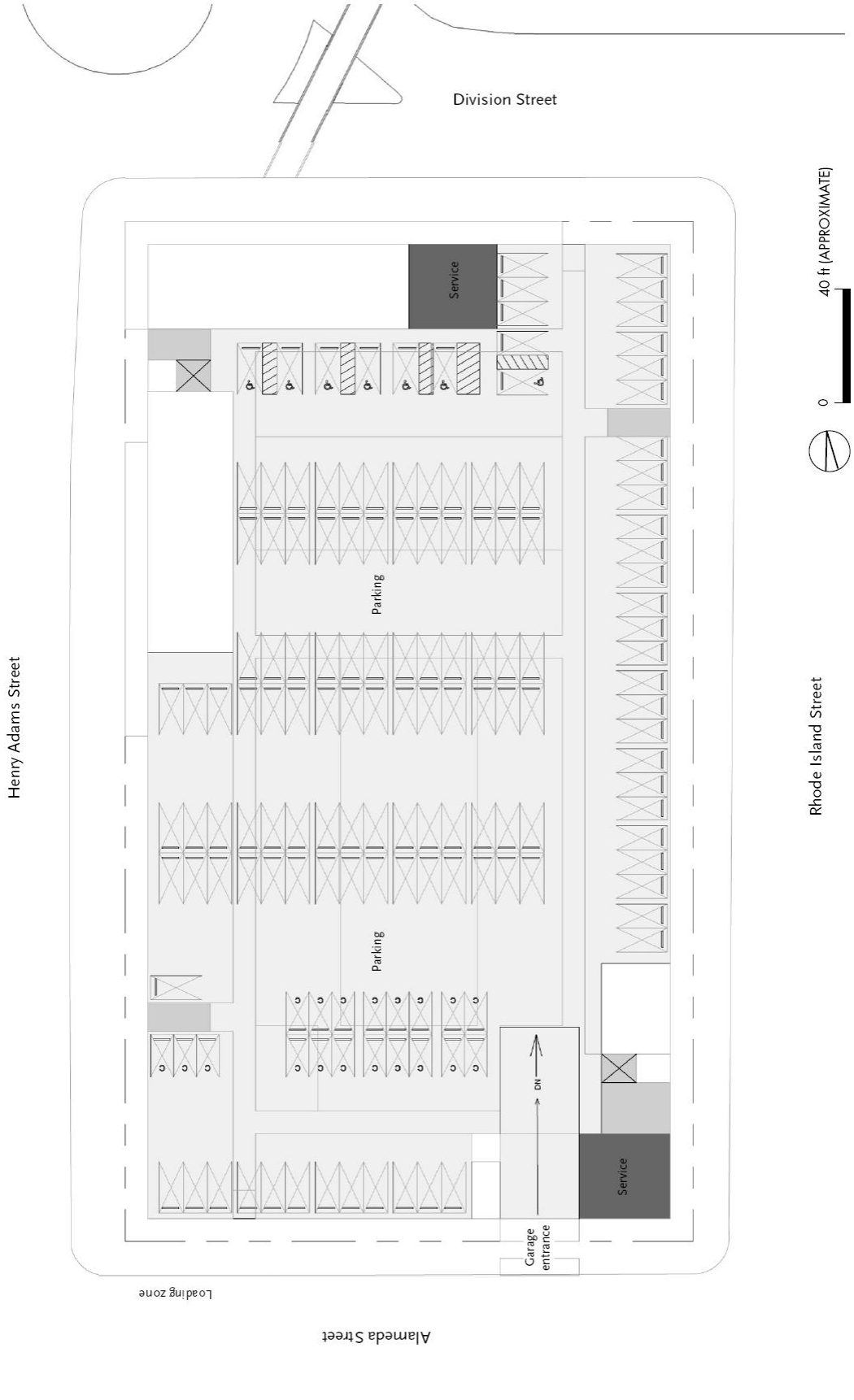
6-20-11



801 Brannan Site—Alternative B, First Floor Plan and Section Figure 38

Source: David Baker Architects

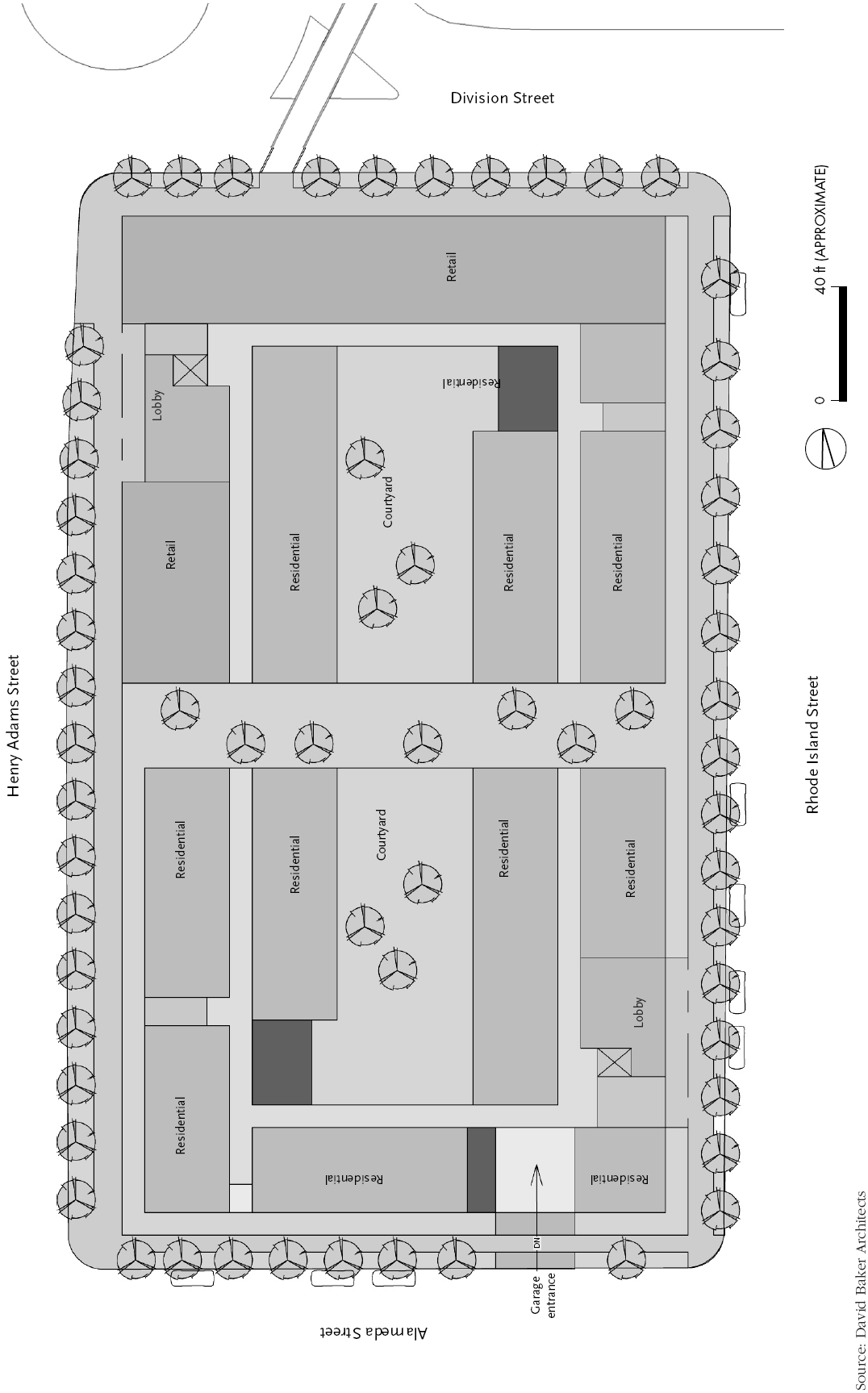
6-20-11



One Henry Adams Site—Alternative B, Basement Parking Plan Figure 39

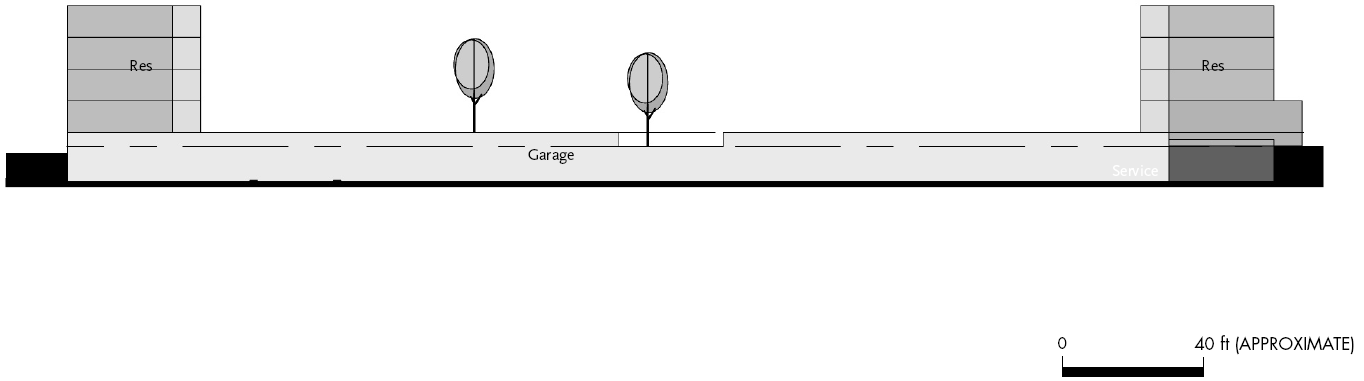
Source: David Baker Architects

6.7.11



One Henry Adams Site—Alternative B First Floor Plan Figure 40

Source: David Baker Architects
6-20-11



Source: David Baker Architects

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One Henry Adams Site—Alternative B Section Figure 41

The two 40-foot-tall, four-story structures at the One Henry Adams site would have 139 residential units, approximately 134,596 square feet of residential space, 18,500 square feet of showroom space, 150 parking spaces, of which 71 spaces would be replacement parking spaces, as under the proposed project. The buildings would have two internal courtyards, and between the structures a public mid-block passageway would permit pedestrian access between Rhode Island and Henry Adams Streets. This alternative would include the street improvements to the One Henry Adams site proposed under the proposed project or either variant. Overall, this alternative's 898,872 square feet of built area would have 22 percent less built area than the proposed project. Alternative B would also have 24 percent less built area than Variant 1 and 23 percent less built area than Variant 2.

Under Alternative B, there would be no land dedication to fulfill a portion of the proposed project's Inclusionary Affordable Housing requirement. In comparison to the proposed project's 221 affordable housing units, or Variant 1's 162 or Variant 2's 165 affordable units), Alternative B would include a total of 120 affordable units. All affordable units would be provided at the 801 Brannan site under this alternative. The off-site affordable housing requirement for the One Henry Adams site would be the same percentage for Alternative B as under the proposed project, that is 25 percent of the total units proposed for the One Henry Adams site.

Unlike the proposed project, Alternative B would not require Board of Supervisors' approval of a land dedication because Alternative B would not include a land dedication. Alternative B would require the Planning Commission's certification of the Final EIR for this project and would require the Planning Commission's approval of large project authorization under *Planning Code* Section 329, including approval of exceptions for rear yard (Section 134(a)(1)) and mass reduction (Section 270.1). Alternative B would also require the Planning Commission's approval of conditional use authorization for a public parking garage that includes the 71 spaces that benefit Two Henry Adams and 101 Henry Adams. There would be approximately 47,300 cubic yards of excavation at the 801 Brannan site and approximately 16,300 cubic yards of excavation at the One Henry Adams site to a depth of 10 feet below grade for both site. There would be a total of 63,600 cubic yards of excavation, compared to the proposed project's, or either variant's, excavation of 13,000 cubic yards of soil (2,612 cubic yards at the 801 Brannan site and 10,388 cubic yards at the One Henry Adams site).

Like the proposed project, or either variant, Alternative B would also require approvals from the Department of Public Works for tentative subdivision maps to create residential and commercial condominium units at the 801 Brannan Site and One Henry Adams site, removal of the existing street

trees and significant trees on the project sites, and the sidewalk improvements at the One Henry Adams site, which are the same as for the proposed project. Unlike the proposed project, or either variant, Alternative B would not require an exception from the *Planning Code*'s street frontages requirement (Section 145.1) because all off-street parking would be provided in the basements of the buildings and because garage entrances would not exceed 20 feet in width. Like the proposed project, or either variant, Alternative B would require building and demolition permits from the Department of Public Works.

Impacts

As with the proposed project, or either variant, the Reduced Project Alternative would involve the demolition of the existing four buildings on the two sites. It would increase land use intensity, but with less housing and retail uses than the proposed project or either variant. This alternative's land use impacts would be lower than the less-than-significant impacts of the proposed project, or either variant. This alternative would provide 18,500 square feet of PDR showroom space between both sites for a net loss of 146,049 square feet of PDR space resulting from demolition of existing PDR uses at the sites.[250] As a result, Alternative B would have a cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact, as would occur with the proposed project, or either variant.

The height, massing, scale, and overall appearance of this alternative would be smaller than the proposed project, or either variant, and impacts on visual quality, urban design, and views would be less than those of the proposed project, or either variant's less-than-significant impacts.

Compared to the proposed project, or either variant, the Reduced Project Alternative's smaller size would generate fewer transportation impacts. The smaller development at both sites under this alternative would generate less traffic. Alternative B would generate approximately 5,163 daily person trips and 346 vehicle trips in the weekday p.m. peak hour compared to the proposed project's 14,632 new weekday daily person trips and 762 weekday p.m. peak hour vehicle trips.[251] As a result, Alternative B would generate 65 and 55 percent fewer weekday daily person trips and p.m. peak hour vehicle trips, respectively, than the proposed project. This alternative's 346 vehicle trips in the weekday p.m. peak hour would be 55 percent lower than

[250] The PDR space at the One Henry Adams site consists of 14,549 square feet of showroom space (8,549 at 55 Division and 6,000 square feet at Three and Five Henry Adams) and 13,000 square feet of vacant manufacturing space for a total of 27,549 square feet. Combined with the 137,000 square feet of exhibition space at the 801 Brannan site, there is a total of 164,549 square feet of existing PDR space on the project sites.

[251] Luba C. Wyznyckyj, LCW Consulting, Memorandum to Debra Dwyer, San Francisco Planning Department, September 17, 2010, *op. cit*.

Variant 1's 773 vehicle trips in the weekday p.m. peak hour and 55 percent lower than Variant 2's 767 vehicle trips in the weekday p.m. peak hour.

Intersection operating conditions would be less congested with Alternative B than with the proposed project, or either variant, and it would result in less-than-significant project traffic impacts at Division/Brannan/ Potrero/Tenth, unlike the proposed project, or either variant (proposed project TR-1, Variant 1: TR-6, and Variant 2: TR-11). This alternative would also avoid the proposed project's, or either variant's, significant cumulative traffic impacts at Division/Brannan/Potrero/Tenth (proposed project: C-TR-34; Variant 1: C-TR-41; Variant 2: C-TR-48). It would have the same significant and unavoidable project traffic intersection impact as the proposed project, or either variant, at Eighth/Brannan (proposed project TR-2, Variant 1: TR-7, and Variant 2: TR-12). Alternative B would have four of the proposed project's or either variant's, significant and unavoidable cumulative intersection impacts at the four intersections of Eighth/Brannan (proposed project: C-TR-35; Variant 1: C-TR-42; Variant 2: C-TR-49), Seventh/Townsend (Impact C-TR-36; Variant 1: C-TR-43; Variant 2: C-TR-50), Sixteenth/Kansas/ Henry Adams (Impact C-TR-37; Variant 1: C-TR-44; Variant 2: C-TR-51), and Division/Rhode Island (proposed project: C-TR-38; Variant 1: C-TR-45; Variant 2: C-TR-52).[252]

With 55 percent fewer vehicle trips under this alternative, impacts on operational air quality would be lower than under the proposed project, or either variant. This Reduced Project Alternative would avoid the proposed project's, or either variant's, significant and unavoidable air quality impacts AQ-4 (operational criteria air pollutant emissions) and C-AQ-5 (cumulative operational criteria air pollutant emissions).[253] However, this alternative's health risk impacts related to TAC emissions during construction and exposure of residents to TACs during operation would be significant and unavoidable, as they would be under the proposed project, or either variant, (AQ-7 construction health risk – TACs, including PM2.5 and DPM, AQ-8 operational health risk – TACs, including PM2.5, and C-AQ-9 cumulative health risk– TACs, including PM2.5), even after feasible mitigation measures were implemented.

Like the proposed project, or either variant, the Reduced Project Alternative would have significant cultural resources impacts, significant noise impacts, and significant hazards and hazardous materials impacts. These impacts would be significant before mitigation but less than significant with mitigation measures as follows:

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252 Luba C. Wyznyckyj, LCW Consulting, email to Susan Mickelsen and Debra Dwyer, June 15, 2011, *op cit.*.

253 Donald Ballanti, Certified Consulting Meteorologist, Memorandum to Stu During, May 25, 2011, *op. cit*.

- Impacts CP-2 and CP-3 (archeological resources and human remains, respectively) and corresponding Mitigation Measures M-CP-2a and M-CP-2b, involving archeological testing at the 801 Brannan site and accidental discovery at the One Henry Adams site, respectively;
- Impact CP-5 (off-site resources – new building design) and corresponding M-CP-5, involving detailed design review;
- Impact NO-1 (construction activities other than pile driving) and Mitigation Measure M-NO-1 (EN-F-2), involving development of additional site-specific construction noise control measures;
- Impact HZ-1 (other hazardous building materials), and associated Mitigation Measure M-HZ-1 (EN-K-1), requiring hazardous building materials surveys; and
- Construction noise – pile driving identified in the Initial Study, and corresponding Mitigation Measure 1 (EN-F-1) (see Appendix A and Summary Table S-3, page S-64), requiring the use of pre-drilled piles wherever feasible, among other measures;
- Hazards (contaminated soil) and hazards (underground storage tanks) identified in the Initial Study, and corresponding Mitigation Measures 3(a) and 3(b) (see Appendix A and Summary Table S-3, page S-64), requiring a Site Mitigation Plan (SMP) and underground storage tank investigation.

Similarly, the Reduced Project Alternative would also have the same less-than-significant impacts of the proposed project, or either variant, examined in the EIR in the following areas: land use, aesthetics, cultural and paleontological resources, transportation, air quality, and GHGs (see Table 28, page 404).

Due to the amount of excavation required, this alternative would have greater impacts on archeology and human remains, geology and soils, hydrology and water quality, and hazards and hazardous materials than the proposed project, or either variant. However, like the proposed project, or either variant, these impacts would remain less than significant or less than significant with incorporation of mitigiation measures identified.

The CEQA Checklist Update subchapter V.H. and the NOP/IS (Appendix A) contain descriptions of other less-than-significant impacts of the proposed project, or either variant, that did not warrant further examination in the EIR. The Reduced Project Alternative would have the same set of other less-than-significant impacts as the proposed project, or either variant, in the areas of wind and shadow, recreation, utilities and service systems, public services, other biological resources, mineral and energy resources, and agricultural and forest resources.

The Reduced Project Alternative would meet meet Bay West Showplace Investors, LLC's project objectives to construct mixed-use residential project with ground-floor retail with associated parking. It would not meet the project objective to maximize the project sites' potential to provide high-density infill housing in Showplace Square.

C. ALTERNATIVE C: MIXED RESIDENTIAL AND PDR

Description

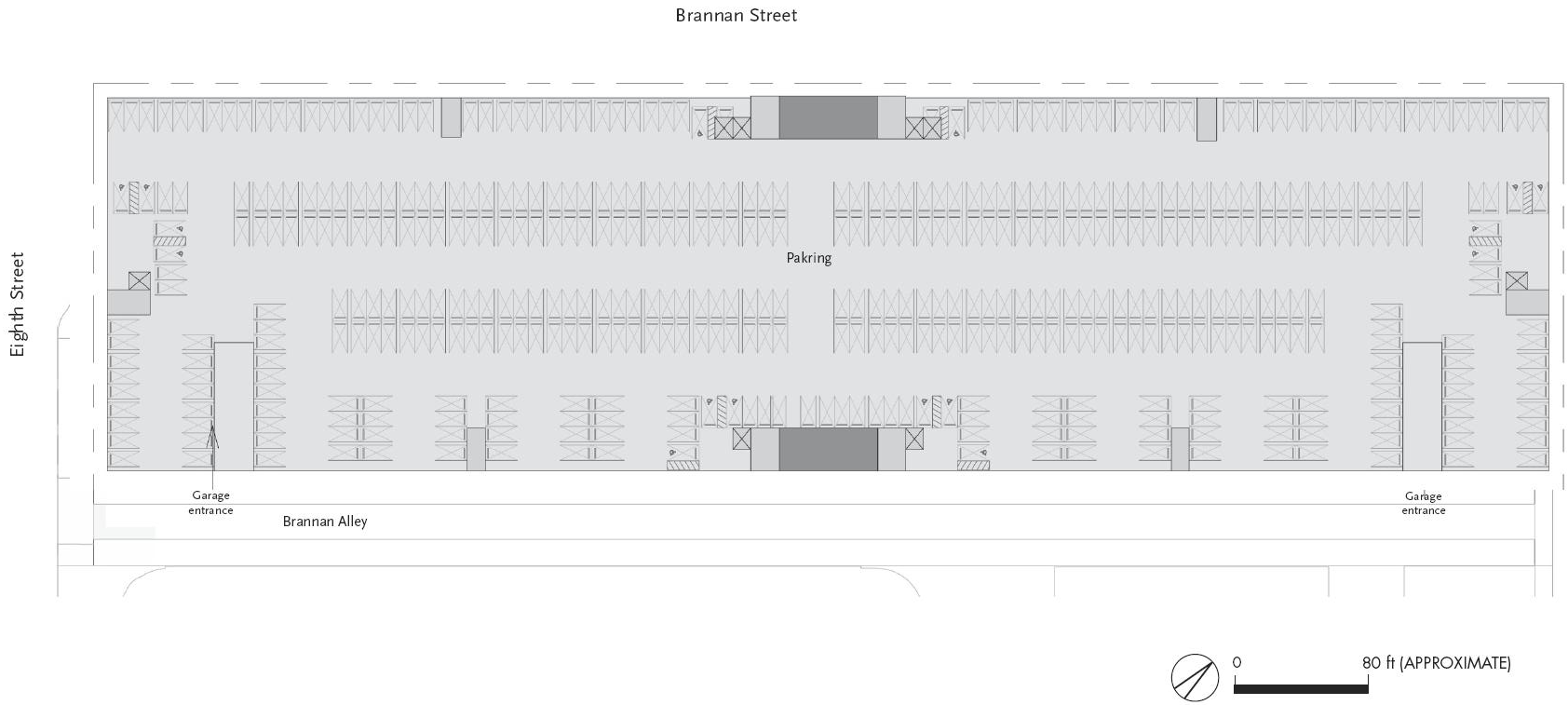
Alternative C, the Mixed Residential and PDR Alternative, would involve the demolition of the existing buildings at both sites, the construction of two 50-foot-tall, mixed residential-retail/showroom, four-story buildings with a mid-block passageway at the 801 Brannan site and two 55-foot-tall, four-story, retail/showroom buildings with a mid-block passageway at the One Henry Adams site. In total, there would be 264 residential units, all at the 801 Brannan site, 442,875 square feet of retail/showroom space, and 784 parking spaces. Of the parking spaces provided, 166 spaces would be provided to fulfill the project sponsor's existing agreements with nearby properties and will be referred to as replacement parking as is the case for the proposed project, or either variant.[254] The remaining 618 spaces would be for residents and showroom customers (see Figures 42 through 46, pages 393-397).

At the 801 Brannan site, two four-story, approximately 50-foot-high buildings would occupy the site, and, unlike the proposed project, or either variant, would have one basement parking level accessed from Brannan Alley. PDR/Showroom uses would be on the ground floor and half of the second floor, while the remaining floor space on floors 2 through 4 would be residential uses.

The 801 Brannan site structures would have 226,875 square feet of showrooms, 264 residential units, and 557 parking spaces, of which 95 spaces would be replacement parking spaces as would be the case under the proposed project. Alternative C would include construction of the publicly accessible, two-way Brannan Alley, with its garage access and connections to Seventh and Eighth Streets, as would be the case with the proposed project or either variant. This alternative would include a public mid-block passageway between the two structures permitting pedestrian access between Brannan Street and Brannan Alley

At the One Henry Adams site, two four-story buildings, approximately 55-foot high, would occupy the site. Like the proposed project, or either variant, this alternative would include the public mid-block passageway at the One Henry Adams site, providing pedestrian access between Rhode Island and Henry Adams Streets. It would have one basement level of parking, unlike the proposed project's or either variant's one-half a basement level of parking, under the south building fronting Alameda Street. The

[254] The replacement parking spaces are defined and described on page 21 of Chapter III, Project Description. The 95 replacement parking spaces at the 801 Brannan site would not count towards the parking maximum. The 71 replacement parking spaces provided at the One Henry Adams site would require conditional use authorization for inclusion as non-accesssory parking garage under Section 157.1 of the *Planning Code*.



Source: David Baker Architects

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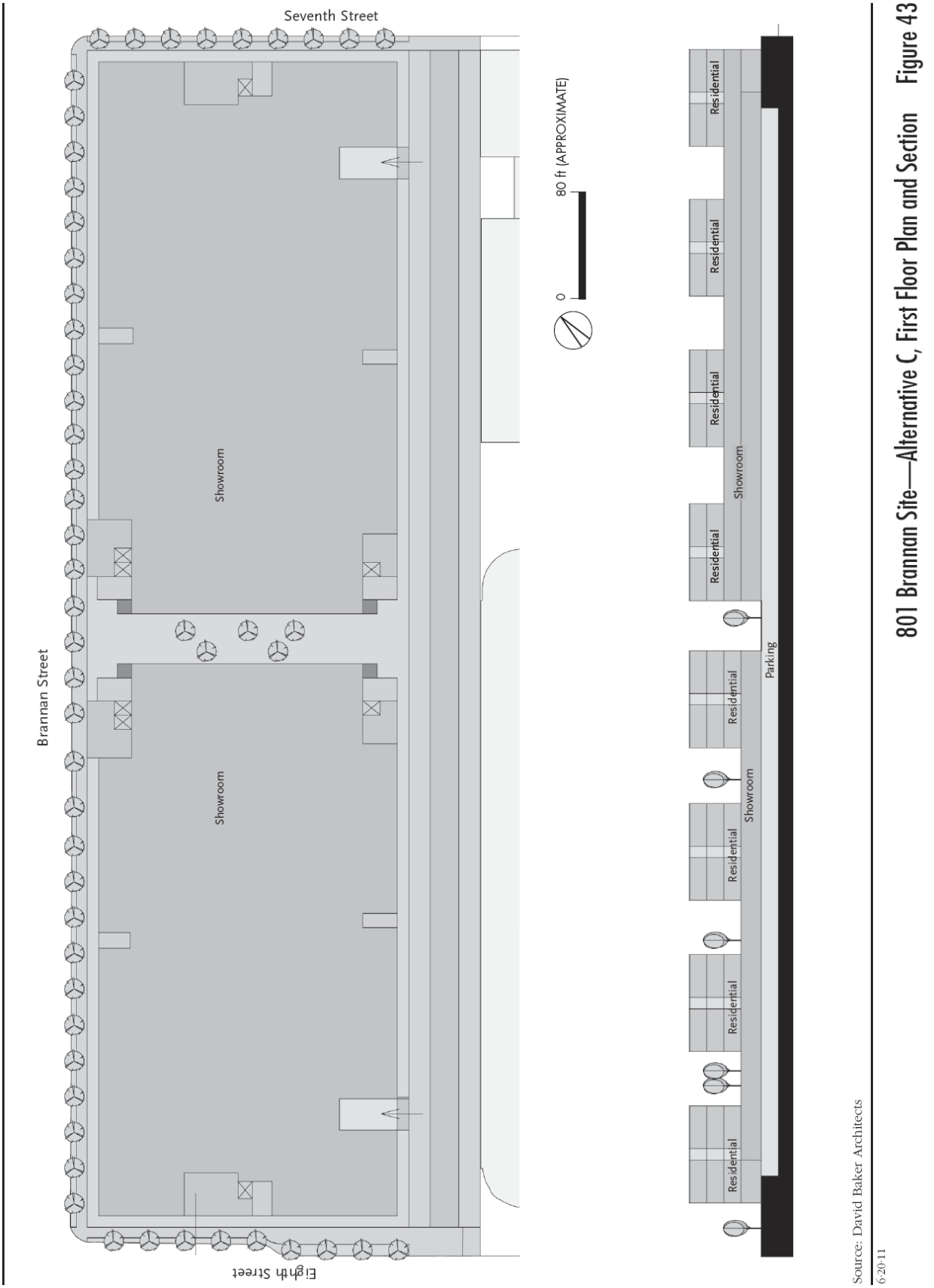
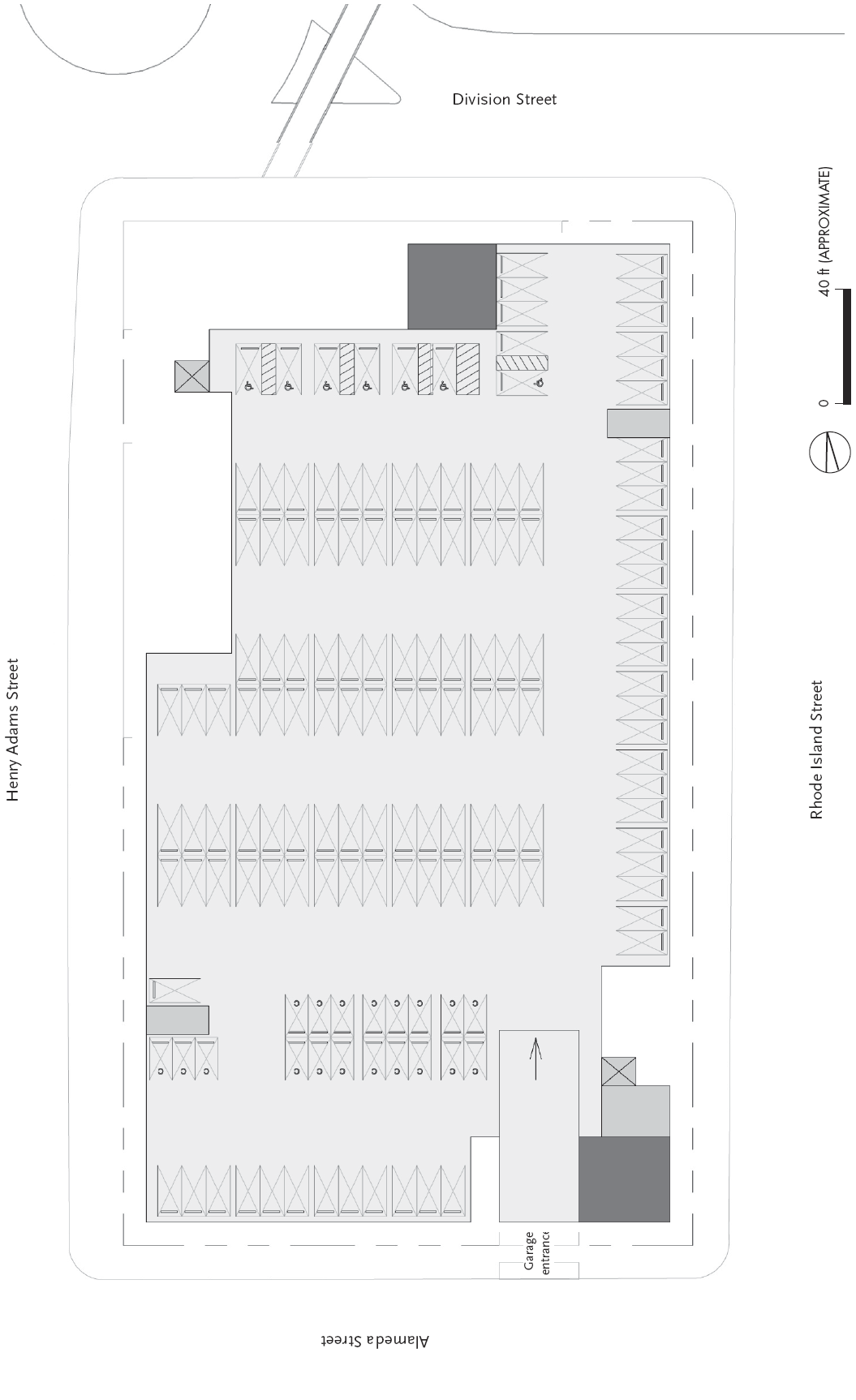
801 Brannan Site—Alternative C, Basement Parking Plan Figure 42



801 Brannan Site—Alternative C, First Floor Plan and Section Figure 43

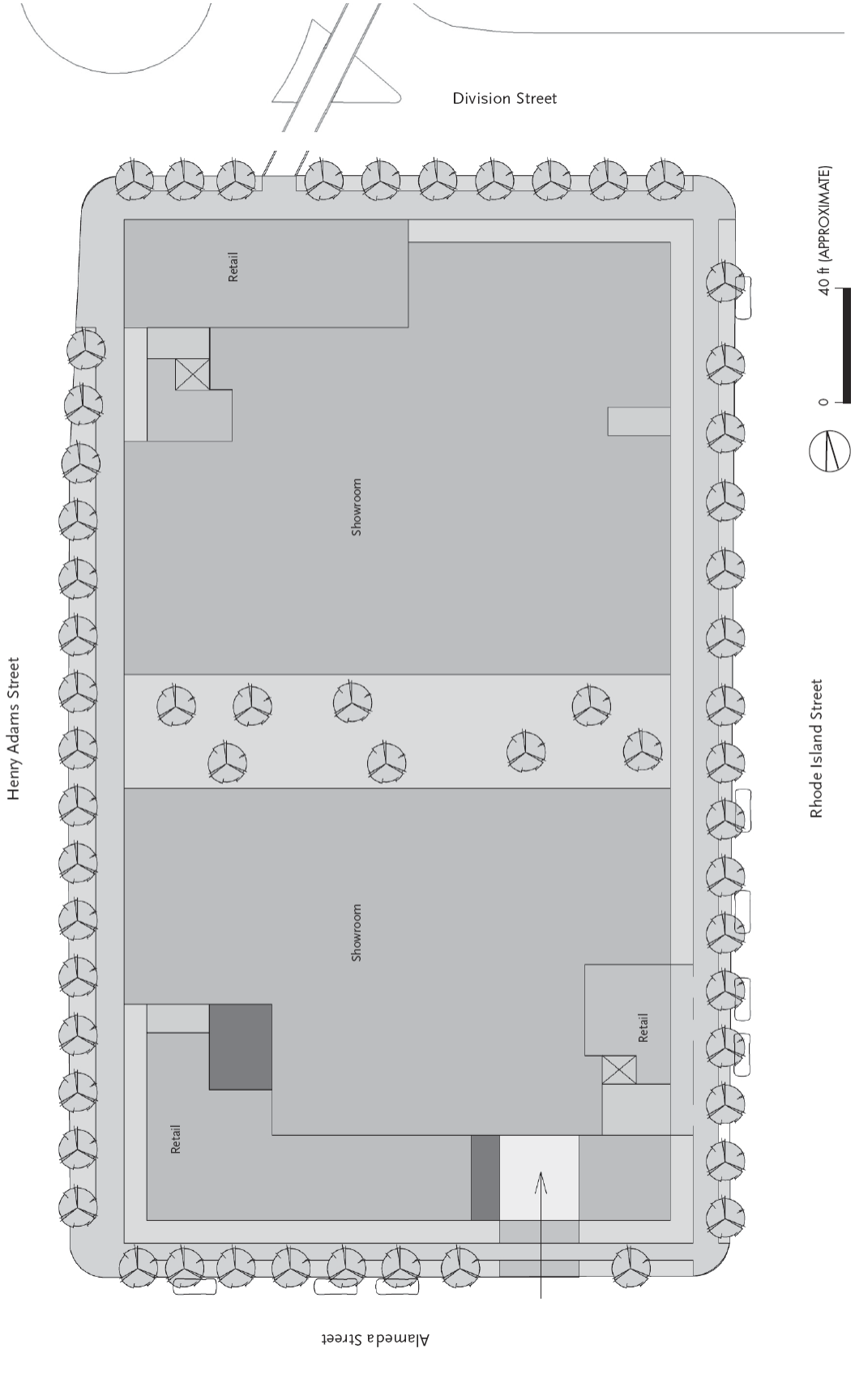
Source: David Baker Architects

6-20-11



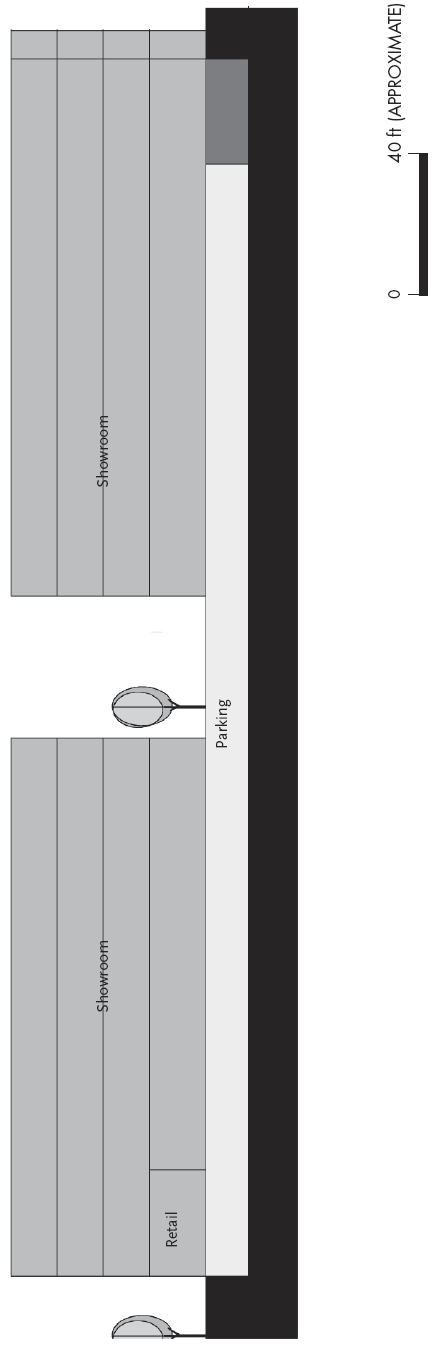
One Henry Adams Site—Alternative C, Basement Parking Plan Figure 44

Source: David Baker Architects
6-20-11



One Henry Adams Site—Alternative C, First Floor Plan Figure 45

Source: David Baker Architects
6-20-11



Source: David Baker Architects

6-20-11

One Henry Adams—Alternative C, Section Figure 46

ground floor would be mostly PDR/Showroom space, but would include some street-facing retail along Alameda Street, at the corner of Alameda and Henry Adams Streets, and at the corner of Henry Adams and Division Streets. Floors one through four would contain a total of 216,000 square feet of PDR/Showroom space (with approximately 1,000 square feet of retail space on the ground floor). There would be 150 parking spaces in the basement-level parking garage, 71 spaces of which would be replacement parking as would be the case under the proposed project. There would be approximately 71,000 cubic yards of excavation at the 801 Brannan site and 24,400 cubic yards of excavation at the One Henry Adams site to a depth of 12 feet below grade at both site, for a total of 95,400 cubic yards compared to the proposed project's, or either variant's, excavation of 13,000 cubic yards of soil (2,612 cubic yards at the 801 Brannan site and 10,388 cubic yards at the One Henry Adams site).

Overall, this alternative would have 14 percent less building area than the proposed project. With approximately 992,660 square feet of built area, it would also have 16 percent less built area than Variant 1 and 15 percent less built area than Variant 2. Under Alternative C, there would be no land dedication to fulfill a portion of the project's Inclusionary Affordable Housing requirement. In comparison to the proposed project's 221 affordable housing units, or Variant 1's 162 or Variant 2's 165 affordable units, Alternative C would include a total of 53 affordable units. All affordable units would be provided at the 801 Brannan site as for the proposed project, or either variant. There would be no inclusionary affordable housing requirement for the One Henry Adams site under Alternative C, since it would be developed entirely with PDR uses.

Unlike the proposed project, or either variant, Alternative C would not require Board of Supervisors' approval of a land dedication because Alternative C would not include a land dedication. Alternative C would require the Planning Commission's certification of the Final EIR for this project and would require the Planning Commission's approval of a large project authorization under *Planning Code* Section 329, including approval of exceptions for rear yard (Section 134(a)(1)) and mass reduction (Section 270.1). Alternative C would also require the Planning Commission's approval of conditional use authorization for a public parking garage that would include the 71 spaces that benefit Two Henry Adams and 101 Henry Adams.

Like the proposed project, Alternative C would also require approvals from the Department of Public Works for tentative subdivision maps to create residential and commercial condominium units at the 801 Brannan Site and One Henry Adams site, removal of the existing street trees and significant trees on the project sites, and the sidewalk improvements at the One Henry Adams site, which are the same as for the

proposed project. Unlike the proposed project, Alternative C would not require an exception from the *Planning Code*'s street frontages requirement (Section 145.1) because all off-street parking would be provided in the basements of the buildings and because garage entrances would not exceed 20 feet in width. Like the proposed project, Alternative C would require building and demolition permits from the Department of Public Works.

Impacts

As with the proposed project, or either variant, the Mixed Residential and PDR Alternative would demolish the existing four buildings on the two sites. This alternative would add to the intensity of land use, but with less housing and more PDR showroom space than the proposed project, or either variant. Alternative C's land use impacts would be lower than the less-than-significant impacts of the proposed project or either variant. Unlike the proposed project, or either variant, due to the proposed uses this alternative would not have the proposed project's, or either variant's, cumulatively considerable contribution to the EN project's significant and unavoidable cumulative PDR land supply impact. The alternative would include substantially more than one-to-one replacement of the 163,549 square feet of demolished PDR space with the addition of 442,875 square feet of PDR/Showroom space, including 226,875 square feet of PDR/Showroom space at the 801 Brannan site.[255,256]

The height, massing, scale, and overall appearance of this alternative would be smaller than the proposed project, or either variant, and Alternative C would have less effect on visual quality, urban design, and views than the less-than-significant impacts of the proposed project, or either variant.

Compared to the proposed project or either variant, the Mixed Residential and PDR Alternative's smaller size would generate fewer vehicle trips. The reduced development at both sites under this alternative would generate about 10,294 daily person trips and 511 vehicle trips in the weekday p.m. peak hour compared to the proposed project's 14,632 new weekday daily person trips and 762 weekday p.m. peak hour vehicle trips. As a result, Alternative C would generate 30 and 33 percent fewer weekday daily person trips and p.m. peak hour vehicle trips, respectively.[257] Compared to the variants, this alternative's 511 vehicle trips in the

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255 The PDR space at the One Henry Adams site consists of 14,549 square feet of showroom space (8,549 at 55 Division and 6,000 square feet at Three and Five Henry Adams) and 13,000 square feet of vacant manufacturing space for a total of 27,549 square feet. Combined with the 137,000 square feet of exhibition space at the 801 Brannan site, there is a total of 164,549 square feet of existing PDR space on the project sites.

256 A minor amount of the PDR/Showroom space on the ground floor of the One Henry Adams site is retail.

257 Luba C. Wyznyckyj, LCW Consulting, Memorandum to Debra Dwyer, *op. cit*.

weekday p.m. peak hour would be 34 percent lower than Variant 1's 773 vehicle trips in the weekday p.m. peak hour and 33 percent lower than Variant 2's vehicle trips in the weekday p.m. peak hour (see Table 6, page 172).

Intersection operating conditions would be less congested with Alternative C than with the proposed project, or either variant, and it would result in less-than-significant project traffic impacts at Division/Brannan/ Potrero/Tenth, unlike the proposed project, or either variant (proposed project TR-1, Variant 1: TR-6, and Variant 2: TR-11). This alternative would also avoid the proposed project's, or either variant's, significant cumulative traffic impacts at Division/Brannan/Potrero/Tenth (proposed project: C-TR-34; Variant 1: C-TR-41; Variant 2: C-TR-48). It would have the same significant and unavoidable project traffic intersection impact as the proposed project, or either variant, at Eighth/Brannan (proposed project TR-2, Variant 1: TR-7, and Variant 2: TR-12). Alternative B would have four of the proposed project's or either variant's, significant and unavoidable cumulative intersection impacts at the four intersections of Eighth/Brannan (proposed project: C-TR-35; Variant 1: C-TR-42; Variant 2: C-TR-49), Seventh/Townsend (Impact C-TR-36; Variant 1: C-TR-43; Variant 2: C-TR-50), Sixteenth/Kansas/ Henry Adams (Impact C-TR-37; Variant 1: C-TR-44; Variant 2: C-TR-51), and Division/Rhode Island (proposed project: C-TR-38; Variant 1: C-TR-45; Variant 2: C-TR-52).[258]

With 33 percent fewer vehicle trips under this alternative, impacts on operational air quality would be lower than under the proposed project's less-than-significant impacts. The Mixed Residential and PDR Alternative would avoid the project's, or either variant's, significant and unavoidable air quality impacts AQ-4 (operational criteria air pollutant emissions) and C-AQ-5 (cumulative operational criteria air pollutant emissions) due to lower project-generated vehicle emissions.[259] However, this alternative's health risk impacts related to TAC emissions during construction and exposure of residents to TACs during project operation would be significant and unavoidable, as they would be under the proposed project, or either variant, (AQ-7 construction health risk – TACs, including PM2.5 and DPM, AQ-8 operational health risk – TACs, including PM2.5, and C-AQ-9 cumulative health risk– TACs, including PM2.5), even after mitigation measures are implemented.

Like the proposed project, or either variant, the Mixed Residential and PDR would have significant cultural resources impacts, significant noise impacts, and significant hazards and hazardous materials impacts. These impacts would be significant before mitigation but less than significant with mitigation measures as follows:

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258 *Ibid*.

259 Donald Ballanti, Certified Consulting Meteorologist, Memorandum to Stu During, May 25, 2011, *op. cit*.

- Impacts CP-2 and CP-3 (archeological resources and human remains, respectively) and corresponding Mitigation Measures M-CP-2a and M-CP-2b, involving archeological testing at the 801 Brannan site and accidental discovery at the One Henry Adams site, respectively;
- Impact CP-5 (off-site resources – new building design) and corresponding M-CP-5, involving detailed design review;
- Impact NO-1 (construction activities other than pile driving) and Mitigation Measure M-NO-1 (EN-F-2), involving development of additional site-specific construction noise control measures;
- Impact HZ-1 (other hazardous building materials), and associated Mitigation Measure M-HZ-1 (EN-K-1), requiring hazardous building materials surveys; and
- Construction noise – pile driving identified in the Initial Study, and corresponding Mitigation Measure 1 (EN-F-1) (see Appendix A and Summary Table S-3, page S-64), requiring the use of pre-drilled piles wherever feasible, among other measures;
- Hazards (contaminated soil) and hazards (underground storage tanks) identified in the Initial Study, and corresponding Mitigation Measures 3(a) and 3(b) (see Appendix A and Summary Table S-3, page S-64), requiring a Site Mitigation Plan (SMP) and underground storage tank investigation.

Similarly, the Mixed Residential and PDR would also have the same less-than-significant impacts of the proposed project, or either variant, examined in the EIR in the following areas: land use, aesthetics, cultural and paleontological resources, transportation, air quality, and GHGs (see Table 28, page 404).

Due to the greater amount of excavation, this alternative would have greater impacts on geology and soils, hydrology and water quality, and hazards and hazardous materials than the proposed project, or either variant, which would remain less than significant or less than significant with incorporation of mitigiation measures identified above.

The CEQA Checklist Update subchapter V.H. and the NOP/IS (Appendix A) contain descriptions of other less-than-significant impacts of the proposed project, or either variant, that did not warrant further examination in the EIR. The Mixed Residential and PDR would have the same set of other less-than-significant impacts as the proposed project, or either variant, in the areas of wind and shadow, recreation, utilities and service systems, public services, biological resources, mineral and energy resources, and agricultural and forest resources.

The Mixed Residential and PDR Alternative would meet meet Bay West Showplace Investors, LLC's project objectives to construct mixed-use residential project with associated parking. It would not meet the project objective to maximize the project sites' potential to provide high-density infill housing in Showplace Square.

D. ALTERNATIVES CONSIDERED AND REJECTED

An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines, Section 15126.6 [f][3]). Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (CEQA Guidelines, Section 15126.6[c]). The environmental review process for this project began prior to the community planning process for the Eastern Neighborhoods rezoning. The environmental review process for this project has continued beyond the adoption of new zoning and new height districts within the Eastern Neighborhoods. Therefore, during the course of this project's environmental review several alternatives were considered based upon the draft EN rezoning proposals being considered by the City and which, with the adoption of new EN zoning, are no longer appropriate as discussed below.

During the environmental review for this project since the environmental review application was filed in 2000, several alternatives were considered but rejected for the reasons provided below.

- An all-production, distribution, and repair (PDR) alternative was rejected because a primary project sponsor objective is to build a residential project and because the final zoning proposed for the project sites and area did not require intensive PDR replacement or enhancement.
- An existing zoning alternative that complied with the pre-Eastern Neighborhoods M-2 zoning and the 40-X height and bulk district in effect at both sites was rejected because the new zoning finally adopted would not allow it. In addition, the new zoning increased the height limit from 40-X to 68-X, which allows the proposed project's height.
- An alternative proposed in the 2002 Initial Study (Appendix A) involved a PUD and a CU to allow more housing than the proposed project. It was rejected because the alternative would have allowed more intensive housing development than the proposed project and would have had greater environmental impacts.

Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative at a different site. Preserving PDR at the site is not contemplated as part of the proposed project, or either variant. Alternative C, the Mixed Residential and PDR Alternative considers replacement of PDR. However, it is not feasible to preserve PDR based on project sponsor acquiring an off-site PDR location.

E. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Table 28, page 404, summarizes how the alternatives would change the significant environmental impacts of the proposed project, or either variant, for the 801 Brannan site. Alternative C, the Mixed Residential

and PDR Alternative, would be the environmentally superior alternative. It would avoid the same two significant and unavoidable air quality impacts of the proposed project, or either variant,[260] as Alternative B, the Reduced Project Alternative (Impacts AQ-4 Operational Criteria Air Pollutant Emissions and C-AQ-5 Cumulative Operational Criteria Air Pollutant Emissions). However, both Alternatives B and C would have the same three unavoidable and significant health risk air quality impacts related to TAC emissions during construction and operation as the proposed project, or either variant, (AQ-7 – Construction Health Risk – TACs, including PM2.5 and DPM, AQ-8 –Operational Health Risk – TACs, including PM2.5, and C-AQ-9 – Cumulative Health Risk– TACs, including PM2.5). Alternative C would avoid the same significant and unavoidable traffic impacts at the intersection of Division/Brannan/Potrero/Tenth of the proposed project, or either variant (proposed project TR-1 and C-TR-34, Variant 1: TR-6 and C-TR-41, and Variant 2: TR-11 and C-TR-48), as Alternative B.[261] Alternative C, the Mixed Residential and PDR Alternative, with its reduced residential and substantial PDR components, would also avoid Alternative B's significant and unavoidable cumulative PDR land supply impact, and would therefore be the environmentally superior alternative.

This space intentionally left blank.

[260] *Ibid*.

[261] Luba C. Wyznyckyj, email to Susan Mickelsen and Debra Dwyer, June 15, 2011, *op. cit*.

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
-Building(s) (Number of buildings at 801 Brannan / Number of buildings at One Henry Adams)	Demolish 4; build 5 (3/2)	Demolish 4; build 4 (2/2)	Demolish 4; build 5 (3/2)	Existing 4 (1/3) Remain	Demolish 4; Build 2 (1/1)	Demolish 4; Build 2 (1/1)
-BMR (parcel dedication/City-built)	Yes	No	No	No	No	No
-Height	5 buildings: all 6-stories, 68 feet	4 buildings: all 6-stories, 68 feet	5 buildings: all 6-stories, 68 feet	1 building, 33 ft; 1 building, 30 ft.; 2 buildings 20 ft.	4 buildings: two at each site, all 4 stories, 40 feet	4 buildings: two at each site, 2 buildings, 50 feet and two buildings, 55 feet; all 4 stories
-Residential	824 units	809 units	824 units	none	497 units	264 units
-Retail	50,087 sq.ft.	54,598 sq.ft.	51,447 sq.ft.	none	3,000 sq.ft.	1,000 sq.ft.
-Office	none	none	none	1,615 sq.ft.	none	none
-Showroom	none	none	none	14,549 sq.ft.	18,500 sq.ft.	442,875 sq ft.
-Exhibition	none	none	none	137,000 sq.ft.	none	none
-Industrial (vacant manufacturing)	none	none	none	13,000 sq.ft.	none	none
-Parking	799 spaces	866 spaces	841 spaces	580 spaces	561 spaces	784 spaces
-Building GSF (with parking)	1,149,094 sq.ft.	1,187,943 sq.ft	1,170,391 sq.ft.	166,204 sq.ft.	898,872 sq.ft.	992,660 sq.ft.
Impacts:						
LU-1 Physical Community	LTS	LTS	LTS	Avoided	LTS	LTS
LU-2 Adopted Plans and Regulations	LTS	LTS	LTS	Avoided	LTS	LTS
LU-3 Land Use Character	LTS	LTS	LTS	Avoided	LTS	LTS
C-LU-4 Cumulative PDR Land Supply	SU	SU	SU	Avoided	SU	LTS
AE-1 Views and Visual Character	LTS	LTS	LTS	Avoided	LTS	LTS
AE-2 Scenic Resources	LTS	LTS	LTS	Avoided	LTS	LTS

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
AE-3 Light and Glare	LTS	LTS	LTS	Avoided	LTS	LTS
CP-1 Paleontological Resources	LTS	LTS	LTS	Avoided	LTS	LTS
CP-2 Archeological Resources	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-3 Human Remains	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
CP-4 Historic Architectural Resources	LTS	LTS	LTS	Avoided	LTS	LTS
CP-5 Off-Site Resources – New Building Design	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
TR-1 (V1: TR-6; V2: TR-11) Intersection: Division/ Brannan/Potrero/Tenth	SU	SU	SU	Avoided	LTS	LTS
TR-2 (V1: TR-7; V2: TR-12) Intersection: Eighth/Brannan	SU	SU	SU	Avoided	SU	SU
TR-3 (V1: TR-8; V2: TR-13) Intersections: Sixteenth/Rhode Island; Division/Rhode Island	LTS	LTS	LTS	Avoided	LTS	LTS
TR-4 (V1: TR-9; V2: TR-14) 12 study intersections	LTS	LTS	LTS	Avoided	LTS	LTS
TR-5 (V1: TR-10; V2: TR-15) Intersections: Brannan Alley/ Seventh and Eighth Streets	LTS	LTS	LTS	Avoided	LTS	LTS
TR-16 (V1: TR-17; V2: TR-18) Transit	LTS	LTS	LTS	Avoided	LTS	LTS
TR-19 (V1: TR-20; V2: TR-21) Bicycle	LTS	LTS	LTS	Avoided	LTS	LTS
TR-22 (V1: TR-23; V2: TR-24) Pedestrian Movement	LTS	LTS	LTS	Avoided	LTS	LTS
TR-25 (V1: TR-26; V2: TR-27) Loading	LTS	LTS	LTS	Avoided	LTS	LTS
TR-28 (V1: TR-29; V2: TR-30) Emergency Vehicle Access	LTS	LTS	LTS	Avoided	LTS	LTS
TR-31 (V1: TR-32; V2: TR-33) Construction	LTS	LTS	LTS	Avoided	LTS	LTS
C-TR-34 (V1: C-TR-41; V2: C-TR-48) Cumulative: Division/Brannan/Potrero/Tenth	SU	SU	SU	Avoided	LTS	LTS
C-TR-35 (V1: C-TR-42; V2: C-TR-49) Cumulative: Eighth/Brannan	SU	SU	SU	Avoided	SU	SU
C-TR-36 (V1: C-TR-43; V2: C-TR-50) Cumulative: Seventh/Townsend	SU	SU	SU	Avoided	SU	SU

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
C-TR-37 (V1: C-TR-44; V2: C-TR-51) Cumulative: Sixteenth/Kansas/ Henry Adams	SU	SU	SU	Avoided	SU	SU
C-TR-38 (V1: C-TR-45; V2: C-TR-52) Cumulative: Division/ Rhode Island	SU	SU	SU	Avoided	SU	SU
C-TR-39 (V1: C-TR-46; V2: C-TR-53) Cumulative: Six Study Intersections	LTS	LTS	LTS	Avoided	LTS	LTS
C-TR-40 (V1: C-TR-47; V2: C-TR-54) Cumulative: Five Study Intersections	LTS	LTS	LTS	Avoided	LTS	LTS
NO-1 Construction Noise-Other than Pile Driving	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
NO-2 Location of Sensitive Receptors	LTS	LTS	LTS	Avoided	LTS	LTS
C-NO-3 Cumulative Traffic and Building Operations	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-1 Construction Dust and Pollutant Concentrations	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-2 Construction – Criteria Air Pollutant Emissions	LTS	LTS	LTS	Avoided	LTS	LTS
C-AQ-3 Construction – Cumulative Criteria Air Pollutant Emissions	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-4 Operational Criteria Air Pollutant Emissions	SU	SU	SU	Avoided	LTS	LTS
C-AQ-5 Cumulative Operational Criteria Air Pollutant Emissions	SU	SU	SU	Avoided	LTS	LTS
AQ-6 Project Vehicle Local CO Emissions—Intersection and Garage	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-7 Construction Health Risk – TACs, including PM2.5 and DPM	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
AQ-8 Operational Health Risk—TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.
C-AQ-9 Cumulative Health Risk-- TACs, including PM2.5	SU w Mit.	SU w Mit.	SU w Mit.	Avoided	SU w Mit.	SU w Mit.

Table 28
Comparison of Impacts of Alternatives to Impacts of Proposed Project and Variants 1 and 2

Description:	Proposed Project	Variant 1	Variant 2	Alternative A: No Project	Alternative B: Reduced Project	Alternative C: Mixed Residential and PDR
AQ-10 Policy and Plan Consistency	LTS	LTS	LTS	Avoided	LTS	LTS
AQ-11 Objectionable Odors	LTS	LTS	LTS	Avoided	LTS	LTS
C-GG-1 Greenhouse Gas Emissions	LTS	LTS	LTS	Avoided	LTS	LTS
FROM CEQA Checklist Update Section V.H. (significant impacts only):						
HZ-1 Other Hazardous Building Materials	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
FROM Initial Study				Avoided		
Noise (Pile Driving)	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Contaminated Soil)	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.
Hazards (Underground Storage Tanks)	LTS w Mit.	LTS w Mit.	LTS w Mit.	Avoided	LTS w Mit.	LTS w Mit.

Notes: S = Significant; LTS = Less Than Significant; SU = Significant and Unavoidable; NA=Not Applicable; w Mit.=with mitigation measure(s).

Source: During Associates, 2011.

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VIII. EIR PREPARERS AND PERSONS AND ORGANIZATIONS CONTACTED

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IX. APPENDICES

Appendix A Notice of Preparation of an EIR / Initial Study

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PLANNING DEPARTMENT

City and County of San Francisco • 1660 Mission Street, Suite 500 • San Francisco, California • 94103-2414

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NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

Date of this Notice: November 15, 2003

Lead Agency: San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, California 94103-2414

Agency Contact Person: Joan A. Kugler, AICP **Telephone:** (415) 558-5983

Project Title: **2000.618E** 801 Brannan Street Residential Project with Retail
Project Sponsor: Bay West Showplace Investors, LLC
Project Contact Person: Mary Murphy/Michael Yarne **Telephone:** (415) 954-4400

Project Address: 801 Brannan Street and One Henry Adams Street **Assessor's Block and Lot:** Block 3783, Lot 1; Block 3911, Lot 1
City and County: San Francisco

Project Description: The proposed project is comprised of two components, one at 801 Brannan Street, between Seventh and Eighth Streets, and the other at One Henry Adams Street, which is the entire block bounded by Division, Rhode Island, Alameda and Henry Adams Streets.

The 801 Brannan Street portion of the proposed project would contain approximately 890 residential units, 5,000 to 25,000 square feet (sq. ft.) of design-related production, distribution and repair (PDR)/neighborhood retail space interspersed along the Brannan Eighth and Seventh Street frontages, approximately 900 parking spaces, a portion of which would be dedicated as replacement parking for existing business in the area, in a shared garage and two freight loading spaces. The project would be approximately 90 feet high with nine floors of residential units facing Brannan, Seventh and Eighth Streets, a new mid-block alleyway and several interior landscaped courtyards. Approximately100,400 sq.ft. of useable open space would be provided.

The One Henry Adams Street portion of the proposed project would be a 70-foot-high, seven-story building that would contain about 221 residential units, approximately 20,000 sq. ft. of design-related PDR/neighborhood retail space along the Division and Henry Adams ground floor frontages, about 267 parking spaces, a portion of which would be dedicated as replacement parking for existing business in the area, and three freight loading spaces. The proposed parking garage would be located on the southern part of the site and wrapped by residential units along street frontages. A total of approximately 23,608 sq. ft. of usable open space would be provided. The project sites are currently zoned M-2 and are in a 40X height and bulk district. A rezoning and height reclassification is proposed for both sites.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Written comments on the scope of the EIR will be accepted until the close of business on December 15, 2003, at 5:00 p.m. Written comments should be sent to Paul E. Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Suite 500, San Francisco, CA 94103.

State Agencies: 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 at your agency in your written comments. Thank you.

Paul E. Maltzer
Environmental Review Officer

November 12, 2003
Date

INITIAL STUDY
2000.618E – 801 Brannan and One Henry Adams Streets

I. PROJECT DESCRIPTION AND SETTING

A. PROJECT DESCRIPTION

The proposed project consists of the demolition of existing structures or parking lots and the new construction of residential mixed-use buildings at two non-contiguous, but nearby sites in the Showplace Square area of San Francisco. The two sites are located at 801 Brannan Street and One Henry Adams Street respectively (Figure 1, page 2). 801 Brannan is Assessor's Block 3783, Lot 1, and One Henry Adams is Assessor's Block 3911, Lot 1.

The first site, 801 Brannan Street, also known as 635 Eighth Street , is on Block 3783, Lot 1 on the south side of Brannan Street, extending from Seventh Street to Eighth Street.[1] The site is rectangular in shape and is 226,875 square feet (sq.ft.) in area, with a frontage of 825 feet on Brannan Street and 275 feet on both Seventh and Eighth Streets. It is approximately one-half of the block bounded by Brannan, Seventh, Eighth and Townsend. The 801 Brannan Street site contains about 390 surface parking spaces and the 137,000-sq.-ft., 33-foot-high Concourse Exhibit Hall, which is currently used as an exhibition space for trade shows and similar events.

The project proposed for the 801 Brannan Street site would include approximately 890 residential units, 5,000 sq. ft. to 25,000 sq. ft. of design-related production, distribution and repair (PDR)/neighborhood retail space along the Brannan Street frontage, approximately 900 spaces in a shared parking garage and two freight loading spaces (Figures 2 and 3, pages 3 and 4). The proposed structure would be approximately 90 feet high with nine floors of residential units facing Brannan, Seventh and Eighth Streets, a new mid-block lane (for vehicles, pedestrians and bicycles) and several interior landscaped courtyards. One residential lobby would be located at the corner of Brannan and Seventh Street, one at the corner of Brannan and Eighth Street and two near the middle of the block fronting Brannan Street.

The proposed 801 Brannan Street project would be designed to appear as a series of separate structures, articulated by open-space courtyards, varying set-backs and different façade treatments. The exterior would incorporate diverse building materials, window types and landscaping treatments. There would about 152 studios, 391 one-bedroom units, and 347 two-bedroom units for a total of 890 units. The units on the ground level along Seventh, Brannan and Eighth Streets would be two-level town homes and the units on the 9th floor would be two-level loft-style apartments. The project would provide units at rents affordable to low-income households pursuant to the City's Inclusionary Affordable Housing Program.

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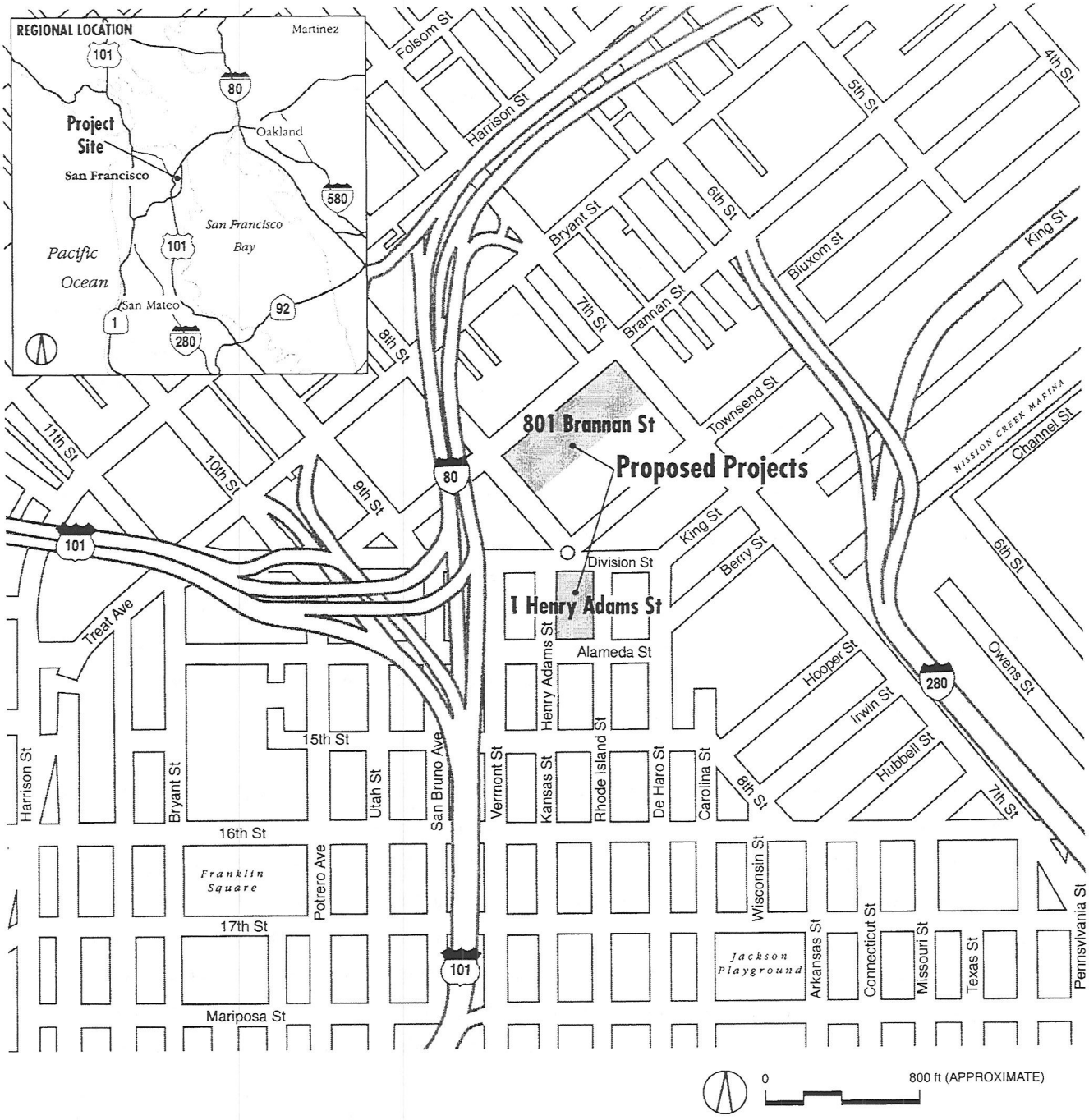
[1] For simplicity, this report will reference Brannan Street as east and west, and Seventh and Eighth Streets as north and south.



Source: During Associates

Proposed Project Locations Figure 1

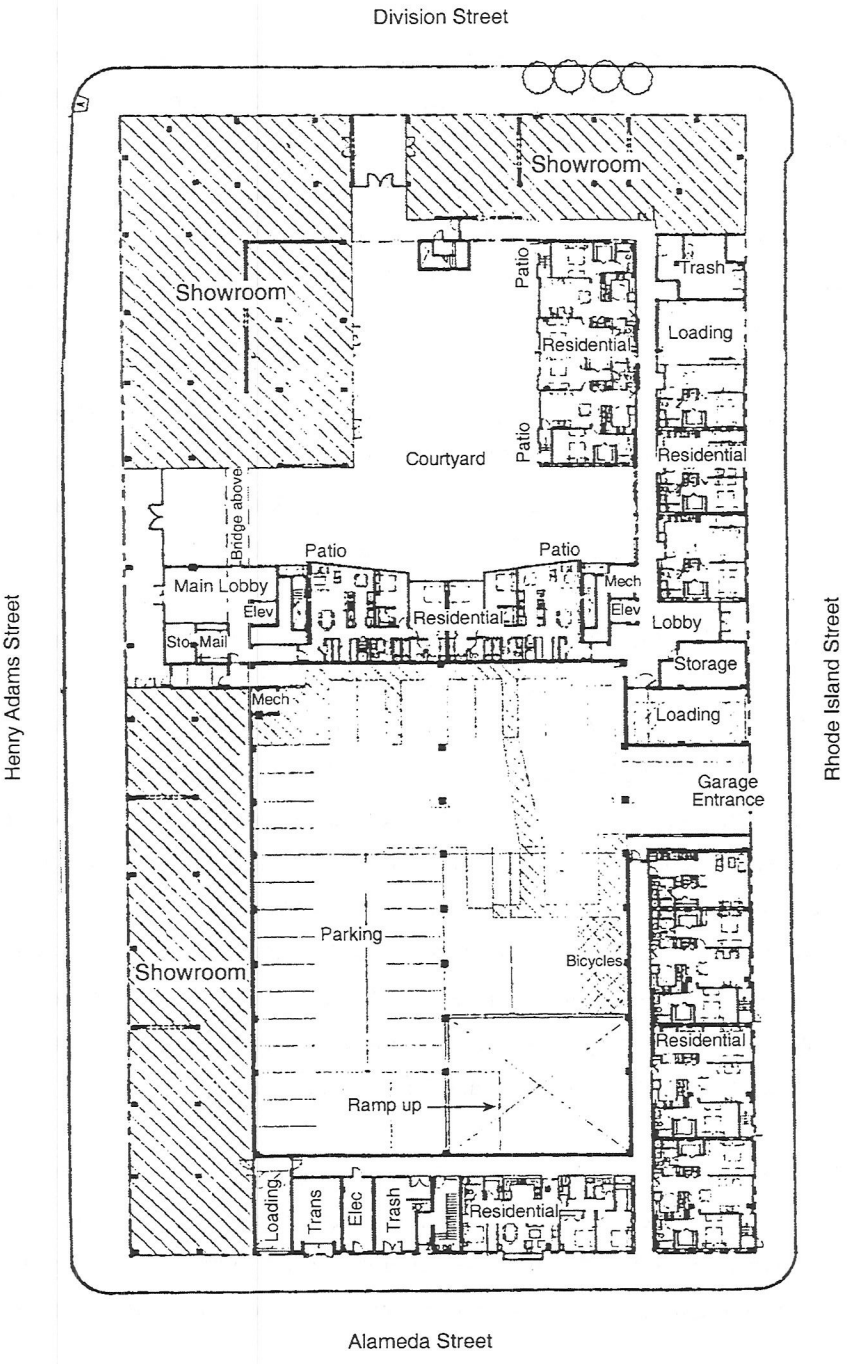
Five thousand to 25,000 sq.ft. of design-related Production, Distribution, Repair (PDR)/neighborhood retail space would be located along the ground floor Brannan street frontages of the 801 Brannan Street site. Parking would be accommodated within a nine-level garage wrapped by residential and design-related PDR/neighborhood retail space. The garage would contain approximately 100 stalls per floor for a total of 900 spaces, a portion of which would be dedicated to existing businesses in the area. Approximately 100 spaces of bicycle parking would be provided. Vehicular access would be provided from the north via a single entry from Brannan Street and from the south via a new mid-block alleyway connecting Seventh and Eighth Streets. Approximately 100,440 sq.ft. of public and private useable open space would be provided.

The One Henry Adams Street site occupies the entire block bounded by Division, Rhode Island, Alameda and Henry Adams Streets. The 72,000-sq.-ft. site currently contains about 13,000 sq.ft. of industrial space in a one-story building, about 115 surface parking spaces, approximately 20,000 sq.ft. of showroom space and 2,000 sq.ft. of office space in a second one-story building.

The project proposed for the One Henry Adams Street site would include approximately 221 residential units, 20,000 sq.ft. of design-related PDR/neighborhood retail space along the Division and Henry Adams ground floor frontages, 267 parking spaces, a portion of which would be dedicated as replacement parking for existing business in the area, and three freight loading spaces (see Figures 4, 5, 6, 7 and 8, pages 6 through 10). Up to 25 bicycle spaces would also be provided. The proposed structure would be seven stories and approximately 70 feet high. Residential units would face the surrounding streets and an inner courtyard located in the northern half of the site. The inner courtyard would be accessed via lobbies on Henry Adams and Rhode Island Streets. There would be 22 studios, 80 one-bedroom units, 104 two-bedroom units and 15 three-bedroom units. Of the 221 units, 26 would be loft-style townhouses. The project would provide affordable inclusionary units pursuant to the requirements set forth in the City's Inclusionary Affordable Housing Program.

A six-level parking garage would be located on the southern part of the site and wrapped by residential units along street frontages. Vehicles would enter and exit the garage on Rhode Island Street. Seven residential units, a lap pool and courtyard, a recreation center, lounge, and business office would be located on the roof of the garage. A total of approximately 23,608 sq.ft. of useable open space would be provided.

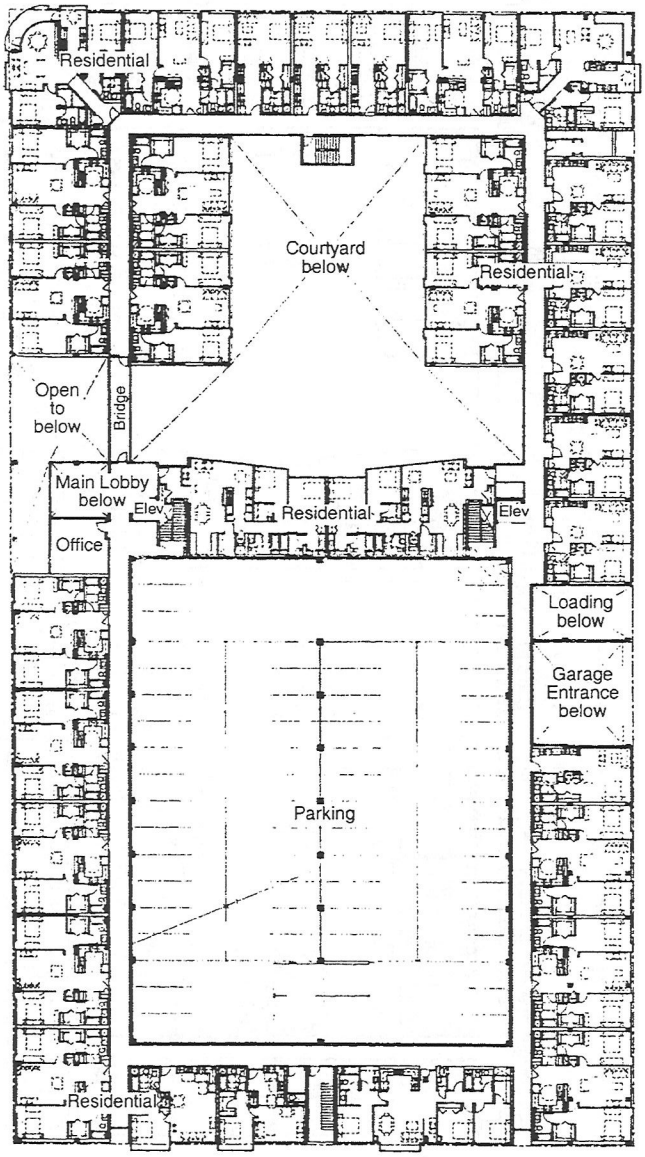
Both project sites are located in a M-2 (Heavy Industrial) District, 40-X Height and Bulk District, and the former Industrial Protection Zone (IPZ). A rezoning from M-2 to SLR (Service/Light Industrial/ Residential) is proposed for both sites. In addition, height reclassification to 90X for 801 Brannan Street and 70X for One Henry Adams Street are a part of the proposed project.



Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Ground Floor Plan Figure 4

Division Street



Henry Adams Street

Rhode Island Street

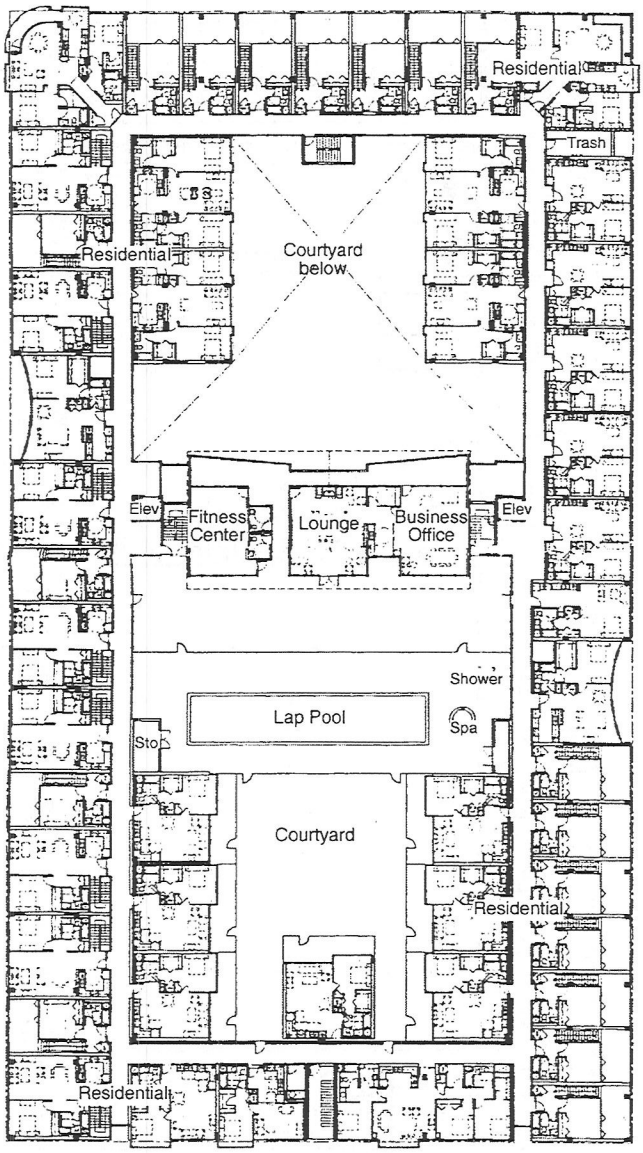
Alameda Street

0 40 ft (APPROXIMATE)

Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Second Floor Plan Figure 5

Division Street



Henry Adams Street

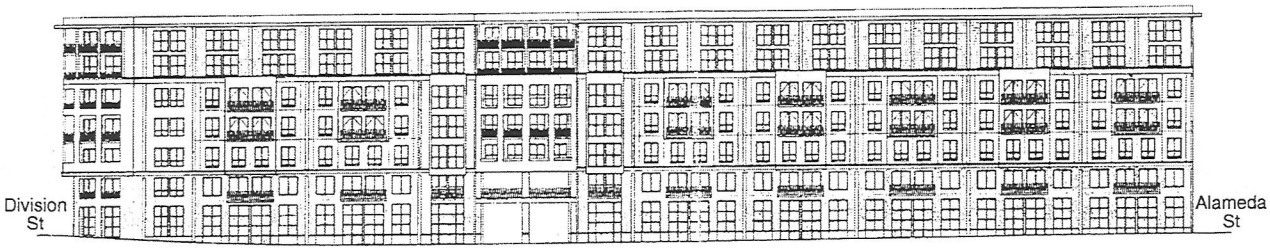
Rhode Island Street

Alameda Street

0 40 ft (APPROXIMATE)

Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Seventh Floor Plan Figure 6



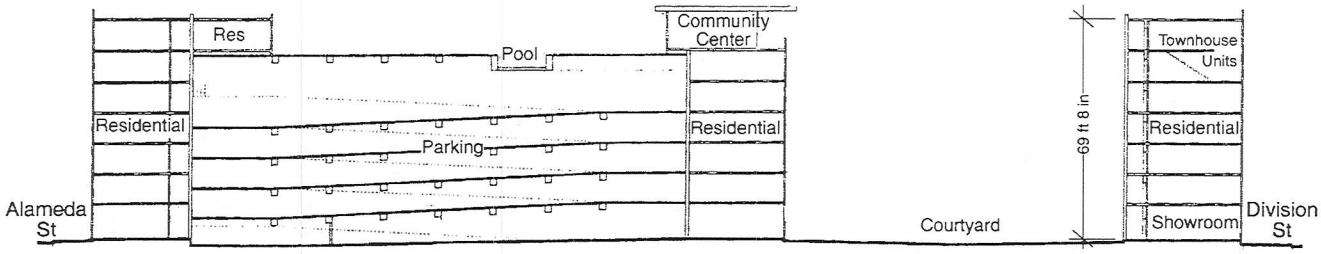
Henry Adams Street Elevation—Looking East

Division Street Elevation—Looking South

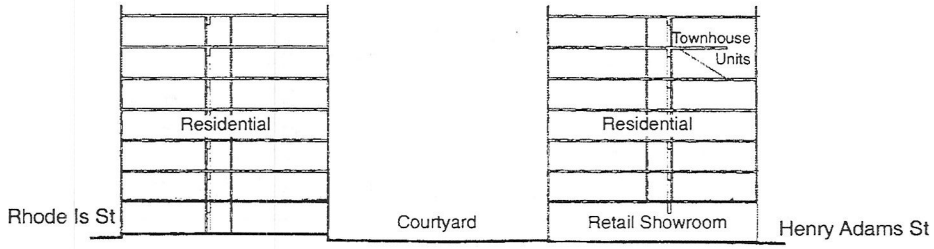
0 40 ft (APPROXIMATE)

Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Elevations Figure 7



Section Looking West



Section Looking South

0 40 ft (APPROXIMATE)

Source: Fisher Friedman Associates

Proposed 1 Henry Adams Street Project—Sections Figure 8

The project would require the following actions, with acting bodies shown in italics:

- Amend Planning Code Zoning Maps and potentially the General Plan to increase the height limit from 40-X to 90-X on at the 801 Brannan Street site and from 40-X to 70-X at the One Henry Adams Street site *Planning Commission Recommendation; Board of Supervisors' Approval*
- Amend Planning Code Zoning Maps to reclassify both sites from M-2 to SLR (Service Light Industrial Residential). *Planning Commission Recommendation; Board of Supervisors' Approval.*

Construction of the One Henry Adams Street project would take approximately 18 months and would be completed in early 2006. For the 801 Brannan Street project, construction of Phase I (the parking garage and half of the residential units) would take approximately 24 months and would be completed in 2007. Construction of Phase II of the Brannan Project (the remaining half of the residential units) would take approximately 18 months and would be completed in 2008.

B. PROJECT SETTING

The two project sites are located in an area generally known as the Showplace Square Neighborhood, several blocks north of the northern base of Potrero Hill, adjacent to the I-80 Freeway (Central Skyway) and its junction with U.S. 101 (James Lick Skyway) to the west. The Potrero Hill neighborhood is located several blocks to the south; Mission Bay is located to the east; the South of Market area is located to the north; and the Mission District is located to the west. Showplace Square is dominated by design showrooms for furniture, fabrics, rugs, lighting, accessories, and a variety of other home furnishings and design materials. The southern portion of this area is a commercial/industrial neighborhood with a variety of industrial, retail, multimedia and office uses, in addition to home furnishings and interior decoration businesses. Further south and east is a predominantly residential area, of primarily two- and three-story single-family residences. Building heights vary from one to five stories.

The 801 Brannan Street project site is currently occupied by the 33-foot-high Concourse Exhibition Center and a paved surface parking area. Opposite the 801 Brannan Street project site (on the north side of Brannan Street) is the four-story, Gift Center/Jewelry Mart (888 Brannan Street) which varies in height from 59 feet to 71 feet and contains a 110-foot tower. To the east of the Gift Center/Jewelry Mart is a 28-foot-high, two-story light industrial building (870 Brannan Street). Further east on Brannan Street is a 35-foot-high, three-story commercial building nearing completion, a 20-foot-high, two-story commercial building (Golden Gate Office Systems, 828 Brannan), the entrance to Langton Street, and a 39-foot-high, two-story Georgiou office building (808 Brannan) at the northwest corner of Brannan and Seventh Street. Several one- to three-story commercial and office buildings are located on the 500 block of Seventh Street which lies to the northeast of the 801 Brannan Street site.

On the northeastern corner of Brannan and Seventh Streets is a 20-foot-high, one-story auto repair business (Ed's Auto Service and Susie's Café, 603 Seventh Street). Further to the east, on the south side of Brannan Street, is a 45-foot-high, four-story building with ground-floor commercial with residential above (787 Brannan Street). Further east, on the east side of Gilbert Street, are a 35-foot-high, three-story light industrial building, a 25-foot-high, two-story light industrial building (Twan Kee Co., Inc., 755 Brannan Street) and a 45-foot-high, four-story live/work building just east of Lucerne Street (5 Lucerne) on the southeast corner of Brannan Street.

On the east side of Seventh Street immediately opposite the 801 Brannan Street site is the auto repair and small one-story restaurant (mentioned above). Further to the south are three 25-foot-high, two-story commercial buildings (containing Hoogasian Flowers, 615 Seventh, Man Hing Imports, 617 Seventh, ROSExports Florist, 643 Seventh, J & S Graphics & Printing, 645 Seventh, and Michael Thompson Framing, 647 Seventh), a paved surface parking lot, and a 30-foot-high, two-story commercial building on the northeast corner of Seventh and Townsend Streets (Wing Sing Chong, Co. Importers, Exporters, 685 Seventh Street).

The block at the southeastern corner of Seventh and Townsend Streets is occupied by rails and a right-of-way leading to the Caltrain Depot at Fourth between Townsend and King Streets.

The southernmost portion of the 801 Brannan Street site is covered by a paved surface parking area that extends between Seventh and Eighth Streets. At the northeast corner of Eighth and Townsend Streets, immediately south of the 801 Brannan Street site, is the 72-foot-high, five-story Townsend Center (SEGA, 650 Townsend Street), a seven-level, 65-foot-high parking structure; a 65-foot-high, five story office building (Macromedia, 600 Townsend); and, on the northwest corner of Seventh and Townsend Streets, a 57-foot-high, three-story office building (with a 69-foot-high penthouse), connected to the Macromedia complex.

The historic Baker Hamilton Building (City Landmark #193), a 56-foot-high, three-story office building (601 Townsend) is on the southern side of Townsend Street, at the western corner of Seventh and Townsend Streets. Further to the west is a recently completed 53-foot-high building (625 Townsend) combining four stories of office/commercial space on Townsend Street with a five-level parking structure in the rear, and a surface parking lot at the northeastern corner of Eighth and Townsend Streets.

A 20-foot-high, one-story commercial building (Dwan Elevator, 901 Brannan) is located on the west side of Eighth Street, at the southwest corner of Brannan and Eighth Streets. A 43-foot-high, four-story live/work building (680 Eighth Street) nearing completion is located further to the south on Eighth Street, and the 20-to-35-foot-high, one- and two-story retail/commercial Sobel Design Building (680

Eighth Street) occupies the remainder of the west side of Eighth Street between Brannan and Townsend Streets.

The four-story, 65-foot-high San Francisco Design Center Showplace Square building (Two Henry Adams Street) is further south of the 801 Brannan Street site, on the south side of Division Street between Vermont, Alameda, and Henry Adams Streets.

The One Henry Adams Street project site is located approximately one block south of the 801 Brannan Street site, in the block bounded by Division, Henry Adams, Alameda, and Rhode Island Streets. The western portion of the One Henry Adams Street site is currently occupied by a paved surface parking area with approximately 55 spaces. The middle portion of the southern half of the One Henry Adams Street site is occupied by a 30-foot-high, one-story building housing a nursery and garden supply business (Living Green and Garden Court Antiques, 33 Division Street). The northeast corner of the One Henry Adams Street site is occupied by a 20-foot-high, one-story office/commercial building. In the middle of the eastern portion of the proposed project site is a vacant 25-foot-high, one-story building, which housed an ice manufacturing business (40 Rhode Island Street). The southeast corner of the One Henry Adams Street site is occupied by a paved parking area with approximately 60 spaces.

Two paved surface parking areas and a 20-foot-to-50-foot-high, one- to three-story building housing office, commercial, light industrial, and restaurant uses (1-25 Rhode Island Street) are located to the east of the One Henry Adams Street site.

The 65-foot-high, four-story San Francisco Design Center Showplace Square Building (Two Henry Adams Street, mentioned above), is immediately adjacent to the One Henry Adams Street site to the west, occupying the entire block bounded by Division, Henry Adams, Vermont, and Alameda Streets. The four-story Galleria building is directly south of the project site in the block bounded by Alameda, Rhode Island, 15th, and Henry Adams Streets.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

Both the Brannan Street and Henry Adams sites as a proposed project are examined in this Initial Study to identify potential effects on the environment. On the basis of this study, project-specific effects and cumulative impacts that relate to visual quality and urban design, transportation, and air quality resources have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report (EIR). In addition, the EIR will provide additional discussion of land use for informational purposes, although the impacts are determined in this Initial Study to be less than significant. Topics noted "To Be Determined" mean that discussion in the EIR will enable a determination of whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or will be reduced to a less-than-significant level through mitigation measures included in the Initial Study and project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: Population, Noise, Shadow, Wind, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, Hazards, and Cultural Resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

Both the 801 Brannan and One Henry Adams Streets sites are zoned M-2 (Heavy Industrial) and fall within the 40-X Height and Bulk district which permits a maximum of 40-foot-tall buildings. Residential uses require conditional use authorization in M Districts. A conditional use must be approved by the Planning Commission at a public hearing and can be appealed to the Board of Supervisors.

Residential density is limited on both sites by *Planning Code* Section 215(a), which sets the dwelling unit density for M districts at a ratio not to exceed the number of dwelling units permitted in the nearest R (Residential) District or RM-1, whichever is greater. With a Planned Unit Development (PUD) authorization pursuant to Section 304(d)(4), the density ratio may be increased to a level just below the next highest R District. Based on an analysis of surrounding R Districts pursuant to Section 215(a), the following densities could be allowed on each site:

- The 801 Brannan Street proposed project site – On February 27, 2003, the Zoning Administrator issued a letter finding that the residential density for this lot is based on the Mission Bay Block N4, and therefore would allow a density of one unit per 250 square feet of lot area. Therefore, with a square footage of 226,875 square feet, the residential density of the site could be 907 units, subject to conditional use authorization.
- The One Henry Adams Street proposed project site – Due to its close proximity to several lower density R Districts, this site would only qualify for a maximum dwelling unit density ratio (with a PUD increase) of just under one unit per 600 square feet of lot area, or a maximum of approximately 120 units, subject to conditional use authorization.

The Project Sponsor will be seeking a reclassification of the two sites from M-2 (Heavy Industrial) to SLR (Service/Light Industrial/Residential District). This would allow a residential density ratio of one unit per 200 square feet of lot area, resulting in the following:

- The 801 Brannan Street proposed project site – up to a maximum of 1,134 units; and,
- The One Henry Adams proposed project site – up to a maximum of 360 units.

The SLR District is the closest existing zoning designation to the proposed R-PDR (Residential-Production, Distribution, Repair) District for the area as more fully discussed below. In addition, the area just north of Harrison Street and west of 7th Street is currently zoned SLR.

In late 2001 the Planning Commission directed the Planning Department to initiate the Eastern Neighborhoods community planning process. The purpose of this process was to address the broad range of issues involved in formulating permanent controls on the City's last remaining industrially zoned lands and its surrounding residential and commercial neighborhoods. The community process purpose was to work collaboratively with the neighborhoods in the vicinity of these industrially zoned land to develop rezoning proposals that achieve both neighborhood and citywide land use goals. In early 2002 the Planning Department initiated a series of what became four to seven public workshops per neighborhood. Through the year-long process of public workshops, participants grappled with how the area's industrially zoned land should be used in the future. One of the goals of this process was to develop a new set of zoning regulations for the broader Showplace Square - Potrero Hill area, including the project sites. In February 2003, the Planning Department published the *Community Planning in the Eastern Neighborhoods, Rezoning Options Workbook – First Draft.* Three rezoning options for housing in industrially zoned land are presented for each area: (A) Low Housing Option, (B) Moderate Housing Option, and (C) High Housing Option.

In Option (A) proposed zoning alternative, the 801 Brannan Street project site is located in the proposed "Residential/Production, Distribution, Repair (PDR)" zoning district. This district would principally permit residential uses and would require PDR uses in order to allow a mix of uses. There would be no limit to residential density in this zoning district so the proposed number of residential units would be permitted. Existing PDR uses in this Residential/PDR district would be replaced, and light and medium PDR would be permitted as well as small offices and retail establishments less than 5,000-sq. ft. in area.[2]

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[2] The Zoning Designation Chart on Page 35 in the Workbook, notes that the district would require one F.A.R. of design-related or "light or medium" PDR uses, if existing PDR uses on the site are demolished or displaced To date, there has been no formal determination whether the existing Concourse Exhibit Hall on the 801 Brannan Street site qualifies as PDR space, which could activate the 1:1 replacement requirement or a full 1 F.A.R. replacement, or whether it is a use which would not activate either of these requirements at all. If it were determined that the existing exhibit hall is considered PDR, then the project's development program would change, or would no longer be proposed.

The One Henry Adams site is located in the "Core PDR" zoning district, which is a district that restricts future uses to design-related PDR, and does not allow housing, which would prohibit the proposed project. Small scale office and retail establishments less than 5,000-sq. ft. in area would be permitted.

In Option (B) proposed zoning alternative, both project sites are in the "Residential/PDR." There exists approximately 20,000-sq. ft. of design-related PDR on the One Henry Adams site which would be replaced in the proposed project.[3] The proposed project for both sites would be permitted under this option.

In Option (C) proposed zoning alternative, the 801 Brannan Street project site is located in the "Residential/Commercial" zoning district, which is a district that promotes a mix of residential and some commercial uses. Its goal would be the development of creative mixed-use projects at a potentially larger scale than in other mixed use districts. There would be no maximum residential density and no requirement for PDR replacement in this district. Small office use (less than 5,000-sq.ft.) and medium size retail (up to 15,000-sq.ft.) would be permitted The One Henry Adams site is in the "Residential/PDR"zoning district. The proposed project for both sites would be permitted under this option.

As noted above, both the 801 Brannan Street site and the One Henry Adams Street site are currently zoned 40-X which allows buildings of up to 40 feet in height feet with no bulk restriction. The proposed project would require amendments to the Height and Bulk maps, pursuant to Section 302 of the *Planning Code*, to increase the height limit of 801 Brannan Street to 90-X and of One Henry Adams to 70-X, which would allow the height of buildings to be 90 feet and 70 feet respectively, with no bulk restrictions. For all three of the rezoning options, the proposed height limit of 801 Brannan would be 50/55-feet which would not allow the proposed 90 feet. The One Henry Adams project site would also be 50/55-feet, with an increase to 80/85-feet in the southeast quarter of the Henry Adams project site, which would permit a portion of the proposed project's 70-foot height.

The Planning Commission's consideration of the options for each neighborhood can refine these options or can develop new ones using ideas presented in the overall spectrum of options. Ultimately, the main options for each neighborhood will be forged into a proposed rezoning for the Eastern Neighborhoods, a comprehensive effort consistent with the San Francisco *General Plan.* The adopted option would revise the existing *Planning Code.* However, at this time, it is not known whether the project sites or their vicinity will undergo any change in zoning as a result of the community-based planning process.

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[3] If the one F.A.R. requirement is enacted, the project's development program would change, or the project sponsor could decide not to proceed.

The 801Brannan Street and One Henry Adams Street project would require review by the Planning Commission, the Department of Public Works, and the Board of Supervisors in the context of the San Francisco *General Plan.*

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-servicing retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of residential employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case reports for the zoning and height reclassification and/or subsequent motion for the Planning Commission or Board of Supervisors will contain the analysis determining whether the proposed project is in compliance with the Priority Policies.

The Planning Commission must certify the EIR as a complete and accurate environmental document for the project prior to taking any approval actions. The relationship of the project to *Planning Code* requirements, the environmental implications of the proposed reclassification will be described in the EIR along with an updated discussion on the project's relationship to the Eastern Neighborhoods Community Planning Process.

B. ENVIRONMENTAL EFFECTS

Except for the categories of visual quality and urban design, transportation, and air quality, the items on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. For items where the conclusion is "To Be Determined," the analysis will be included in the EIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff and consultant experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, the evaluation has considered both the individual and cumulative impacts of the proposed project.

1.	**Land Use** - Could the project:	Yes	No	Discussed
	a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
	b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

The proposed project would change the existing commercial, parking and exhibition space on the project sites to residential and parking, with some commercial uses, and would substantially intensify the use of the sites. The project would continue a wider trend of introduction of residential uses to areas previously dominated by commercial and industrial uses.

The proposed project would add to existing and planned residential and commercial uses in the vicinity of the sites, and would increase the population density on the sites and in the project area. The scale and massing of the proposed project buildings would be greater than that of most buildings in the vicinity. The seven-story building proposed for the One Henry Adams Street site would be consistent in height with the taller buildings in the area, while the nine-story building proposed for the 801 Brannan Street site would be taller than residential and commercial development on nearby blocks. However, the development of high density residential and the addition of retail and parking would not be a significant effect because the proposed project would be developed within the existing block and street configurations of the sites, would be in areas that are developed with similar uses, and would not divide the physical arrangement of an established community.

The proposed project would entail conversion of existing parking, retail, commercial and exhibition facilities to mixed residential and commercial uses and parking. The existing one- and two-story buildings would be demolished and a nine-story building would be erected on the 801 Brannan Street site, and a six-story building on the One Henry Adams Street site The proposed project would add to existing residential and commercial land uses surrounding the site. The project would represent the largest concentration of residential uses in the immediate area. The area is developed and is expanding with support services and amenities for local residents and businesses (16th and Potrero Street shopping complex and the supermarket under construction at 4th and Townsend Streets). The project would generate additional demand for such services or amenities. The proposed residential and commercial uses would be similar in character to many other residential and commercial buildings located near the project sites in the M-2 District, and would be generally compatible with the prevailing urbanized, mixed-use character of the area.

In conclusion, the proposed project would not result in significant adverse land use impacts. However, for informational purposes and to provide context to other environmental discussions, the EIR will discuss land use.

2.	**Visual Quality** - Could the project:	Yes	No	Discussed
	a. Have a substantial, demonstrable negative aesthetic effect?	To Be Determined		
	b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	To Be Determined		
	c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

Aesthetics and Urban Design

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the aesthetic design of a proposed project. The proposed project are designed to complement the existing industrial and commercial context through the use of materials and articulation of the housing facades.

Due to the size of the proposed project and the potential visibility of the proposed new construction, the EIR will include visual simulations and a more detailed discussion of aesthetic effects.

Views

Both sites are located several blocks north of the base of Potrero Hill, on relatively flat terrain surrounded by existing buildings varying in height from 20 to well over 70 feet. Existing views to and from the two project sites are of adjacent buildings and do not constitute scenic views or vistas. The structures proposed for each site would not obstruct or degrade any existing scenic view or vista now observed from public streets. Views of the City on the north/east bound elevated US 80/101 Freeway could be momentarily obstructed when passing the site by the 90-foot-high proposed 801 Brannan Street project.

Light and Glare

Additional light would be introduced by the proposed project that would include nighttime illumination and outdoor lighting typical of multi-story residential buildings in the City. The project would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. The proposed project would not contain mirrored or reflective glass and the building would not result in glare affecting other properties. The EIR will, therefore, not discuss light and glare.

The EIR will discuss the project's design, appearance, possible effects on views and its relation to the scale of surrounding development.

3. **Population** - Could the project:	Yes	No	Discussed
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

The existing exhibition center at the 801 Brannan Street site currently provides employment for six persons. San Francisco Ice Company on the One Henry Adams Street site closed three years ago. The plant sales and maintenance businesses that currently operate at the One Henry Adams Street site employ about 12 persons. Although the six jobs associated with the Concourse Exhibition Hall would be displaced by the 801 Brannan Street project and 12 jobs would be displaced by the One Henry Adams Street project, the two projects combined would provide new employment for approximately 75 to 97 persons, depending on the scope of the final, approved projects. In addition, the One Henry Adams Street project could provide replacement design-related PDR space which could be occupied by the existing businesses currently located in buildings at the One Henry Adams Street site.

The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited and land and development costs are relatively high. For these reasons, San Francisco consistently ranks as one of the most expensive housing markets in the United States.

During the period of 1990-2000, the number of new housing units completed citywide ranged from a low of about 350 units (1993) to a high of about 2,100 units (1990) per year. The citywide annual average over that 11-year period was about 1,130 units.[4]

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination (RHND) 1999-2006 allocation. The jurisdictional need of the City for 2006 is 20,370 dwelling units or an average yearly need of 2,546 net new dwelling units. The more than 1,100 units in the proposed project would help to satisfy this need.[5]

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[4] City and County of San Francisco Planning Department, *Draft Housing Element* of the *General Plan*, February 2003, page 29.

[5] *Ibid*, page 1.

As stated above, there is substantial demand for new residential units in San Francisco. Based on household density factors[6] of about 1.35 persons per dwelling unit, the proposed development is estimated to accommodate approximately 1,485 people. In addition, there would be between 25,000 and 45,000 sq.ft. of design related PDR/neighborhood retail space which could employee up to 129 people (at the rate of one retail employee per 350 gross square feet of retail). Currently, there are no residential units on the sites. While potentially noticeable to immediately adjacent neighbors, the increase in the number of residents on the project sites would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. The proposed project would not create a substantial demand for additional housing in San Francisco, or reduce the housing supply. Therefore, the project-generated population would not be a significant impact and will not be discussed in the EIR.

4.	**Transportation/Circulation** - Could the project:	Yes	No	Discussed
	a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To Be Determined
	b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			To Be Determined
	c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			To Be Determined
	d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			To Be Determined

The proposed project would add approximately 1,111 dwelling units, and between 25,000 and 45,000 square feet of design-related PDR/neighborhood retail space to the Showplace Square area, and would cause an increase in traffic, transit and parking demand in the area. The EIR will discuss potential effects of the project related to traffic and circulation, transit and parking. Potential traffic impacts during construction will also be discussed in the EIR.

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[6] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.6, p. C.4 certified September 17, 1998.

5. **Noise** - Could the project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	■

Ambient noise levels in the vicinity of the project site are typical of noise levels in urban San Francisco. Outdoor noise in the vicinity of the project area includes numerous potential sources of noise. The most significant existing source of noise throughout most of San Francisco is vehicular traffic, including trucks, cars, buses, and emergency vehicles. This is especially true of the project area because of the proximity of Interstate 80/101 connection routes. The nearest noise sensitive receptors to the project site are residential uses to the west on Eighth Street.

Effects on Ambient Noise Levels

Construction Noise

Project construction would increase noise levels in areas surrounding the project site. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers between noise source and listener. Construction activities associated with the project construction potentially could include excavation and hauling, foundation construction, steel erection, and finishing. The project buildings would involve pile driving which would occur during the first four months of construction at the 801 Brannan Street site, and during the first three months of the construction at the One Henry Adams Street site. The noise from the pile driving would be most noticeable along the frontage of the construction area and decrease with distance. Vibrations from the impact of the piles with the ground could be felt in adjacent buildings.

The noise and vibration from pile driving may annoy or disturb the occupants of nearby properties. The project sponsor has agreed to implement Mitigation Measure 1, calling for minimization of disturbance from the noise and vibration during pile driving. The mitigation measures involve scheduling pile driving during the times of day that would minimize disturbance to the occupants of nearby properties, reducing the vibration on the ground surface during pile driving, and reducing the amount of noise generated by the pile driver. Implementation of these mitigation measures would ensure that the potential noise and vibration effects during pile driving would be reduced to a less-than-significant level.

Other noise impacts from construction activities could be reduced in three ways: reduce the sound level at the source, provide the receiver with shielding, or alter the path of sound transmission. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not

exceed 80 dBA[7] at a distance of 100 ft. from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level. Based on the above analysis, no analysis of construction noise will be presented in the EIR.

Traffic Noise

Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes would not be expected to double as a result of the project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area. Traffic noise will not be analyzed in the EIR.

Building Equipment Noise

The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. Therefore, the EIR will not discuss building equipment noise.

Interior Noise Levels

Residential uses would be included in the proposed development. The noise insulation requirements of Title 24 of the California Code of Regulations apply to residential occupancies. Title 24 requires insulation sufficient to limit interior noise levels to 45 dBA or less at night. The Department of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission.

The existing background noise levels in the project area are typical of noise levels in urban San Francisco. The existing noise would be occasionally noticeable within the proposed buildings and would dominate the noise environment of the proposed project's open space. Because the proposed development would comply with the Title 24 noise insulation requirements, the existing noise

[7] DBA is a measure of sound in units of decibels (dB). The "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound.

environment would not negatively affect occupant use. Based on this information, the effect of existing noise levels on the proposed development will not require analysis in the EIR.

6.	**Air Quality/Climate** - Could the project:	Yes	No	Discussed
	a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
	b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
	c. Permeate its vicinity with objectionable odors?	☐	■	■
	d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

Air quality impacts from a project, such as the proposed residential building, result from project construction and operation. Construction emissions, primarily criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project-related traffic and by combustion of natural gas for building space and water heating, would continue to affect air quality throughout the lifetime of the project.

Construction Emissions

Construction activities of the proposed mixed-use project would involve demolition of the existing buildings, excavation and grading operations, and wind blowing over exposed earth. There would be some fill removed for the foundations, which would generate exhaust emissions and fugitive particulate matter emissions. Construction activities would last for approximately six months. Fine particulate matter (PM_{10}) is the pollutant of greatest concern with respect to construction activities.[8] PM_{10} emissions can result from a variety of construction activities, including excavation, grading, demolition, vehicle travel on paved and unpaved surfaces, and vehicle and equipment exhaust. Consistent with Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, construction-period air emissions are considered less than significant if effective control measures are implemented such as those listed in Mitigation Measure 2, which would require all debris to be covered and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants.

Operations Emissions

[8] Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, December 1999.

Project operation would affect local air quality by increasing the number of vehicles on nearby roads and at the project site, and by introducing stationary emissions to the project site. Transportation sources are the primary source of operational project-related emissions.[9] Stationary source emissions, generated by combustion of natural gas for building space and water heating, would be less than significant. The operation of a project would have a significant effect on the environment with respect to air quality if it would violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The BAAQMD specifies the significance criteria as follows[10]: (1) the project impacts would be considered significant if they cause operation-related emissions equal to or exceeding an established threshold of 80 pounds per day of reactive organic gases (ROG, also known as reactive hydrocarbons), nitrogen oxides (NOx including NO_2),[11] or PM_{10}, (ozone precursors), or cause carbon monoxide (CO) concentrations to exceed the state ambient air quality standards of more than 550 pounds per day of emissions; and (2) the project impacts would also be considered to have a significant contribution to cumulative regional air quality effects if the project impacts exceed these standards.

Project-related traffic may result in areas with high concentrations of carbon monoxide around stagnation points such as major intersections and heavily traveled and congested highways. The BAAQMD has identified three threshold standards, any one of which would require the estimation of local carbon monoxide concentrations[12]:

- Project related vehicle CO emissions would exceed 550 pounds per day.
- Project generated traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F.; and
- Project traffic would increase traffic volumes on nearby roadways by ten percent or more.

The proposed project have the potential to exceed one or more the thresholds, and operational air quality will be addressed in the EIR.

Shadow

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[9] *Ibid.*

[10] *BAAQMD CEQA Guidelines, op. cit.*

[11] Nitrogen Oxides are a class of pollutants comprised of N and O. Of the several nitrogen oxides, only one (NO_2) is considered a primary pollutant with a specific air quality standard. All nitrogen oxides are contributors to ozone formation.

[12] *BAAQMD CEQA Guidelines, op. cit.*

The 801 Brannan Street project would replace a 33-foot-high structure with a 90-foot-high, nine–story building, and the One Henry Adams Street project would replace a series of one-story structures with a 70-foot-high, seven-story building. This would increase the amount of shadow on public streets and sidewalks at certain times of the day and year.

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-around. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether this project would comply with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project-generated shadow would not reach any Proposition K protected properties (a copy of this report is available for review by appointment in Project File No. 2002.0449K at the Planning Department, 1660 Mission Street, San Francisco). The proposed buildings, however, would at times shade portions of the surrounding streets (Brannan, Eighth, Seventh, Townsend, Henry Adams, Division, Rhode Island, and Alameda), as well as the sidewalks adjacent to the project site along these streets. The proposed buildings also would cast shadows on buildings facing the streets surrounding the project sites. The new shadows created by the project would not exceed levels commonly expected in urban areas, and would not be considered significant. The EIR will not discuss project shadows.

Wind

Large buildings can redirect wind flows around and down to the street level, resulting in increased wind speed and turbulence at street level. Whereas San Francisco has established specific wind criteria for buildings in Downtown Commercial (C-3) Districts and other specific areas, there are no specific criteria for the Showplace Square area. The project buildings would not be of sufficient height to generate enough wind or otherwise substantially alter pedestrian wind levels to a degree that would require a wind tunnel analysis. The proposed project building would not cause wind levels to exceed the *Planning Code* hazard criterion because of the building's exposure, massing and orientation of the proposed design.[13] While the Brannan Street façade of the proposed 801 Brannan Street project is somewhat exposed and continuous (indicating that wind accelerations are likely), the project's relatively low height would suggest that any such accelerations would be moderate. Therefore, this topic requires no further analysis and will not be discussed in the EIR.

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[13] Charles Bennett, *Wind Evaluation of the Proposed Project, 801 Brannan Street*, and *Wind Evaluation of the Proposed Project, One Henry Adams Street,* October 24, 2003. These reports are available for public review by appointment in Project File No.2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, Suite 500, San Francisco, CA.

7.	**Utilities/Public Services** - Could the project:	Yes	No	Discussed
	a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	■
	b. Extend a sewer trunk line with capacity to serve new development?	☐	■	■
	c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	■
	d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed project would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area.

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997 that will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with the project construction and operation would not substantially affect the projected life of the Altamont Landfill, and no associated impacts would occur; therefore, the EIR will not discuss the issue of solid waste generation.

Sewer and Wastewater Treatment Plant Capacity

The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. No major new sewer construction would be needed to serve the proposed project. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet any wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[14] The project would have little effect on the total wastewater volume discharged through the combined sewer system, particularly since storm water runoff contributes greatly to the total flow and the site is already paved (resulting in maximum storm water flows). The project would not result in a substantial increase in demand for wastewater treatment, and thus it would not result in an associated significant impact. The EIR will not evaluate demands on wastewater treatment facilities.

Public Services

[14] City and County of San Francisco, Ordinance No. 19-92, San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

Police and Fire Protection

The project site presently receives police and fire protection services, and the project would create additional demand for fire and police services in the area. The nearest police station is located at the Hall of Justice at 850 Bryant Street. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services in the South of Market area. The nearest fire stations are Station 7 at Folsom/19th Streets and Station 8 at Bluxome/Fourth Streets.

Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire protection services in the Showplace Square/Potrero Hill area. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities, and thus would not result in an associated significant impact. For these reasons, the EIR will not discuss police or fire protection services.

School Facilities

The proposed project would contain about 451 two-bedroom units and 15 three-bedroom units. The San Francisco Unified School District provides public primary and secondary education in the City and County of San Francisco. The nearest elementary school is the Bessie Carmichael Elementary School at 55 Sherman Street, the nearest middle school is the Enola D. Maxwell Middle School at 655 De Haro Street, and the closest high school is Mission High School at 3750 18th Street. The SFUSD is currently not a growth district and facilities throughout the City and County are generally underutilized. The District currently has more classrooms District-wide than it needs, and the surplus is predicted to increase over the next ten years as enrollment shrinks.[15] No construction of schools is planned near the project site. An increase in students associated with the proposed project would not substantially change the demand for schools, and the existing schools would be able to accommodate any students generated by the project.[16] The proposed project would be assessed $1.72/ per gross square foot of residential space. These funds could be used to rehabilitate underutilized schools to accommodate the additional students generated by the project. Because the proposed project would not result in impacts to schools, the EIR will not discuss the project impact on school facilities.

Recreation Facilities

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[15] San Francisco Unified School District, *Facilities Master Plan,*2003.

[16] Public Information Office, SFUSD, Telephone conversation, November 10, 2003.

The proposed project would contain an exercise room for residents and the project would contain open space for use by residents. The nearest public open spaces to the project sites would be the Mission Creek Marina, about three blocks to the east; Jackson Playground, about five blocks to the south, and Franklin Square, about four blocks to the southwest. An increase of about 1,500 residents and employees would not be a significant increase in the overall population of San Francisco and in the demand for recreational facilities. Due to the nearby open space, the project open space and project recreation facilities, impacts resulting from an increase in demand for recreation or other public facilities would be less than significant and will not be discussed further in the EIR.

Power and Communications Facilities

The proposed project building would require typical utility connections and could tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties.

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2006; therefore; additional generating facilities may have been completed by the time the project is in operation.

The project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. No new power or communications facilities would be necessary as a result of project implementation, and thus the proposed project would not result in an associated significant physical environmental effect. The EIR will not discuss this issue.

Water Supply Facilities

The proposed project would generate an estimated demand for about 139,540 gallons of water per day.[17] There is currently limited consumption of water on the site. The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). The projected water consumption for the proposed project was assumed in the San Francisco Public Utilities Commission's *Urban Water Management Plan 2000* and an adequate water supply would be available for the project.[18]

Because the project would not result in a substantial increase in water use, it would not result in a significant impact, and therefore, the EIR will not discuss water supply facilities.

8. **Biology** - Could the project:	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b. Substantially diminish habitat for fish, wildlife or plants, Or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	■
c. Require removal of substantial numbers of mature, scenic trees?	☐	■	■

The project site is within a developed area of the City, and it is covered by impervious surfaces. The site does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect, or substantially diminish, plant or animal habitats. The project would not interfere with any resident or migratory species. No trees would be removed. The open space proposed as part of the project would include plants and street trees appropriate for the urban landscape of the project site. In conclusion, the proposed project would not result in significant adverse impacts on biology. Therefore, the EIR will not discuss biology.

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[17] Daniel Steiner, consulting engineer, *Estimated Water Use by 500 Dwellings*, February 26, 2002. The estimate of 115 gallons per day per household is consistent with water use assumption incorporated within the San Francisco Public Utility Commission's (SFPUC)Year 2000 Urban Water Management Plan (UWMP). 115 gallons x 1,111 units = 127,765 per day. City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Environmental Impact Report, 86.505EMTZ Volume 3 Appendices,* August 12, 1988, p. XIV.D.38, Table XIV.D.35. The Mission Bay Water Demand Calculations, 2000 estimate a demand factor of 95 gallons per day per 1,000 sq.ft. of retail uses: maximum of 45,000 sq.ft. of retail use x 95 = 4,275 gallons per day. Approximately 1 acre of landscaping at 801 Brannan = 5,500 gallons per day, and about 1/3 acre of landscaping at One Henry Adams = 2,000 gallons per day. Total = 139,540 gallons per day.

[18] The SFPUC 's UWMP update 2000 is based on the ABAG Year 2000 Projections, which include all known or expected development projects in San Francisco through the Year 2020. Michael Carlin, PUC, letter to Stu During, November 7, 2003. This letter is available for public review by appointment in Project File No.2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, Suite 500, San Francisco, CA.

9.	**Geology/Topography** - Could the project:	Yes	No	Discussed
	a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
	b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	■

Geologic Hazards

The Community Safety Element of the *San Francisco General Plan* contains maps that indicate areas in which one or more geologic hazards exist. The project sites are located in an area subject to "a non-structural damage level" (Modified Mercalli Intensity VII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately six miles southwest of San Francisco, and the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element).[19] The project sites are also in an area subject to liquefaction in case of a seismic even as shown on the State of California Seismic Hazards Zones map (California Division of Mines and Geology),and Map 4 of the Community Safety Element, Seismic Hazards Study Zones , Areas of Liquefaction Potential. The project sites are not in areas subject to landslide, seiche or tusnami run-up or reservoir hazards (Maps 5, 6, and 7 in the Community Safety Element).[20]

Site Conditions

801 Brannan Street Site

A draft geotechnical investigation was prepared for 801 Brannan Street in June 2001.[21] The site has a slight slope toward the north with an approximate elevation change of two to six feet (according to San Francisco City Datum). Below the pavement and cobblestones on the site surface is a layer of fill 15 to 34 feet deep, consisting primarily of loose to medium dense sand with varying amounts of silt, clay, gravel, concrete, brick, mortar and wood fragments. A weak and compressible marine clay and silt deposit, referred to as Bay Mud, underlies the fill. The Bay Mud is approximately 48 to 100 feet thick, and includes occasional layers of clayey sand. A layer of Old Alluvium, consisting of alternating layers of strong, relatively incompressible, dense to very dense sand, and stiff to hard clay and silt, extends to depths of 118 to 180 feet below the ground surface. The Old Alluvium is underlain by strong, relatively

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[19] Association of Bay Area Governments, *San Francisco Bay Area - On Shakey Ground,* April 1995.

[20] City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

[21] Treadwell & Rollo, *Draft Geotechnical Investigation, 801 Brannan Street,* San Francisco, California, 21 June 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, San Francisco, CA.

incompressible residual soil at depths ranging from 126 to 153 feet below ground surface near the eastern and western corners of the site. Shale and sandstone bedrock is located at depths of 102 to 180 feet below ground surface.

Groundwater was encountered at depths ranging from three to 11 feet below ground surface, with several feet of seasonal and tidal fluctuation anticipated.

One Henry Adams Street Site

A draft geotechnical investigation was prepared for the One Henry Adams Street site in August 2001.[22] The One Henry Adams Street site slopes gently downwards towards the southwest, from an approximate elevation of three feet to a low point of zero feet (San Francisco City Datum). Below the existing buildings and the pavement and aggregate base surface is a layer of fill eight to 19 feet deep, consisting primarily of loose to medium dense sand with varying amounts of silt, clay, gravel, organics, concrete, brick, mortar and wood fragments. A 31-foot-thick, weak and compressible marine clay and silt deposit, referred to as Bay Mud, underlies the fill. A layer of clay and silt about 4.5 to eight feet thick underlies the Bay Mud. A ten-foot-thick layer of medium dense to dense sand between the fill and clay layers was encountered in one boring on the site. Serpentinite and claystone bedrock is under the clay and silt or sand layers, at depths of 30 to 38 feet below ground surface.

Groundwater was encountered at depths ranging from six to nine feet below ground surface, with several feet of seasonal and tidal fluctuation anticipated.

For any development proposal in an area of liquefaction potential, the Department of Building Inspection (DBI) will, in its review of the building permit application, require the project sponsor to prepare a geotechnical report or reports pursuant to the State Seismic Hazards Mapping Act. The report(s) would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazards(s). The project sponsor has provided geotechnical investigation reports prepared by a California-licensed geotechnical engineer that are on file with the Department of City Planning and available for public review as part of the project file. The recommendations contained in the reports for both sites include, but are not limited to, those summarized below.

The geotechnical report for the 801 Brannan Street site recommends:

- foundation of driven piles, with an estimated length of 70 to 125 feet, supported by the dense sand below the Bay Mud;
- piles designed to resist the corrosiveness of the Bay Mud;

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[22] Treadwell & Rollo, *Draft Geotechnical Investigation, 1 Henry Adams Street*, San Francisco, California, 2 August 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, 1660 Mission Street, San Francisco, CA.

- use of an indicator pile program to provide data for estimating production pile lengths;
- pre-drilling of pile holes through the fill to reduce potential for damage to the piles;
- design of all retaining walls to resist lateral pressures imposed by the adjacent soil and traffic;
- garage slabs should have structural support and moisture barriers;
- design for Seismic Zone Factor 4 and Soil Profile Type S_F, per the San Francisco Building Code;
- shoring of the proposed excavation with a soldier pile and lagging retaining system that is designed by a licensed structural engineer experienced in the design of retaining systems, and installed by an experienced shoring specialty contractor;
- tiebacks used to restrain the shoring should not rely on Bay Mud for support, and should be tested for load carrying capacity and movement;
- during excavation, groundwater should be drawn down to a depth of at least three feet below the bottom of the proposed excavation;
- temporary slopes should conform to local, state, and federal safety regulations;
- on-site fill that contains hazardous materials should be handled and disposed appropriately;
- on-site fill containing organics and other inappropriate materials should not be used as backfill; and
- survey points should be established on shoring and adjacent streets and buildings within 50 feet of the excavation perimeter prior to the start of excavation, and movement should be monitored during construction, along with a crack survey of adjacent buildings.

The geotechnical report for the One Henry Adams Street site recommends:

- a foundation of driven piles, with an estimated length of 5 to 50 feet, supported by the bedrock;
- piles designed to resist the corrosiveness of the Bay Mud;
- use of an indicator pile program to provide data for estimating production pile lengths;
- pre-drilling of pile holes through the fill to reduce potential for damage to the piles;
- design of all retaining walls to resist lateral pressures imposed by the adjacent soil and traffic;
- garage slabs should have structural support and moisture barriers;
- design for Seismic Zone Factor 4, Soil Profile Type S_E, and Near Source Factors Na of 1.0 and Nv of 1.10, per the 1998 San Francisco Building Code;
- shoring of the proposed excavation with a sheet pile system or soldier pile and lagging retaining system that is designed by a licensed structural engineer experienced in the design of retaining systems, and installed by an experienced shoring specialty contractor;
- tiebacks used to restrain the shoring should not rely on Bay Mud for support, and should be tested for load carrying capacity and movement;
- during excavation, groundwater should be drawn down to a depth of at least three feet below the bottom of the proposed excavation;
- temporary slopes should conform to local, state, and federal safety regulations;
- on-site fill that contains hazardous materials should be handled and disposed appropriately;

- on-site fill containing organics and other inappropriate materials should not be used as backfill; and
- survey points should be established on shoring and adjacent streets and buildings within 50 feet of the excavation perimeter prior to the start of excavation, and movement should be monitored during construction, along with a crack survey of adjacent buildings.

The geotechnical reports found both project sites suitable for development providing that the recommendations included in the reports were incorporated into the design and construction of the proposed development. The project sponsor has agreed to follow the recommendations of the reports in constructing the project.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code, and no further analysis of geology and seismicity is required in the EIR.

Dewatering

Both sites would require dewatering during construction, and groundwater at the One Henry Adams Street site probably contains elevated levels of petroleum hydrocarbons, as discussed in Item 12, Hazards, below. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance (SPEAC) of the S.F. Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a

project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. The EIR will not address geology and soils.

10. **Water** - Could the project:	Yes	No	Discussed
a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b. Substantially degrade or deplete groundwater resources, or interfere substantially with groundwater recharge?	☐	■	■
c. Cause substantial flooding, erosion or siltation?	☐	■	■

Water Quality

The proposed project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed building and storm water runoff from the project site would be collected and treated at the Southeast Water Pollution Control Plant prior to discharge in San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the plant's National Pollutant Discharge Elimination System (NPDES) permit. See pages 27 and 28 for a discussion of sewer and wastewater treatment plant capacity. See Flooding, Erosion and Siltation below for a discussion of water quality during construction.

Groundwater Resources

The project would include excavation for foundations, possibly to several feet below grade. Groundwater may be found at depths from three to 11 feet. Dewatering could be required and is discussed on pages 34 and 35.

Flooding, Erosion and Siltation

The project site is currently covered by impervious surfaces. Site drainage would be redesigned to take into account the below-grade parking garage, but site runoff would continue to drain to the City's combined storm and sanitary sewer system and would be treated to the standards contained in the City's NPDES Permit. The foundation and below-grade portions of the building would be water tight to avoid the need to permanently pump and discharge water. Storm water runoff from upstream of the site would be collected along local streets and would discharge into the City storm drain system. During construction, requirements to reduce erosion would be implemented pursuant to *California Building Code* Chapter 33, Excavation and Grading. During project operations, the project would comply with all local discharge requirements.

No use of groundwater currently exists on the site and none is proposed. Therefore, groundwater resources would not be substantially degraded or depleted. In conclusion, the proposed project would not result in significant adverse impacts on surface water or groundwater quality. Therefore, the EIR will not include analysis of hydrology and water quality issues.

11. **Energy/Natural Resources** - Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	■

Energy Use

The project includes new residential units and parking. Development of these uses would not result in use of large amounts of fuel, water or energy in the context of energy use throughout the City and region. The project would meet current state and local codes concerning energy consumption, including Title 24 of the *California Code of Regulations*, enforced by the Department of Building Inspection. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources.

Because the project would comply with the energy efficiency regulations of Title 24, it would not be considered to use energy wastefully. Based on this evaluation, no substantial environmental effects related to energy use are expected from the proposed project, and energy consumption will not be discussed in the EIR.

Natural Resource Use

Other than natural gas and coal fuel used to generate the electricity for the project, the project would not use substantial quantities of other non-renewable natural resources. Therefore, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic is not required to be analyzed in the EIR.

12. **Hazards** - Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■

c. Create a potentially substantial fire hazard? ☐ ■ ■

A Phase I Environmental Site Assessment (ESA) was conducted by Eckland Consultants, Inc. in August 1998,[23] and an Environmental Site Characterization was conducted in August 2001 by Treadwell & Rollo for the 801 Brannan Street site.[24] An Environmental Assessment was conducted in July 2001 by Treadwell & Rollo for the One Henry Adams Street site.[25] These studies are summarized below.

Site History and Existing Conditions

801 Brannan Street Site

The 801 Brannan Street site is located above the former Upper Mission Creek, which was filled between 1870 and 1880. The site is underlain by approximately five to 16 feet of silty sandy fill material, which contains various amounts of gravel, brick, concrete, and organic material. The Site is currently occupied by the Concourse Exhibition Hall, which was constructed by the Western Pacific Railway Company in 1909 and originally used as a freight depot. In 1980, the two former train station platforms were joined with a steel-frame structure to create the current building configuration.

One Henry Adams Street Site

Similar to the 801 Brannan Street site, the One Henry Adams Street site is located above fill placed in the former Upper Mission Creek. Fill at this site extends below the surface pavement to depths of approximately six to 11 feet, and contains various amounts of gravel, brick, concrete, organics, and wood pieces. The One Henry Adams Street site was developed in the early 1900s and occupied by the National Ice Company. Three buildings currently occupy the site, including two wooden structures constructed in approximately 1944 and presently occupied by interior design sales offices, and a metal shed building constructed in the early 1970s and presently occupied by an indoor and outdoor plant sales and maintenance company, and a designer showroom.

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[23] Eckland Consultants, Inc., *Phase I Environmental Site Assessment for Merchandise Mart Properties, Inc., Concourse Exhibition Hall, 635 8th Street, San Francisco*, San Francisco County CA, August 27, 1998. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, San Francisco, CA.

[24] Treadwell & Rollo, *Environmental Site Characterization, 801 Brannan Street*, San Francisco, California, 7 August 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor,1660 Mission Street, San Francisco, CA.

[25] Treadwell & Rollo, *Environmental Assessment, Proposed Garden Court Development, 55 Division Street (aka 1 Henry Adams Street)*, San Francisco, California, 18 July 2001. This report is available for public review in Project File No. 2000.618E at the Planning Department, Fifth Floor, 1660 Mission Street, San Francisco, CA.

Hazards

801 Brannan Street Site

During a site reconnaissance at the existing building at the 801 Brannan Street site as part of the 1998 Eckland Consultants ESA Study, no chemicals or hazardous substances greater than shelf quantities, or specific environmental concerns related to tenant activities, were observed. One pad-mounted exterior electrical transformer, with no labels regarding PCB (polychlorinated biphenyl) content, was observed on the site. The transformer appeared to be in good condition, with no visible leaks or staining nearby. The transformer is owned by the Pacific Gas and Electric Company, which is responsible for transformer-related incidents. On this basis, the Eckland Consultants recommended no further action regarding PCBs in transformers.

Based on a literature review of average radon levels in the area, Eckland Consultants found that radon gas accumulation at the existing building is not a significant environmental concern. A search of hazardous materials databases performed by Eckland Consultants identified a number of listed sites within the designated search radius (one-quarter to one mile of the proposed project site, depending on the database). One of these listings, Pan Pacific Environmental, was a former tenant of the project site itself. Based on the current status of the listed sites, area geology, identification of responsible party, assumed groundwater flow direction, and distance to the site, none of the identified sites represent an environmental risk to the site.

The 2001 Treadwell & Rollo Environmental Site Characterization analyzed soil and groundwater samples collected at the 801 Brannan Street site in June and July 2000. A total of 11 borings were drilled. Three of the borings were drilled to depths of up to 182 feet below existing grade, five were drilled to a depth of approximately 20 feet below ground surface, and the remaining three borings were terminated at depths of 2.0 to 7.5 feet due to dense formations and/or the presence of concrete. A total of 45 soil samples were taken at various depths from the 11 borings, along with two groundwater samples. All 45 soil samples were analyzed for total lead and total recoverable petroleum hydrocarbons (TRPH). Ten soil samples were analyzed for cadmium, chromium, nickel, zinc, and lead. Eight soil samples were analyzed for halogenated organic compounds. Three soil samples were analyzed for polynuclear aromatic hydrocarbons and volatile organic compounds. Both groundwater samples were analyzed for total recoverable petroleum hydrocarbons and for total petroleum hydrocarbons as gasoline, diesel, and motor oil. Finally, one groundwater sample was analyzed for cadmium, chromium, nickel, zinc, lead, polynuclear aromatic hydrocarbons, halogenated organic compounds, and volatile organic compounds.

Analysis of the soil samples detected total recoverable petroleum hydrocarbons in 39 of the 45 soil samples, at concentrations ranging from 11 to 29,000 parts per million (ppm). There are no hazardous waste criteria for TRPH, diesel, or motor oil concentrations in soil. No polynuclear aromatic

hydrocarbons, volatile organic compounds, or halogenated organic compounds were detected at or above the laboratory method detection limits in any of the soil samples analyzed. Total lead was detected in 41 of 45 soil samples. Eight of the samples had concentrations of 1,400 ppm to 16,000 ppm, which exceeded the hazardous concentration for total lead of 1,000 ppm. The remaining metal concentrations were within normal background ranges found in the western United States, with the exception of zinc, which was detected at a concentration of 3,700 ppm in one sample. Based on comparisons with California and Federal TTLC (Total Threshold Limit Concentration) hazardous waste criteria, the fill material would likely require disposal at either a regulated Class I hazardous waste landfill and/or a Class II designated waste landfill, and a Site Mitigation Plan (SMP) would be required prior to construction. The soil underlying the fill material did not contain any elevated concentrations of lead or petroleum hydrocarbons, and the disposal of this soil should not require regulatory approval or oversight.

The project sponsor has agreed to implement Mitigation Measure 3(a), calling for preparation and implementation of a Site Mitigation Plan (SMP), including health and safety procedures for construction workers, for contaminated soils at the 801 Brannan Street site, as listed in the Mitigation Measures section of this Initial Study.

The analyzed groundwater samples did not contain detectable concentrations of gasoline, volatile organic or semi-volatile organic compounds, polynuclear aromatic hydrocarbons, or halogenated organic compounds. Metal concentrations detected were within generally accepted background levels. Total recoverable petroleum hydrocarbons were detected in both groundwater samples, at 3 and 12 ppm, respectively. Diesel was detected in both samples, at concentrations of 210 and 1,000 parts per billion (ppb), respectively. Motor oil was detected in both samples, at concentrations of 610 and 1,900 ppb, respectively. As discussed in Geology/Topography, above, Site A would require dewatering. The Environmental Site Characterization concluded that the groundwater beneath the site does not appear to be significantly impacted by hazardous materials or petroleum hydrocarbons in level that would require special handling, and that discharge of water produced by construction dewatering to the City's sewer system should be acceptable.

One Henry Adams Street Site

As part of the 2001 Treadwell & Rollo Environmental Assessment at the One Henry Adams Street site, a total of ten soil borings were drilled in May 2000. Two of the borings were drilled to a depth of 20 feet below existing grade, six were drilled to approximately 12 feet below ground surface, and the remaining two borings were terminated at a depth of 6.5 feet due to the presence of concrete. A total of 21 soil samples at various depths were taken from the 11 borings, along with two groundwater samples. All 21 soil samples were analyzed for total lead, and 20 soil samples were analyzed for total recoverable

petroleum hydrocarbons (TRPH) and total petroleum hydrocarbons as gasoline, diesel, and motor oil. Three soil samples were analyzed for cadmium, chromium, nickel, zinc, and lead. Both groundwater samples were analyzed for total recoverable petroleum hydrocarbons and for total petroleum hydrocarbons as gasoline, diesel, and motor oil. Finally, one groundwater sample was analyzed for cadmium, chromium, nickel, zinc, lead, polynuclear aromatic hydrocarbons, purgeable halocarbons, and volatile organic compounds.

Total lead was detected in eleven of the soil samples, in concentrations up to 2,700 ppm. These eleven samples were then additionally tested for soluble lead, and seven samples were found to contain soluble lead by the California waste extraction test (WET) procedure at concentrations greater than the California hazardous waste criterion of 5 ppm. None of the soil samples contained lead concentrations exceeding Federal hazardous waste criteria.

Analysis of the soil samples detected total recoverable petroleum hydrocarbons (TRPH) in samples from all borings, at moderately low concentrations ranging from 15 to 3,400 ppm. Diesel was detected in samples of fill from all borings at concentrations ranging from 1.0 to 1,200 ppm. Motor oil was detected in samples from all borings, at concentrations ranging from 5.0 to 3,000 ppm. Gasoline was not detected at or above the laboratory method detection limits in any of the soil samples analyzed. There are no hazardous waste criteria for TRPH, diesel, or motor oil concentrations in soil.

Total recoverable petroleum hydrocarbons were detected in one groundwater sample, at 3 ppm. Diesel was detected in both samples, at concentrations of 170 and 19,000 ppm, respectively. Motor oil was detected in both samples, at concentrations of 310 and 14,000 ppm, respectively. Gasoline, polynuclear aromatic hydrocarbons, volatile organic compounds, and purgeable halocarbons were not detected at or above the laboratory detection limits in the sample or samples that were analyzed.

Due to the presence of lead and petroleum hydrocarbons in the soil at the One Henry Adams Street site, a Site Mitigation Plan (SMP) would be required prior to construction. As mentioned above, the project sponsor has agreed to implement Mitigation Measure 3(a), calling for a SMP.

As discussed in Geology/Topography, above, the site would require dewatering, and any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. At the One Henry Adams Street site, the extracted groundwater would likely require treatment to remove petroleum hydrocarbons in the groundwater before it could be discharged to the City sewer system (see Statutory Measure 5).

Storage Tanks

801 Brannan Street Site

No underground or above-ground storage tanks were identified at the 801 Brannan Street site during the 1998 Eckland Consultants site reconnaissance, no USTs (underground storage tanks) are registered at the site with the State of California, and the San Francisco Fire Department has no records of underground or above-ground storage tanks at the site. One uncovered pipe that enters the subsurface vertically was observed in the paving along Brannan Street, in parking space 13 near the electrical transformer. The pipe diameter is larger than the typical diameter for fill pipes for underground storage tanks, and no typical UST vent pipe was observed in the area. However, the 1998 Eckland Consultants ESA recommended further investigation of this pipe. The project sponsor has agreed to implement Mitigation Measure 3(b), calling for investigation of the unidentified pipe, and, if required, removal of any USTs or piping and remediation of contaminated soils, as listed in the Mitigation Measures section of this Initial Study.

One Henry Adams Street Site

Based on a review of environmental documents, approximately four underground storage tanks may be present along Rhode Island Street at the One Henry Adams Street site. As mentioned above, the project sponsor has agreed to implement Mitigation Measure 3(b), concerning possible USTs.

Asbestos

801 Brannan Street Site

The existing building on the site was constructed in 1909 and remodeled in 1980, indicating that it has the potential to contain asbestos. Suspect ACM (asbestos-containing materials) were observed during the site visit by Eckland Consultants. This building is proposed to be demolished as part of the proposed project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly

inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance. The presence of asbestos on the project site would not be considered a potentially significant impact.

One Henry Adams Street Site

No investigation for asbestos has been conducted at the One Henry Adams Street site. Due to the construction dates of the three buildings on the site (approximately 1944 and the early 1970s), the buildings are suspected of containing asbestos. The regulations and procedures regarding asbestos discussed regarding the 801 Brannan Street site, above, would insure that any potential impacts due to asbestos at the One Henry Adams Street site would be reduced to a level of insignificance.

Lead-Based Paint

801 Brannan Street Site

The existing Concourse Exhibition Hall building at the 801 Brannan Street site is suspected of containing lead-based paint, based on the construction date of 1909. This building is proposed to be demolished as part of the proposed project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square

feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures by the *San Francisco Building Code* would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance. The presence of lead paint on the project site would not be considered a potentially significant impact.

One Henry Adams Street Site

Based on the construction dates of approximately 1944 and the early 1970s, the three buildings at the One Henry Adams Street site are suspected of containing lead-based paint. The regulations and procedures regarding lead-based paint discussed regarding the 801 Brannan Street site, above, would insure that any potential impacts due to lead-based paint at One Henry Adams would be reduced to a level of insignificance.

Other Potential Hazardous Materials

The proposed project includes demolition of the existing building that may contain PCBs and mercury. Inadvertent release of such materials could expose construction workers, occupants, or visitors to these substances, which could result in various adverse health effects if exposure were of sufficient quantity. Although abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with OSHA worker protection requirements. Nonetheless, potential impacts associated with PCBs and mercury in structures would be considered potentially significant.

Hazardous building materials sampling and abatement, as described in Mitigation Measure 3, would reduce potential impacts associated with PCBs and mercury in structures to a less-than-significant level.

Hazardous Materials Use of the Proposed Project

Regarding the potential for public health hazards, the proposed project would involve residential and parking development that would require relatively small quantities of hazardous materials for routine business and household purposes. The development would likely handle common types of hazardous materials, such as paints, cleaners, toners, solvents, and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Most of the materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials, and adequately training workers. For these reasons, hazardous materials use by the project would not pose any substantial public health or safety hazards related to hazardous materials.

Emergency Response Plans

No interference with emergency response plans or emergency excavation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in consultation with the

Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project's sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issued final building permits. Occupants of the proposed Showplace Square project buildings would contribute to congestion if an emergency evacuation of the South of Market area were required. Section 12.202(e)(1) of the *San Francisco Fire Code* requires that all owners of high-rise buildings (over 75 feet) "shall establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, project construction would have to

conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

In conclusion, potential public health and safety hazards related to the possible presence of heavy metals on the project site, and potential fire hazards in the new building would be reduced to a less-than-significant level as a result of regulations and procedures already established as part of the review process for building permits and mitigation proposed as part of the project. Therefore, the EIR will not discuss hazards.

13.	**Cultural** - Could the project:	Yes	No	Discussed
	a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
	b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
	c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	☐	■	■

Archaeological Resources

The potential presence of archeological resources within the proposed project sites is evaluated in two reports prepared by an archeological consultant: *Archival Cultural Resources Evaluation of Site B, 3 Henry Adams Street and Site C, 102 Henry Adams Street of the Proposed Showplace Square Neighborhood Development Project* (Archeo-Tec Inc., February, 2001) and *Archival Cultural Resources Evaluation of the Proposed Eight and Brannan Development Project* (Archeo-Tec Inc., September 2000). The archeological reports describe the prehistoric, historical, and site formation contexts and

assess the likelihood of the presence of archeological resources within the two project sites. An archeological research design/treatment plan (*Vanished Community 19th-Century Archaeological Research Design and Treatment Plan for the SF-80 Bayshore Viaduct Seismic Retrofit Projects*. McIlroy, J. and M. Praetzellis [ed.] 1997) was prepared for the Central Freeway retrofit project that addressed potential effects to archeological resources within a ten-block area, including the three blocks to the northwest, west, and southwest of the 801 Brannan Street project site and the two blocks to the northwest and one-block-over-to-the-west of the One Henry Adams Street project site. The archeological research design/treatment plan (ARD/TP) contains an historical overview of the general area and formulates a research context for evaluating the significance of expected historical archeological resources. The research design evaluates the potential eligibility of the expected historical archeological property types in the study area for listing in the California Register of Historic Resources (CRHR) on the basis of their potential to address research questions.

Historically, the proposed project sites were located within the tidal estuary of Mission Creek. Mission Creek flowed through the southwestern quadrant of the 801 Brannan Street project site. The rest of the Brannan Street site was tidal wetlands except for a narrow strand of dry, sandy land that ran along the south side of Brannan Street widening as it approached Seventh Street. The One Henry Adams project site was located on a tidal island in the center of the estuary of Mission Creek between two sloughs flowing south of the main watercourse. These are the physiographic features, based on mid-1850s' topographic maps, that characterized the project sites prior to any intensive human modification. The landscape of the San Francisco Bay Area has undergone a series of large-scale changes since the time that prehistoric people first inhabited the area. Prior to the formation of San Francisco Bay due to the rise in sea level during the late Pleistocene period more than 10,000 years ago, the proposed project sites would have been significantly different than in the mid-19th century: the project sites would have been interior, upland sites with silty soils.

More than half-dozen prehistoric sites have been recorded in the area between Mission Bay and Market Street. These prehistoric sites have a considerable range in age from approximately 5,000 years B.P. (before the present) to a Native American site with a possible historic component that might make it contemporaneous with the Mission Period recently discovered west of the project sites. These prehistoric sites have also varied greatly in depth from 1.8 meters (6 ft.) to 22.9 meters (75 ft.) below existing grade. The majority of known prehistoric midden sites in the San Francisco Bay Area have been discovered near the Bay and occasionally within tidal marshes and/or at depths below current sea level. Because of the locational and current/historical physiographic features of the project sites and the archeological record of known prehistoric sites in the project vicinity, there is a reasonable probability that prehistoric resources may be present within the project sites.

The archeological resource studies (Archeo-Tec 2000, 2001) note a 35 to 40 year differential in the historical development of the two project sites. The upper portion of the Brannan Street project site was occupied by nine structures by 1857; the majority or all of which would probably have been residences. By 1887 the Brannan Street site contained industrial uses (*Golden City Chemical Works*, *Pacific Woodenware & Cooperage Co.*). The wetlands and sloughs within the Brannan Street site were filled in the 1890's with 6 to 9 ft. of fill. By the end of the 19th century, the Brannan Street site had a number of dwellings and small commercial uses (stores, saloons) in the eastern portion of the site. The remainder of the site contained warehouses and industrial uses (*Pacific Sheet Metal Works*, *American Box Factory*, *Pacific Bottle Yard*, *Anspacher Bros. Hay Warehouse*, *McNab & Smith, Draymen*). The entire Brannan Street project site burned in the Great Fire of 1906. The One Henry Adams Street project site was not developed until possibly the 1890s and was probably only filled in the previous decade. In 1899 the site contained two industrial uses (*National Ice Co.*, *Pioneer Soap Co. Works*). The One Henry Adams Street site did not burn in 1906 and by 1913 the National Ice Co. covered the entire project site.

The types of archeological resources that may remain from the historical archeological property types (domestic, commercial, and industrial) identified in the archeological documentation for the project sites include: filled hollows/receptacles (wells, privies, cisterns, trash pits) and sheet refuse (deposited over a period of time or episodic as in the case of a fire). It is reasonable to assume that archeological remains of these property types may be present within the proposed project sites. Based on the project site archeological assessment reports and the Central Freeway retrofit project ARD/TP it is reasonable to assume that at least some of the archeological resources that may be present within the project sites may have sufficient integrity and historical associations to qualify as historical resources under CEQA (*CEQA Guidelines* § 15064.5 (c) (1)).

The proposed project would require demolition and excavation to at least 6 ft. in depth below grade (One Henry Adams Street project site) and foundation support on pilings. Therefore, there is a potential for the proposed project to adversely affect significant archeological resources. Implementation of Mitigation Measure 4 will require appropriate evaluation, recovery and preservation of any scientifically/historically significant archeological resource that could be adversely affected by the project and, thus, reduce potential effects of the project to archeological resources to a less-than-significant-level.

Historic Architectural Resources

Both existing buildings on the Brannan or Henry Adams Sites are over fifty years old, however, none of the existing structures are designated as a City Landmark, listed on the National Register of Historic Places, or subject to the provisions of Article 10 (Preservation of Historical, Architectural and Aesthetic Landmarks), or Article 11 (Preservation of Buildings and Districts of Architectural, Historical, and Aesthetic Importance in the C-3 Districts) of the *Planning Code*. The Foundation for San Francisco's

Architectural Heritage has no rating for the existing buildings, and the buildings are not listed in the California Historical Resources Information System.[26] The San Francisco Designated Landmark nearest the two sites is the Baker and Hamilton Building (Landmark No. 193) at 700-768 Seventh Street, approximately one-half block from the Brannan Site. The proposed project would not affect this building. Thus, the proposed project would not affect known historic and architectural resources of significance.

C. OTHER

1. **Approvals** - Would the project:	Yes	No	Discussed
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	☐	■	■

There would be no approvals or permits necessary from other City departments. A list of the approvals required for this proposed project can be found in Section I, Project Description and Setting, beginning on page 1.

2. **Neighborhood Concerns/Scoping**

A public scoping meeting was held on June 3, 2003, to allow the public to identify those physical environmental factors that should be addressed in the Initial Study and the EIR. Environmental areas of concern at the scoping meeting included zoning, land uses, open space, urban design, housing, daylight, traffic, circulation, transit, parking demand, public services and utilities (draining, sewer, water and schools). Issues related to zoning have been discussed in Section II.A., Compatibility with Zoning, Plans and Policies, pages 14 through 17. Land uses have been addressed in Section 1., Land Uses, pages 18 and 19, and will be addressed in the EIR. Urban Design and daylight issues have been addressed in Section 2., Visual Quality, page 19, and will be addressed in the EIR. Issues related to housing have been addressed in Section 3., Population, pages 20 and 21. Issues related to traffic, circulation, transit and parking will be addressed in the EIR. Issues related to utilities and public services have been addressed in Section 7. Utilities/Public Services, pages 27 through 30.

[26] Elizabeth Black, Northwest Information Center, Telephone Conversation, November 7, 2003.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	□	□	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	□	□	■

The following mitigation measures are related to topics determined to require no analysis in the EIR. The EIR will contain a Mitigation Measures chapter which describes these measures, and will include other measures which would or could be adopted to reduce potential adverse effects of the project.

The project sponsor has agreed to implement the following mitigation measures which are necessary to avoid significant effects:

Mitigation Measure 1: Noise (Pile Driving)

(a) The project sponsor shall require the construction contractor(s) for the proposed project to limit pile driving activity such that it results in the least disturbance to occupants and users of adjacent and nearby properties. Implementation of this measure may require the construction contractor(s) to obtain a permit for nighttime work from the Director of the Department of Public Works if pile driving during nighttime hours would be the least disruptive to these occupants and users.

(b) The project sponsor shall require the construction contractor(s) for the proposed project to predrill holes for the piles (if feasible based on the soil type on the project sites) to the maximum feasible depth to minimize noise and vibration from pile driving.

(c) The project sponsor shall require the construction contractor(s) for the proposed project to use state-of-the-art muffled and shielded pile drivers.

Mitigation Measure 2: Construction Air Quality

The project sponsor shall require the construction contractor(s) to spray the project sites with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least once per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for

this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 3(a): Hazards (Contaminated Soil)

***Step 1: Preparation of Site Mitigation Plan*:**

The project sponsor shall prepare a Site Mitigation Plan (SMP) for both project sites. The SMP for both sites shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the sites, including, but not limited to: 1) the alternatives for managing contaminated soils on the sites (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the sites and a brief justification; 3) the specific practices to be used to separate, handle, haul, and dispose of contaminated soils on the sites; 4) health and safety procedures to minimize worker and public exposure to hazardous materials during construction; and 5) measures to mitigate the long-term environmental and health and safety risks caused by the presence of contaminants in the soil. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils:

(a) *Specific Work Practices.* The construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the sites (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to separate, handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA lead-safe work practices) when such soils are encountered on the sites.

(b) *Dust Suppression.* Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) *Surface Water Runoff Control.* Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) *Soils Replacement.* If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project sites, where contaminated soils have been excavated and removed, up to construction grade.

(e) *Hauling and Disposal.* Contaminated soils shall be hauled off the project sites by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion

of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After excavation and foundation construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project sites, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure 3(b): Hazards (Underground Storage Tanks):

The project sponsor shall investigate whether an UST (underground storage tank) is associated with the uncovered pipe that enters the subsurface vertically in the paving along Brannan Street at the Brannan Site, in parking space 13 near the electrical transformer. The project sponsor shall also assess the possible presence of USTs at the Henry Adams Site, including the approximately four USTs at the Henry Adams Site along Rhode Island Street that are identified in existing environmental documents. The investigations at both sites shall use backhoe test pits if necessary to assess whether any USTs remain at the sites. Any USTs so discovered shall be abated, and any contaminated soils so discovered shall be remediated, according to federal, state, and local laws and regulations, and in conformity with Mitigation
Measure 2a above.

Mitigation Measure 4: Cultural Resources

Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program

The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

Archeological Monitoring Program

If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no

effects on significant archeological deposits;

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

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

Archeological Data Recovery Program

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.
- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.

- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains 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 (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

Final Archeological Resources Report

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest 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.

E. ALTERNATIVES

Alternatives to the proposed project will be defined further and described in the EIR. At a minimum, the alternatives analyzed in the EIR will include the following:

1. A No Project Alternative, in which the project sites would remain in their existing conditions;

2. A Code Conforming/No Exceptions Alternative; and

3. A Conditional Use/Planned Unit Development (CU/PUD) authorization for additional housing.

F. MANDATORY FINDINGS OF SIGNIFICANCE

		Yes	No	Discussed
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	■	□	■
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	□	■	□
3.	Does the project have possible environmental effects which Are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	■	□	■
4.	Would the project cause substantial adverse effects on human beings, either directly or indirectly?	□	■	□

The proposed project could adversely impact visual quality, transportation and air quality.

G. ON THE BASIS OF THIS INITIAL STUDY

□ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

□ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be

prepared.

■ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Date: November 12, 2003

Paul E. Maltzer
Environmental Review Officer
for
Gerald G. Green
Director of Planning

PLACE
POSTAGE
HERE

Debra Dwyer
San Francisco Planning Department
Environmental Planning
1650 Mission Street, Ste. 400
San Francisco, CA 94103

PLEASE CUT ALONG THE DOTTED LINE

PLEASE RETURN THIS POSTCARD TO REQUEST A COPY OF THE FINAL ENVIRONMENTAL IMPACT REPORT

(Note that the Draft EIR plus the Comments and Responses Document constitute the Final EIR.)

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT

TO: Debra Dwyer, Environmental Planner
San Francisco Planning Department, EP

RE: Planning Department Case No. 2000.618E

Check one box: ☐ Please send me a copy of the Final EIR on a CD.
☐ Please send me a paper copy of the Final EIR.

Please send me a copy of the Final EIR.

Signed: _____

Please Print:

Name: _____

Street: _____

City: _____ State: _____ Zip: _____