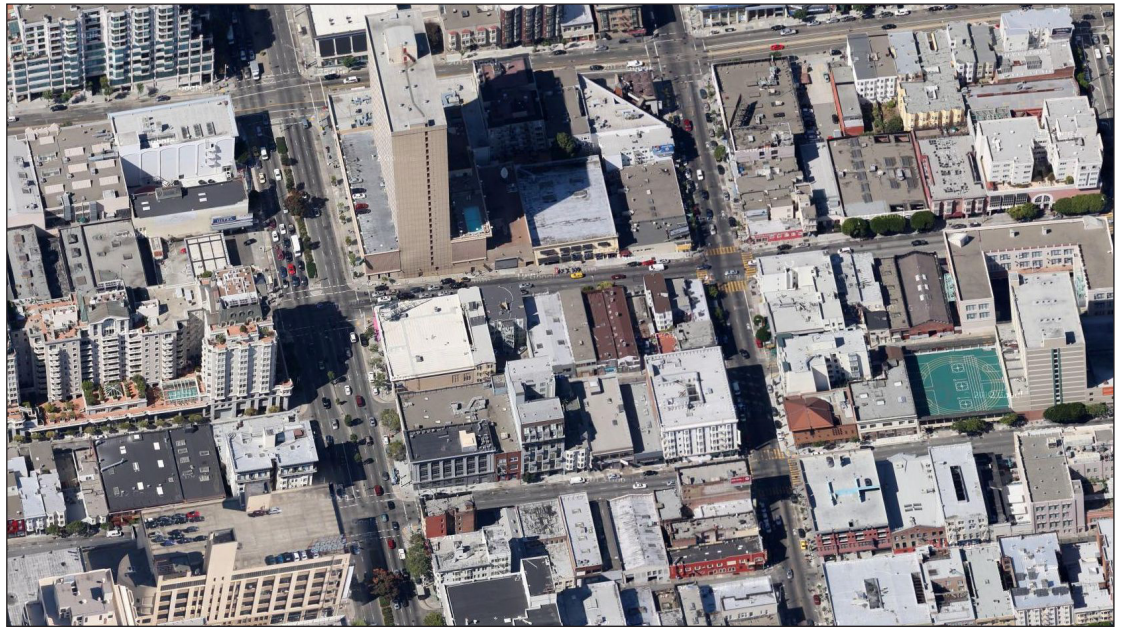


1527-1545 PINE STREET MIXED-USE PROJECT



**CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT: CASE NO. 2006.0383E**

STATE CLEARINGHOUSE NO. 2013112012

DRAFT EIR PUBLICATION DATE: MAY 14, 2014

DRAFT EIR PUBLIC HEARING DATE: JUNE 19, 2014

DRAFT EIR PUBLIC COMMENT PERIOD: MAY 15, 2014 - JUNE 30, 2014

Written comments should be sent to:

Sarah B. Jones
Environmental Review Officer
San Francisco Planning Department
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**SAN FRANCISCO
PLANNING
DEPARTMENT**



SAN FRANCISCO PLANNING DEPARTMENT

DATE: May 14, 2014

TO: Distribution List for the 1527-1545 Pine Street Mixed-Use Project Draft EIR

FROM: Sarah B. Jones, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 15275-1545 Pine Street Mixed-Use Project (Planning Department File No. 2006.0383E)

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This is the Draft of the Environmental Impact Report (EIR) for the 1527-1545 Pine Street Mixed-Use Project. A public hearing will be held to take comments on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document titled "Responses to Comments," which will contain all relevant comments on this Draft EIR and our responses to those comments. It may also specify changes to this Draft EIR. Those who testify at the hearing on the Draft EIR will automatically receive a copy of the Responses to Comments document, along with notice of the date reserved for certification; others may receive a copy of the Responses to Comments document and notice by request or by visiting our office. This Draft EIR together with the Responses to Comments document will be considered by the Planning Commission in an advertised public meeting and will be certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Responses to Comments document and print both documents in a single publication called the Final EIR. 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 document, rather than two. Therefore, if you receive a copy of the Responses to Comments 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 Responses to Comments 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 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. Public agencies on the distribution list will automatically receive a copy of the Final EIR.

Thank you for your interest in this project.

1527-1545 PINE STREET MIXED-USE PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT: CASE NO. 2006.0383E

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SAN FRANCISCO
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LIST OF ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit
BART	Bay Area Rapid Transit
bgs	below ground surface
BMR	below market rate
BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
CPMC	California Pacific Medical Center
CRHR	California Register of Historical Resources
DPR	California Department of Parks and Recreation
DPW	Department of Public Works
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FAR	Floor Area Ratio
GGBHTD	Golden Gate Bridge, Highway, and Transportation District
GGT	Golden Gate Transit
gsf	gross square feet
HABS	Historic American Building Survey
HCM	<i>Highway Capacity Manual</i>
HOA	Homeowners Association
HRER	Historic Resource Evaluation Response
I-80	Interstate 80
I-280	Interstate 280
ITE	Institute of Transportation Engineers
LOS	Level of Service
MLP	maximum load point
MMRP	Mitigation Monitoring and Reporting Program
MTS	Metropolitan Transportation System
Muni	San Francisco Municipal Railway
NC-3	Moderate Scale Neighborhood Commercial District
Polk Street NCD	Polk Street Neighborhood Commercial District
NEPA	National Environmental Policy Act
NOP/IS	Notice of Preparation/Initial Study
NRHP	National Register of Historic Places
OPR	Office of Planning and Research
RC-4	Residential-Commercial, High Density Zoning District
SamTrans	San Mateo County Transit
SB	Senate Bill
SF-CHAMP	San Francisco Chained Activity Model Process
SFCTA	San Francisco County Transportation Authority
SFMTA	San Francisco Municipal Transportation Agency
sq. ft.	square feet
Van Ness SUD	Van Ness Avenue Special Use District
TASC	Transportation Advisory Staff Committee
TDM	Transportation Demand Management
TEP	Transit Effectiveness Project

List of Acronyms and Abbreviations

TIS	Transportation Impact Study
TPS	Transit Preferential Streets
TTRP	Travel Time Reduction Proposal
U.S. 101	United States Highway 101
WETA	Water Emergency Transportation Authority

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SUMMARY

This Summary chapter is intended to highlight major areas of importance in the environmental analysis as required by §15123 of the California Environmental Quality Act Guidelines (CEQA Guidelines). This chapter briefly summarizes the 1527-1545 Pine Street Project (referred to in this Environmental Impact Report [EIR] as “the proposed project”). Following the synopsis of the proposed project, a summary table presents the environmental impacts of the proposed project identified in the EIR by topic and mitigation measures identified to reduce or lessen significant impacts. Improvement measures, which are not required to mitigate significant impacts but would further reduce less-than-significant effects, are also identified. Significant impacts identified in the Notice of Preparation/Initial Study (NOP/IS) are listed in a separate summary table with the mitigation measures that would reduce significant impacts to less-than-significant levels. Following these summary tables is a description of the alternatives to the proposed project that are addressed in this EIR and a table comparing the impacts of those alternatives with the proposed project. The chapter concludes with a summary of environmental issues to be resolved and areas of known controversy.

Table S.1: Summary of Impacts of Proposed Project Identified in the EIR, beginning on p. S.5, provides an overview of the following:

- Environmental impacts with the potential to occur as a result of the proposed project;
- The level of significance of the environmental impacts before implementation of any applicable mitigation measures;
- Mitigation measures that would avoid or reduce significant environmental impacts;
- Improvement measures that would reduce less-than-significant impacts; and
- The level of significance for each impact after the mitigation measures are implemented.

S.1. PROJECT SYNOPSIS

The 1527-1545 Pine Street project site is located mid-block on the south side of Pine Street between Polk Street and Van Ness Avenue (U.S. Highway 101), to the east and west, respectively, in San Francisco’s Lower Nob Hill neighborhood. The block on which the project site is located is bisected by Austin Street, a one-way, east-west minor street, and is bounded by Pine Street to the north, Polk Street to the east, Bush Street to the south, and Van Ness Avenue to the west. The project site has two frontages – one on Pine Street and one on Austin Street – and shares its east and west property lines with adjacent buildings containing retail and residential uses.

Summary

The project site consists of five lots on Assessor's Block 667 and is completely developed with five buildings: 1545 Pine Street, a 7,035-gross-square-foot (gsf), one-story building on Assessor's Block 667/Lot 16; 1533-1535 Pine Street, an approximately 5,992-gsf, two-story building on Assessor's Block 667/Lot 17; 1529 Pine Street, an approximately 3,492-gsf, two-story building on Assessor's Block 667/Lot 18A; an approximately 2,490-gsf, two-story building on Assessor's Block 667/Lot 18 that is connected to the 1529 Pine Street building; and 1527 Pine Street, an approximately 5,992-gsf, two-story building on Assessor's Block 667/Lot 19. These buildings range in height from 20 to 25 feet above street grade. The building at 1545 Pine Street is considered an historical resource for purposes of environmental review.

Trumark Companies, the project sponsor, proposes demolition of the buildings on the project site and, in their place, construction of a 137,712-gsf, 12-story (plus two basement levels) mixed-use building. The proposed building would have 101,714 gsf of residential uses, with up to 107 residential units; 2,844 gsf of ground floor retail/art gallery space along Pine and Austin streets; and 33,154 gsf of parking, storage, mechanical, and circulation space on the ground floor and two basement levels. The proposed project would provide 82 subsurface vehicle parking spaces, including 3 handicap-accessible spaces and 2 car-share spaces; 106 Class 1 bicycle parking spaces on the ground floor; and 8 Class 2 bicycle parking spaces along Pine and Austin streets. The main entrance to the residential portion of the proposed building would be through a lobby entrance in the middle of the project site along the Pine Street frontage. Pedestrian access to the residential units would also be available from Austin Street. Retail spaces would be located on Pine Street, to the east and west of the residential entrance on Pine Street, and a public/private art gallery space would be located on Austin Street at the southeast corner of the project site. Vehicular access to the subsurface automobile parking spaces would be provided from Austin Street via a 20-foot-wide driveway at the southwest corner of the project site.

S.2. SUMMARY OF IMPACTS AND MITIGATION MEASURES

The Planning Department published a NOP/IS on November 6, 2013, announcing its intent to prepare and distribute a focused EIR (the NOP/IS is presented as **Appendix A** to this EIR). Topics analyzed in the EIR are Cultural and Paleontological Resources (Historic Architectural Resources only), and Transportation and Circulation (all topics except Air Traffic Patterns).

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other things, SB 743 added §21099 to the Public Resources Code and eliminated the analysis of aesthetics and parking impacts for certain urban infill projects under the California Environmental Quality Act (CEQA). The proposed project meets the definition of a mixed-use residential project on an infill site within a transit priority area as specified by Public Resources Code §21099. Accordingly, this EIR does not contain a separate discussion of the topic of Aesthetics, which can no longer be considered in determining the

significance of the proposed project’s physical environmental effects under CEQA. The EIR nonetheless provides visual simulations for informational purposes as part of **Chapter 2, Project Description**. Similarly, the EIR includes a discussion of parking for informational purposes in **Section 4.C, Transportation and Circulation**. This information, however, does not relate to the significance determinations in the EIR.

All impacts of the proposed project and associated mitigation measures and improvement measures identified in this EIR are summarized in **Table S.1**. Under each topic, impacts follow the order of the corresponding impact discussion in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, of this EIR. For the topics evaluated in the EIR, the levels of significance of impacts are identified as:

- **No Impact** – No adverse changes (or impacts) to the environment are expected.
- **Less Than Significant** – Impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and Federal laws and regulations.
- **Less Than Significant with Mitigation** – Impact that is reduced to a less-than-significant level through implementation of the identified mitigation measures.
- **Significant and Unavoidable with Mitigation** – Impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and Federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- **Significant and Unavoidable** – Impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and Federal laws and regulations and for which there are no feasible mitigation measures.

Where applicable, this table identifies project revisions or conditions, expressed as mitigation measures, which would reduce the identified impact(s) to less-than-significant levels. The impact’s level of significance after implementation of the required mitigation measure is provided in the column labeled “Level of Significance after Mitigation.”

This table should not be relied upon for a thorough understanding of the proposed project and its impacts and mitigation needs, but is presented for the reader as an overview of project impacts, mitigation measures, and improvement measures. Please see the relevant environmental topic sections in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, and in the NOP/IS, Section E. Evaluation of Environmental Effects (**Appendix A** to this EIR), for a thorough discussion and analysis of the impacts of the proposed project and the mitigation measures identified to address those impacts.

Summary

As described below in **Table S.1**, this EIR identifies two significant and unavoidable impacts (demolition of a historical resource and contribution to a cumulative impact on a type of historical resource [post-1906 Earthquake and Fire temporary commercial structures]). As described in **Table S.2: Summary of Significant Impacts of Proposed Project Identified in the Initial Study**, beginning on p. S.13, the Initial Study identifies four potentially significant impacts (disturbance of archeological resources; disturbance of paleontological resources; accidental discovery of human remains; and construction noise) and the mitigation measures that would reduce those impacts to less-than-significant levels.

Table S.1: Summary of Impacts of Proposed Project Identified In the EIR

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><i>Legend:</i> NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable impact; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable</p>			
<p>Historic Architectural Resources</p>			
<p>CP-1: The proposed demolition of the existing 1545 Pine Street building would have a substantial adverse effect on an individual historical resource.</p>	<p>S</p>	<p>Mitigation Measure M-CP-1a: Documentation Prior to the issuance of demolition or site permits, the project sponsor shall undertake Historic American Building Survey (HABS) documentation of the subject property, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:</p> <ul style="list-style-type: none"> • <i>Measured Drawings:</i> A set of measured drawings that depict the existing size, scale, and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings; • <i>HABS-Level Photography:</i> Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service Standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography; and • <i>HABS Historical Report:</i> A written historical narrative and report, per HABS Historical Report Guidelines. <p>The professional shall prepare the documentation and submit it for review and approval by the Planning Department’s Preservation Specialist prior to the issuance of building permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.</p>	<p>SU</p>

Summary
Table S.1 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>Mitigation Measure M-CP-1b: Interpretation</p> <p>The project sponsor shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 1545 Pine Street building and its association with the temporary commercial reconstruction in the aftermath of the 1906 Earthquake and Fire. Interpretation of the site's history shall be supervised by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards. The interpretative materials (which may include, but are not limited to, a display of photographs, news articles, memorabilia, video) shall be placed in a prominent setting on the project site visible to pedestrians.</p> <p>A proposal describing the general parameters of the interpretive program shall be approved by the San Francisco Planning Department's Preservation Coordinator prior to issuance of a Site Permit. The substance, media and other characteristics of such interpretive display shall be approved by the San Francisco Planning Department's Preservation Coordinator prior to issuance of a Temporary Certificate of Occupancy.</p>	
<p>CP-2: The construction of the proposed new building on the project site would not have a substantial adverse effect on any identified or potential off-site historical resources in the vicinity of the project site.</p>	LS	None required.	LS
<p>C-CP-1: The proposed project, in combination with other past, present and reasonably foreseeable future projects in the project vicinity, would result in a cumulatively considerable contribution to a significant cumulative impact on an historic</p>	S	Implement Mitigation Measures M-CP-1a: Documentation and M-CP-1b: Interpretation, above.	SU

Legend: NI = No Impact; LS = Less than Significant; S = Significant; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable

Summary
Table S.1 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p>Legend: NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable impact; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable architectural resource.</p>			
<p>Transportation and Circulation</p>			
<p>TR-1: The proposed project would not cause a substantial increase in traffic that would cause the level of service to decline from LOS D or better to LOS E or F, or from LOS E to F, at the eight study intersections in the project vicinity.</p>	<p>LS</p>	<p>Improvement Measure I-TR-A: Monitoring and Abatement of Queues As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor to ensure that recurring vehicle queues do not occur on Austin Street adjacent to the site. A vehicle queue is defined as one or more vehicles blocking any portion of the Austin Street sidewalk or travel lanes on Austin Street or Van Ness Avenue for a consecutive period of three minutes or longer on a daily and/or weekly basis. If the Planning Director, or his or her designee, suspects that a recurring queue is present, the Planning Department shall notify the project sponsor in writing. Upon request, the owner/operator shall hire a qualified transportation consultant to evaluate the conditions at the site for no less than seven days. The consultant shall prepare a monitoring report to be submitted to the Planning Department for review. If the Planning Department determines that a recurring queue does exist, the project sponsor shall have 90 days from the date or the written determination to abate the queue.</p>	<p>LS</p>
<p>TR-2: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by adjacent local and regional transit capacity; nor would it cause a substantial increase in delays or costs such that significant adverse impacts to local or regional transit service could occur.</p>	<p>LS</p>	<p>Implement Improvement Measure I-TR-A: Monitoring and Abatement of Queues, above.</p>	<p>LS</p>
<p>TR-3: The proposed project would not result in substantial</p>	<p>LS</p>	<p>None required.</p>	<p>LS</p>

Summary
Table S.1 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
overcrowding on public sidewalks, nor create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility on the site and adjoining areas.			
TR-4: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.	LS	None required.	LS
TR-5: The loading demand for the proposed project would be accommodated within the existing and proposed on-street commercial loading spaces, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians.	LS	None required.	LS
TR-6: The proposed project would not result in significant impacts on emergency vehicle access.	LS	None required.	LS
TR-7: The proposed project would not result in construction-related transportation impacts	LS	Improvement Measure I-TR-B: Construction Measures <u>Traffic Control Plan for Construction</u> – As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and vehicles at the project	LS

Legend: NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable impact; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable

Summary
Table S.1 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p>because of their temporary and limited duration.</p>		<p>Legend: NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable impact; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable</p> <p>site, the contractor shall prepare a traffic control plan for the project construction period. The project sponsor and construction contractor(s) would meet with DPW, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (not anticipated, but if determined necessary) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during construction of the proposed project. This review would consider other ongoing construction in the project area, such as construction of the 1634-1690 Pine Street project or the planned CPMC Cathedral Hill Hospital. The contractor would be required to comply with the <i>City of San Francisco's Regulations for Working in San Francisco Streets</i>, which establish rules and permit requirements so that construction activities can be done safely and with the lowest level of possible conflicts with pedestrians, bicyclists, transit and vehicular traffic. As part of this effort, alternate construction staging locations could be identified and assessed.</p> <p>Carpool and Transit Access for Construction Workers – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor should include methods to encourage carpooling and transit access to the project site by construction workers in the Construction Management Plan.</p> <p>Project Construction Updates for Adjacent Businesses and Residents – As an improvement measure to minimize construction impacts on access to nearby institutions and businesses, the project sponsor would provide existing residential tenants, nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, parking lane and sidewalk closures. A web site could be created by the project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.</p>	NA
<p>Parking</p>	NA	<p>Improvement Measure I-TR-C: Transportation Demand Management Plan</p> <p>As an improvement measure to reduce the project's unmet parking demand and encourage use of alternate modes, the project sponsor would develop and implement a Transportation Demand Management ("TDM") Plan that would be designed to reduce use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for</p>	NA

Summary
Table S.1 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>trips to and from the proposed project. The TDM plan would include such measures as the following to reduce single occupancy vehicles and encourage alternate modes of travel:</p> <ul style="list-style-type: none"> • Designate and train an on-site or on-call TDM contact/coordinator. Provide TDM training for property managers. • Provide a transportation insert for the move-in packet that would provide up-to-date information on transit service (e.g., nearby Muni and regional transit routes, Muni routes used to access regional transit, Muni routes to nearby parks, supermarkets, and other attractions), information on where Clipper Cards or FastPasses could be purchased, and information on the 511 Regional Rideshare Program. Provide similar information for new and existing tenants and employees. • Offer employee, visitor, and customer incentives to increase use of alternate modes. • Establish a “ride board” through which residents can offer/request rides. • Provide ongoing local and regional transportation information (e.g., transit maps and schedules, maps of bicycle routes, internet links), including updates for all users, including residents, employers, and employees. This can be accomplished on the Homeowners Association (HOA) website and/or lobby bulletin board and directly with other tenants. • Ensure that bicycle parking is located at a central site within the building, and provide signage indicating the location of bicycle parking. • Provide information and/or signage indicating path of access to bicycle routes and facilities (particularly to Polk Street bicycle route). • Ensure that bicycle safety strategies are developed, thus avoiding conflicts between bicyclists, private autos, and transit vehicles. • Create a project-wide program to allow for bulk purchasing of transit passes (Muni FastPass, etc.), car-share or bike-share memberships. The HOA shall contribute no less than \$20 per month, per unit, to subsidize the program and provide each unit with free or discounted passes or memberships for its occupants. Notice of the project’s participation in a bulk transit, car-share or bike-share program shall be provided as part of the information packet given to every resident 	

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Summary
Table S.1 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><i>Legend:</i> NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable impact; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable</p>			
<p>C-TR-1: The proposed project, in combination with past, present and reasonably foreseeable future development, would not contribute considerably to significant cumulative traffic impacts.</p>	LS	<ul style="list-style-type: none"> • Assure the proper and efficient use of on-site vehicle and bicycle parking. • Actively encourage alternative mode choice and rideshares by monitoring above efforts effectiveness and fostering local deliveries from nearby businesses, where appropriate. <p>Implement Improvement Measure I-TR-A: Monitoring and Abatement of Queues, above.</p>	LS
<p>C-TR-2: The proposed project, in combination with past, present and reasonably foreseeable future development, would not contribute to significant cumulative transit impacts on local or regional transit capacity.</p>	LS	<p>Implement Improvement Measure I-TR-A: Monitoring and Abatement of Queues, above.</p>	LS
<p>C-TR-3: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative pedestrian impacts.</p>	LS	<p>None required.</p>	LS
<p>C-TR-4: The proposed project, in combination with past, present and reasonably foreseeable future</p>	LS	<p>None required.</p>	LS

Summary
Table S.1 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p>development in the project vicinity, would not contribute considerably to any significant cumulative bicycle impacts.</p>	LS	None required.	LS
<p>C-TR-5: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative loading impacts.</p>	LS	None required.	LS
<p>C-TR-6: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative emergency vehicle access impacts.</p>	LS	None required.	LS
<p>C-TR-7: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative construction-related transportation impacts.</p>	LS	Implement Improvement Measure I-TR-B: Construction Measures , above.	LS

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Table S.2: Summary of Significant Impacts of Proposed Project Identified in the Initial Study

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p><i>Legend:</i> NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable adverse impact, no feasible mitigation; NA = Not Applicable</p>			
<p>Cultural and Paleontological Resources</p>			
<p>CP-2: Construction activities for the proposed project would result in a substantial adverse change in the significance of as-yet unknown archeological resources, should such resources exist beneath the project site.</p>	<p>S</p>	<p>Mitigation Measure M-CP-2: Archaeological Monitoring Program The project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall undertake an Archaeological Monitoring Program (AMP). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (ERO) for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological 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 archaeological resource as defined in <i>State CEQA Guidelines</i> Sect. 15064.5 (a)(c). The AMP shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • The archaeological 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 archaeological consultant shall determine what project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to 	<p>LS</p>

Summary
Table S.2 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;</p> <ul style="list-style-type: none"> • The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits; • The archaeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archaeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archaeological monitor shall be empowered to temporarily redirect demolition/excavation/pile-driving/ construction activities and equipment until the deposit is evaluated. If, in the case of pile-driving activity (foundation, shoring, etc.), the archaeological monitor has cause to believe that the pile-driving activity may affect an archaeological resource, the pile-driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archaeological consultant shall immediately notify the ERO of the encountered archaeological deposit. The archaeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archaeological deposit, and present the findings of this assessment to the ERO. <p>If the ERO in consultation with the archaeological consultant determines that a significant archaeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <ul style="list-style-type: none"> A) The proposed project shall be redesigned so as to avoid any adverse effect on the significant archaeological resource; or B) An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive 	

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Summary
Table S.2 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>than research significance and that interpretive use of the resource is feasible.</p> <p>If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accordance with an archaeological data recovery plan (ADRP). The project archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archaeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archaeological resource from vandalism, looting, and non-intentionally damaging activities. 	

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Summary
Table S.2 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p>CP-3: Construction activities for the proposed project could directly or indirectly result in damage to, or destruction of, as-yet unknown paleontological resources or sites or unique geologic features, should such resources, sites, or features exist on or</p>	S	<ul style="list-style-type: none"> • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> 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. <p><i>Final Archaeological Resources Report.</i> The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one 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 of the FARR on CD 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.</p> <p>Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program The project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program. The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure</p>	LS

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Summary
Table S.2 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p>beneath the project site.</p>		<p>for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program.</p> <p>The PRMMP shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed.</p> <p>The consultant's work shall be conducted in accordance with this measure and at the direction of the City's ERO. Plans and reports prepared by the consultant 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.</p> <p>Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed project for as short a duration as reasonably possible and in no event for more than 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 potential effects on a significant paleontological resource as previously defined to a less-than-significant level.</p>	
<p>CP-4: Construction activities for the proposed project could result in the disturbance of human remains, including those interred outside of formal cemeteries, should such remains exist beneath the project site.</p>	S	<p>Mitigation Measure M-CP-4: Treatment of Human Remains <i>Human Remains, Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are</p>	LS

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Summary
Table S.2 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p>C-CP-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a substantial adverse change in the significance of as-yet unknown archeological resources, as-yet unknown paleontological resources, and would not disturb as-yet unknown human remains, including those interred outside of formal cemeteries, should such resources exist on or beneath the project site.</p>	S	<p>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 archaeological 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.</p> <p>Implement Mitigation Measures M-CP-2: Archeological Monitoring Program, M-CP-3: Paleontological Resources Monitoring and Mitigation Program, and M-CP-4: Treatment of Human Remains, above.</p>	LS
Noise			
<p>NO-2: Project demolition and construction would temporarily and periodically increase ambient noise and vibration in the project vicinity compared to existing conditions.</p>	S	<p>Mitigation Measure M-NO-2: General Construction Noise Control Measures To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor and/or its construction contractors shall undertake the following:</p> <ul style="list-style-type: none"> The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction utilize the best available 	LS

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Summary
Table S.2 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
		<p>noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).</p> <ul style="list-style-type: none"> The project sponsor shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible. The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically- or electrically-powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA. The project sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible. Prior to the issuance of building permits, along with the submission of construction documents, the project sponsor shall submit to the Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying 	

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Summary
Table S.2 (continued)

Impact	Level of Significance before Mitigation	Mitigation and Improvement Measures	Level of Significance after Mitigation
<p>C-NO-2: Construction of the proposed project, in combination with other past, present, and reasonably foreseeable future projects in the site's vicinity, would not result in a cumulatively considerable contribution to significant temporary or periodic increases in ambient noise or vibration levels in the project vicinity above levels existing without the proposed project.</p>	S	<p>DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.</p>	LS
<p>C-NO-2: Construction of the proposed project, in combination with other past, present, and reasonably foreseeable future projects in the site's vicinity, would not result in a cumulatively considerable contribution to significant temporary or periodic increases in ambient noise or vibration levels in the project vicinity above levels existing without the proposed project.</p>	S	<p>Implement Mitigation Measure M-NO-2: General Construction Noise Control Measures, above.</p>	LS

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S.3. SUMMARY OF PROJECT ALTERNATIVES

Four alternatives are evaluated in this EIR: the No Project Alternative, the Preservation Alternative, the Partial Preservation Alternative, and the Façade Retention Alternative. The four alternatives are described in detail in **Chapter 6, Alternatives**, and are summarized below.

Table S.3: Comparison of Significant Impacts of the Proposed Project to Impacts of the Alternatives, pp. S.25 to S.26, presents a comparison of the potential environmental impacts that may result from the alternatives to those of the proposed project.

NO PROJECT ALTERNATIVE

Under the No Project Alternative, the existing conditions at the 1527-1545 Pine Street project site would not change. The five existing buildings on the project site (Lots 16, 17, 18, 18A, and 19) would be retained in their current conditions, and none would be demolished. The past and current uses of the existing buildings on the project site are listed in **Chapter 2, Project Description**, on p. 2.6. Unlike with the proposed project, there would be no lot merger and no construction of a new, approximately 128-foot-tall, 137,712-gsf mixed-use high-rise building containing 107 market rate units, approximately 2,844 gsf of retail/art gallery use, and 82 below-grade parking spaces. It is unlikely that four of the five existing buildings on the project site, all of which are currently vacant, would be reoccupied given the current conditions of the buildings. However, the temporary off-street parking use accommodated at the 1545 Pine Street building would likely continue. The No Project Alternative would not preclude potential future development of the project site with a range of land uses that are principally permitted at the project site; however, for the purposes of this analysis, it is assumed that under the No Project Alternative the existing buildings would remain vacant, with the 1545 Pine Street building continuing its current use as temporary off-street parking.

PRESERVATION ALTERNATIVE

Under the Preservation Alternative, four of the five existing buildings on the project site (Lots 17, 18, 18A, and 19) would be demolished and the remaining building at 1545 Pine Street (Lot 16) would remain. Under this alternative, the existing 1545 Pine Street building would be retained and rehabilitated in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards). The rehabilitated structure would be developed with a retail space along Pine Street and an off-street loading area along Austin Street. A new, 13-story, mixed-use building with residences above ground floor retail uses and one below-grade parking level (one fewer than under the proposed project) would be constructed adjacent to the rehabilitated 1545 Pine Street building. Similar to the proposed project, the new building under the Preservation Alternative would vary in height from 130 feet in the Van Ness Special Use District (Van Ness SUD) (Lots 17, 18, and 18A) to 65 feet in the Polk Street Neighborhood

Summary

Commercial District (Polk Street NCD) (Lot 19) in response to the existing zoning regulations. The below-grade parking level would have an estimated depth of excavation of up to 20 feet (20 feet shallower than under the proposed project).

Under the Preservation Alternative, new construction would be separate and distinct from the rehabilitated 1545 Pine Street building, with no internal connection between the two structures. The Preservation Alternative's building program would have a total area of 106,360 gsf and would include 56 new residential units (51 fewer than under the proposed project). This alternative would have a total of 81,509 gsf of residential space, 6,630 gsf of retail space, and 18,221 gsf of space devoted to parking, loading, storage, mechanical space, and circulation at the ground floor and below-grade parking level. Under this alternative, 5 studio units, 13 one-bedroom units, 28 one-bedroom + den units, and 10 two-bedroom units would be provided, along with 49 parking spaces (33 fewer than under the proposed project), including 2 handicap-accessible spaces and 2 car-share spaces. Along Pine Street, the new building would be developed to the property line with a centrally located, 989-gsf residential lobby and a 2,413-gsf retail space to the east of the proposed lobby entrance.

The rehabilitated 1545 Pine Street building would be developed with a 4,217-gsf retail space fronting Pine Street and a 1,803-gsf off-street loading area at the rear along the Austin Street frontage. The off-street loading area would serve both the existing and new buildings but would not be connected to the new building; therefore, materials for the new building would be delivered via hand truck along Austin Street to the rear entrance of the new building.

Under the Preservation Alternative, direct access from Austin Street to the 49 off-street, below-grade parking spaces would be provided via a single ramp located at the southeast corner of the proposed new building. Unlike the proposed project, a new 20-foot-wide curb cut would be developed at that location to provide access to the below-grade parking level. As with the proposed project, the existing 16-foot-wide curb cut at the rear of the 1533-1535 Pine Street building (Lot 17) would be removed. Direct access to the 1,418-gsf ground floor bicycle storage facility (with space for 56 Class 1 bicycle parking spaces) would also be provided along Austin Street. Five Class 2 bicycle parking spaces would be provided on the Pine Street sidewalk.

The 1,803-gsf off-street loading area that would be developed at the rear of the rehabilitated 1545 Pine Street building would have direct access from Austin Street using the existing 16-foot-wide curb cut and driveway. As with the proposed project, the existing 23-foot-wide curb cut along Pine Street at the front of the 1545 Pine Street building would be closed and an on-street commercial loading space would be applied for and designated at that location, if approved by the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors.

PARTIAL PRESERVATION ALTERNATIVE

Under the Partial Preservation Alternative, the 1545 Pine Street building (Lot 16) would be retained, and the four buildings on the remainder of the project site (Lots 17, 18, 18A, and 19) would be demolished. Under this alternative, the existing 1545 Pine Street building would be rehabilitated in conformance with the Secretary's Standards so as not to result in the *de facto* demolition of the existing structure as that term is defined in Planning Code §1005(f). The 1545 Pine Street building would be reused and developed with a two-story, approximately 20-foot-tall residential addition constructed on top of the existing building, a retail space along Pine Street, and an off-street loading area along Austin Street. A new 13-story, mixed-use building with residences above ground floor retail space and one below-grade parking level (one fewer than under the proposed project) would be constructed adjacent to the rehabilitated 1545 Pine Street building. Similar to the proposed project, the new building under the Partial Preservation Alternative would vary in height from 130 feet in the Van Ness SUD (Lots 17, 18, and 18A) to 65 feet in the Polk Street NCD (Lot 19) in response to the existing zoning regulations. The below-grade parking level would have an estimated depth of excavation of up to 20 feet (20 feet shallower than under the proposed project). The rehabilitated 1545 Pine Street building with the new two-story addition (on Lot 16) would be approximately 45 feet tall.

Under the Partial Preservation Alternative, the new building would be connected to the two new floors above the rehabilitated 1545 Pine Street building but would not connect at the ground floor. The overall development program would have a total area of 108,246 gsf and would include 54 new residential units (53 fewer than under the proposed project). This alternative would have a total of 83,448 gsf of residential space, 6,262 gsf of retail space, and 18,536 gsf of space devoted to parking, loading, storage, mechanical space, and circulation at the ground floor and below-grade parking level. Under the Partial Preservation Alternative, 5 studio units, 3 one-bedroom units, 8 one-bedroom + den units, and 38 two-bedroom units would be provided along with 54 parking spaces (28 fewer than under the proposed project), including 2 handicap-accessible spaces and 2 car-share spaces. Along Pine Street, the new building would be developed to the property line at the ground floor and would include a centrally located, 1,913-gsf residential lobby and a 2,045-gsf retail space to the east of the residential lobby entrance.

The rehabilitated 1545 Pine Street building would be developed with two new floors of residential uses, a 4,217-gsf retail space fronting Pine Street, and a 1,803-gsf off-street loading area at the rear along the Austin Street frontage. The two-story addition, which would have four residential units per floor, would be supported by beams or structures that would be placed within the existing building and integrated with the new building foundation. Access to these residential floors would be provided from the adjacent new construction via a central corridor connected to the elevators and stairwells at the new building's central core.

Summary

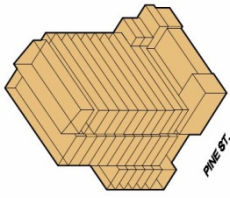
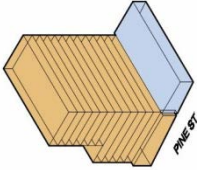
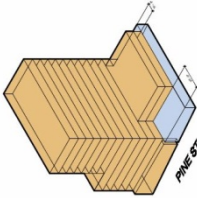
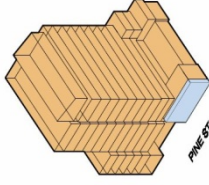
Under the Partial Preservation Alternative, direct access from Austin Street to the 54 off-street, below-grade parking spaces would be provided via a single ramp located at the southeast corner of the new building. Unlike the proposed project, a new 20-foot-wide curb cut would be developed at that location to provide access to the below-grade parking level. As with the proposed project, the existing 16-foot-wide curb cut at the rear of the 1533-1535 building (Lot 17) would be removed. Direct access to the 1,733-gsf ground floor bicycle storage facility (with space for 54 Class 1 bicycle parking spaces) would also be provided along Austin Street. Six Class 2 bicycle parking spaces would be provided on the Pine Street sidewalks. The 1,803-gsf off-street loading area that would be developed at the rear of the rehabilitated 1545 Pine Street building would have direct access from Austin Street using the existing 16-foot-wide curb cut and driveway. As with the proposed project, the existing 23-foot-wide curb cut along Pine Street at the front of the 1545 Pine Street building would be closed and an on-street commercial loading space would be applied for and designated at that location, if approved by the SFMTA Board of Directors.

FAÇADE RETENTION ALTERNATIVE

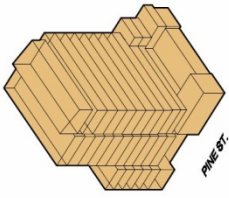
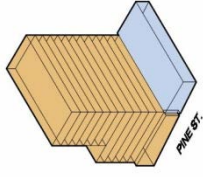
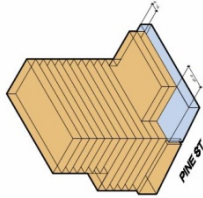
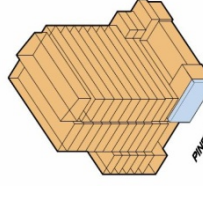
Under the Façade Retention Alternative, the majority of the existing 1545 Pine Street building (Lot 16) and the four buildings on the remainder of the project site (Lots 17, 18, 18A, and 19) would be demolished. Under this alternative, the Pine Street façade (the front 8 feet of the existing 1545 Pine Street building) would be retained and incorporated into the Pine Street façade of the new building. In most respects (i.e., the new land uses and the building design), this alternative would be identical to the proposed project. This alternative would differ from the proposed project because it would provide an on-site loading area with access from Austin Street and a portion of the Class 1 bicycle parking spaces would be located in a storage room at the first basement level.

Direct access to the 82 parking spaces in the two below-grade parking levels would be provided from Austin Street at the southwest corner of the project site. Unlike the proposed project, a 1,520-gsf off-street loading area would be provided, with separate access provided from Austin Street immediately east of the proposed parking garage driveway. Access to the 66 Class 1 bicycle spaces at the ground floor would be provided from both the Pine Street and Austin Street residential entrances, and access to the 40 Class 1 bicycle parking spaces at the first basement level would be provided via elevators from the ground floor residential lobby.

Table S.3: Comparison of Significant Impacts of the Proposed Project to Impacts of the Alternatives

	Proposed Project	No Project Alternative	Preservation Alternative	Partial Preservation Alternative	Façade Retention Alternative
		[assumes no change to the site]			
Legend: NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable					
Description					
High-Rise Tower Height ^a	128 feet; 65 feet	-	130 feet; 65 feet	130 feet; 65 feet	128 feet; 65 feet
Number of Stories	12 stories, 6 stories	-	13 stories, 6 stories	13 stories, 6 stories	12 stories, 6 stories
Number of Residential Units	107 units	-	56 units	54 units	107 units
GSF by Use					
Residential	101,714 gsf	None	81,509 gsf	83,448 gsf	101,473 gsf
Retail	2,070 gsf	None	6,630 gsf	6,262 gsf	2,070 gsf
Art Gallery	774 gsf	None	-	-	774 gsf
Parking ^b	33,154 gsf		18,221 gsf	18,536 gsf	33,395 gsf
Total GSF	137,712 gsf		106,360 gsf	108,246 gsf	137,712 gsf
Parking					
Residential Spaces ^c	80 (3)	-	47 (2)	52 (2)	80 (3)
Car-share Spaces ^d	2	-	2	2	2
Commercial Spaces	0	-	0	0	0
Total Parking Spaces	82		49	54	82
Bicycle Parking					
Class 1	106		56	54	106
Class 2	8		5	6	8
Loading					
Off-street spaces	0	-	1	1	1

Summary
Table S.3 (continued)

	Proposed Project	No Project Alternative [assumes no change to the site]	Preservation Alternative	Partial Preservation Alternative	Façade Retention Alternative
					
Legend: NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable					
Ability to Meet Project Sponsor's Objectives					
	Yes	None	Some	Some	Most
Cultural and Paleontological Resources					
Historic Architectural Resources	CP-1: The proposed demolition of the existing 1545 Pine Street building would have a substantial adverse effect on an individual historical resource. (SUM)	Not Applicable	Less than the Proposed Project (LS)	Less than the Proposed Project (LS)	Same as Proposed Project (SUM)
Cumulative - Historic Architectural Resources	C-CP-1: The proposed project, in combination with other past, present and reasonably foreseeable future projects in the project vicinity, would result in a cumulatively considerable contribution to a significant cumulative impact on an historic architectural resource. (SUM)	Not Applicable	Less than the Proposed Project (LS)	Less than the Proposed Project (LS)	Same as Proposed Project (SUM)
<i>Notes:</i> a For the proposed project and Façade Retention Alternative, the proposed building would be 128 feet 3 inches tall in the Van Ness SUD and 65 feet tall in the Polk Street NCD. b For the Preservation and Partial Preservation Alternatives, the proposed building would be about 130 feet tall in the Van Ness SUD and 65 feet tall in the Polk Street NCD. c Includes space devoted to loading, storage, mechanical space, and circulation for the Preservation, Partial Preservation, and Façade Retention Alternatives. An on-site loading area is not included in the proposed project d For each 25 off-street parking spaces provided, one space must be designed and designated for persons with disabilities per San Francisco Planning Code §155(i), as indicated by the number in parentheses. e One space is required per San Francisco Planning Code §166.					
Source: Architectonica, December 2013					

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Pursuant to CEQA Guidelines §15126.6(e)(2), an EIR is required to identify the environmentally superior alternative from among the alternatives evaluated if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. The Environmentally Superior Alternative is the alternative that best avoids or lessens any significant effects of the proposed project, even if the alternative would impede to some degree the attainment of the project objectives. The No Project Alternative is considered the overall environmentally superior alternative, because the significant impacts associated with implementation of the proposed project would not occur with the No Project Alternative. The No Project Alternative, however, would not meet any of the objectives of the project sponsor.

If the No Project Alternative is environmentally superior, CEQA requires selection of the “environmentally superior alternative other than the no project alternative” from among the proposed project and the other alternatives evaluated. The proposed project would result in significant and unavoidable project-level and cumulative impacts related to historic architectural resources. The Preservation Alternative would be the environmentally superior alternative because, unlike the proposed project, it would result in less-than-significant impacts related to historic architectural resources. Moreover, of the alternatives studied, the Preservation Alternative would require the least amount of physical alteration to the 1545 Pine Street historical architectural resource: it would not include new construction (a two-story addition) above the 1545 Pine Street roofline in contrast to the Partial Preservation Alternative, and a new 12-story building would not be constructed behind the 1545 Pine Street façade as proposed under the Façade Retention Alternative. Further, the Preservation Alternative would not conflict with those policies in the *General Plan’s* Urban Design Element and *Van Ness Avenue Area Plan* that call for the preservation of buildings identified as historical resources. Thus, the Preservation Alternative would be the environmentally superior alternative.

S.4. AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

An Environmental Evaluation application for the 1527-1545 Pine Street Project was submitted to the Planning Department on May 10, 2012. This application was revised on July 15, 2013 to reflect changes to the proposed project’s program and design. The Planning Department prepared an Initial Study and published a Notice of Preparation of an EIR on November 6, 2013, announcing its intent to prepare and distribute a focused EIR (the NOP/IS is presented as **Appendix A** to this EIR). Publication of the NOP/IS initiated a 30-day public review and comment period that began on November 7, 2013, and ended on December 6, 2013. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, and potentially interested parties, including regional and State agencies. During the

Summary

public review and comment period, five comment letters were submitted to the Planning Department by interested parties. The comment letters on the NOP/IS raised the issues listed below.

On the basis of public comments on the NOP/IS, potential areas of controversy for the proposed project include the following:

- **Project Description:** The proposed landscaping along Pine Street is insignificant and would not help revitalize the neighborhood.
- **Land Use:** The height of the proposed building would change the skyline and the proposed new building would conflict with the scale and character of the neighborhood. The proposed residential density would be out of scale with other buildings in the neighborhood and with newly approved mixed-use buildings.
- **Aesthetics:** The proposed project's outdoor terraces and rooftop deck would be a source of light pollution, and construction of the project would result in the loss of view from an east-facing window in a nearby residence.
- **Transportation and Circulation:** The proposed residential density would result in increased traffic congestion in the project vicinity, especially in light of the Polk Street Improvement Project.
- **Noise:** Construction noise from the proposed project would affect nearby residents, and the proposed project's outdoor terraces and rooftop deck would be a source of noise pollution.
- **Air Quality:** Construction activities would affect local air quality and impact nearby residents;
- **Wind:** The proposed project would contribute to existing problems with gusty winds on Pine Street in the project vicinity. The San Francisco Towers building and the Holiday Inn have already increased winds to the extent that pedestrians have trouble walking and experience other difficulties. Additionally, the proposed project should not be granted an exception from the pedestrian wind comfort criterion by the Planning Commission, and wind speeds and patterns should be more thoroughly reviewed.
- **Shadow:** The height of the proposed building would result in loss of the amount of sunlight to an east-facing window in a nearby private residence, and would cast shadow on buildings to north, south, and west.
- **Public Services:** The proposed project's increase in density on the project site would increase crime and vagrancy problems in the area.
- **Geology:** In the event of an earthquake temblor, glass from the proposed project building would fall on Pine Street.

An additional area of controversy may emerge regarding the provisions of SB 743 as they relate to the proposed project and this EIR. SB 743, which amended the Public Resources Code to add §21099, was signed by Governor Brown on September 27, 2013. This change occurred shortly before publication of the NOP/IS, which had indicated that this EIR would include a discussion of aesthetics-related impacts of the proposed project. Public Resources Code §21099(d) directs that

the aesthetic and parking impacts of mixed-use residential infill projects located in transit priority areas are not to be considered impacts on the environment under CEQA. The proposed project meets the definition of a mixed-use residential infill project in a transit priority area.

Accordingly, this EIR does not contain a separate discussion of the topic of Aesthetics. The EIR nonetheless provides visual simulations for informational purposes as part of **Chapter 2, Project Description**. Similarly, this EIR discusses parking for informational purposes in **Section 4.C, Transportation and Circulation**. (See **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, for further discussion of SB 743 and Public Resources Code §21099.)

Comments expressing support for the proposed project or opposition to it will be considered independent of the environmental review process by City decision-makers, as part of their decision to approve, modify, or disapprove the proposed project.

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1. INTRODUCTION

A. PROJECT SUMMARY

The 1527-1545 Pine Street project site is located mid-block on the south side of Pine Street between Polk Street and Van Ness Avenue (U.S. Highway 101), to the east and west, respectively, in San Francisco's Lower Nob Hill neighborhood. The western portion of the project site (Lots 16, 17, 18, and 18A on Assessor's Block 667) is located within the Van Ness Special Use District (Van Ness SUD), an RC-4 (Residential-Commercial, High Density) Zoning District, and a 130-V Height and Bulk District. The eastern portion of the project site (Lot 19 on Assessor's Block 667) is in the Polk Street Neighborhood Commercial District (Polk Street NCD) and a 65-A Height and Bulk District.

The proposed project would merge Lots 16, 17, 18, 18A, and 19 into one parcel, demolish the existing five buildings on the project site, and construct a 137,712-gross-square-foot (gsf) residential building with retail uses on the ground floor. The proposed building would be about 128 feet tall in the Van Ness SUD (the westernmost 100 feet of the project site) and 65 feet tall in the Polk Street NCD (the easternmost 25 feet of the project site). The proposed building would have 101,714 gsf of residential uses, with up to 107 residential units; 2,844 gsf of ground floor retail/art gallery space; and 33,154 gsf of parking, storage, mechanical, and circulation space on the ground floor and two basement levels. Retail spaces would be located on Pine Street, and a public/private art gallery space would be located on Austin Street. The proposed project would provide 82 subsurface vehicle parking spaces, including 3 handicap-accessible spaces and 2 car-share spaces; 106 Class 1 bicycle parking spaces on the ground floor; and 8 Class 2 bicycle parking spaces along Pine and Austin streets. Vehicular access to the subsurface automobile parking spaces would be provided from Austin Street via a 20-foot-wide driveway at the southwest corner of the project site.

B. PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This Environmental Impact Report (EIR) has been prepared by the San Francisco Planning Department (Planning Department) in the City and County of San Francisco, the Lead Agency for the proposed project, in compliance with the provisions of the California Environmental Quality Act (CEQA) and the CEQA Guidelines (California Public Resources Code §21000 et seq., and California Code of Regulations Title 14, §15000 et seq., "CEQA Guidelines"), and Chapter 31 of the San Francisco Administrative Code. The lead agency is the public agency that has the principal responsibility for carrying out or approving a project.

1. Introduction

Pursuant to CEQA Guidelines §15161, this is a project-level EIR, defined as an EIR that examines the physical environmental impacts of a specific development project. The project sponsor has provided sufficient information about the proposed project for a project-level analysis to be conducted. This EIR assesses the proposed project's potentially significant impacts in the areas of historic architectural resources and transportation and circulation. As defined in CEQA Guidelines §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.

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014. Among other things, SB 743 added §21099 to the Public Resources Code and eliminated the analysis of aesthetics and parking impacts for certain urban infill projects under CEQA. The proposed project meets the definition of a mixed-use residential project on an infill site located within a transit priority area as specified by Public Resources Code §21099. Accordingly, this EIR does not contain a separate discussion of the topic of Aesthetics, which can no longer be considered in determining the significance of the proposed project's physical environmental effects under CEQA. The EIR nonetheless provides visual simulations for informational purposes as part of **Chapter 2, Project Description**. In addition, parking is discussed for informational purposes in **Section 4.C, Transportation and Circulation**. (See **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, for further discussion of SB 743 and Public Resources Code §21099.)

As determined and guided by findings of the Initial Study (see **Appendix A** to this EIR), this EIR assesses potentially significant impacts of the proposed project. As stated in CEQA Guidelines §15121(a), an 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 analyze reasonable alternatives to the project. CEQA requires that public agencies not approve projects until all feasible means available have been employed to substantially lessen the significant environmental effects of such projects.¹

Before any discretionary project approvals may be granted for the project, the San Francisco Planning Commission (Planning Commission) must certify the EIR as adequate, accurate, and

¹ "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 (Public Resources Code §21061.1).

objective. EIR adequacy is defined in CEQA Guidelines §15151, Standards for Adequacy of an EIR, which states:

An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

The degree of specificity required in an EIR should “correspond to the degree of specificity involved in the underlying activity which is described in the EIR” (CEQA Guidelines §15146).

City decision-makers will use the certified EIR, along with other information and public processes, to determine whether to approve, modify, or disapprove the proposed project, and to require any feasible mitigation measures as conditions of project approval.

C. ENVIRONMENTAL REVIEW PROCESS

An Environmental Evaluation Application for the 1527-1545 Pine Street project was submitted to the Planning Department on May 10, 2012. This application was revised on July 15, 2013 to reflect changes to the proposed project’s program and design.

The environmental review process for this project includes a number of steps: publication and circulation for public comment of a Notice of Preparation or a Notice of Preparation/Initial Study (NOP/IS), publication of a Draft EIR for public review and comment, preparation and publication of responses to public and agency comments on the Draft EIR, and certification of the Final EIR. The environmental review process is initiated when a project sponsor files an Environmental Evaluation Application.

NOTICE OF PREPARATION/INITIAL STUDY

The Planning Department prepared an Initial Study and published a Notice of Preparation of an EIR on November 6, 2013, announcing its intent to prepare and distribute a focused EIR (the NOP/IS is presented as **Appendix A** to this EIR).

1. Introduction

Environmental Effects Found to Be Less than Significant in the Initial Study

The NOP/IS found that the following potential individual and cumulative environmental effects of the project, as fully analyzed in the NOP/IS, would be less than significant:

- Land Use and Land Use Planning (all topics)
- Aesthetics (Light and Glare)
- Population and Housing (all topics)
- Cultural and Paleontological Resources (all topics except Historic Architectural Resources)
- Transportation and Circulation (Air Traffic Patterns)
- Noise (all topics)
- Air Quality (all topics)
- Greenhouse Gas Emissions (all topics)
- Wind and Shadow (all topics)
- Recreation (all topics)
- Utilities and Service Systems (all topics)
- Public Services (all topics)
- Biological Resources (all topics)
- Geology and Soils (all topics)
- Hydrology and Water Quality (all topics)
- Hazards and Hazardous Materials (all topics)
- Mineral and Energy Resources (all topics)
- Agricultural and Forest Resources (all topics)

Environmental Effects Requiring Further Study in the EIR

The NOP/IS determined that the proposed project could result in potentially significant environmental impacts, and that an EIR is required under CEQA to analyze the following environmental topics:

- Cultural and Paleontological Resources (Historic Architectural Resources only)
- Transportation and Circulation (all topics except Air Traffic Patterns)

As noted above, the proposed project is subject to Public Resources Code §21099(d), which eliminates aesthetics and parking as impacts that can be considered in determining the significance of physical environmental effects under CEQA for projects meeting certain criteria.

Accordingly, this EIR does not contain a separate discussion of the topic of Aesthetics. The EIR nonetheless provides visual simulations for informational purposes as part of **Chapter 2, Project Description**. This EIR discusses parking for informational purposes only in **Section 4.C, Transportation and Circulation**. (See **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, for further discussion of SB 743 and Public Resources Code §21099.)

PUBLIC REVIEW OF AND COMMENT ON THE NOP/IS

Publication of the NOP/IS initiated a 30-day public review and comment period that began on November 7, 2013, and ended on December 6, 2013. During the public review and comment period, five letters were submitted to the Planning Department by interested parties. The comment letters received in response to the NOP/IS are available for review at the Planning Department offices as part of Case File No. 2006.0383E. The Planning Department has considered the comments made by the public in preparation of the Draft EIR for the proposed project. Comments on the NOP/IS that relate to environmental issues are summarized below and are addressed in the NOP/IS (**Appendix A** to this EIR) or in this EIR, as noted.

Project Description

One comment expresses concern that the proposed landscaping along Pine Street is insignificant and would not help revitalize the neighborhood. Proposed landscaping within the Pine Street and Austin Street rights-of-way and on the project site is discussed in EIR **Chapter 2, Project Description**, on pp. 2.24 and 2.26. The applicable zoning control for streetscape and pedestrian improvements in the public right-of-way (Planning Code §138.1) is identified in the NOP/IS in Section C, Compatibility with Existing Zoning and Plans, on p. 33. The proposed street tree plantings along Pine Street (four new trees) and along Austin Street (six new trees) would not conflict with this Planning Code requirement.

Land Use and Land Use Planning

One comment asserts that the height of the proposed building would change the skyline, and another asserts that the proposed new building would conflict with the scale and character of the neighborhood. One comment asserts that the proposed residential density would be out of scale with other buildings in the neighborhood and with newly approved mixed-use buildings. Impacts related to the scale and character of the proposed new building in relation to the existing urban context are addressed in the NOP/IS in Topic E.1, Land Use and Land Use Planning, on pp. 42 to 43. The applicable zoning controls for residential density, height, and bulk are identified in the NOP/IS in Section C, Compatibility with Existing Zoning and Plans, on pp. 33 to 35. The proposed project would not conflict with any of these zoning controls.

1. Introduction

Aesthetics

Light and Glare

One comment expresses concern that the proposed project's outdoor terraces and rooftop deck would be a source of light pollution. Light and glare issues are discussed in the NOP/IS in Topic E.3, Aesthetics, on pp. 49 to 50.

Effects on Private Views from Nearby Residences

One comment expresses concern about losing the view from an east-facing window in a nearby residence once the proposed building has been constructed. Loss of private views is generally not considered to be a significant environmental impact as defined by CEQA. In addition, the proposed project meets the definition of a mixed-use residential project on an infill site within a transit priority area. Accordingly, this EIR does not contain a separate discussion of aesthetics. The EIR nonetheless provides visual simulations for informational purposes in **Chapter 2, Project Description**. Comments pertaining to aesthetics may be considered by decision-makers. (See **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, for further discussion of SB 743 and Public Resources Code §21099.)

Transportation and Circulation

One comment expresses concern related to the proposed residential density on the project site and its effect on traffic congestion in the project vicinity, especially in light of the Polk Street Improvement Project. The proposed project's impacts on traffic are discussed in **Section 4.C, Transportation and Circulation**, pp. 4.C.31 to 4.C.33.

Noise

Construction Impacts

One comment expresses concern about the effects of project construction activities on nearby residents. Temporary noise impacts on nearby residents during the project construction period are discussed in the NOP/IS in Topic E.6, Noise, on pp. 75 to 79.

Operational Impacts

One comment expresses concern that the proposed project's outdoor terraces and rooftop deck would be a source of noise pollution. Operational noise impacts on existing residents are discussed in the NOP/IS in Topic E.6, Noise, on pp. 71 to 75.

Air Quality

One comment expresses concern about the effects of project construction activities on nearby residents. Air quality impacts on nearby residents during the project construction period are discussed in the NOP/IS in Topic E.7, Air Quality, on pp. 90 to 94 and 98.

Wind

Comments express concern over gusty winds on Pine Street in the project vicinity, stating that the San Francisco Towers building and the Holiday Inn have already increased winds to the extent that pedestrians have trouble walking and experience other difficulties. One comment states that the proposed building would only add to this problem. Another asks that wind speeds and patterns be reviewed again and asserts that the proposed project should not be granted an exception from the pedestrian wind comfort criterion by the Planning Commission. The proposed project's wind impacts are discussed in the NOP/IS in Topic E.9, Wind and Shadow, on pp. 117 to 128, summarizing the results of a wind tunnel analysis of the proposed project.

Shadow

Comments express concern regarding the height of the proposed building and the potential loss in the amount of sunlight to an east-facing window in a nearby private residence. Another comment states that the proposed project would cast shadow on buildings to north, south, and west. The proposed project's shadow impacts are discussed in the NOP/IS in Topic E.9, Wind and Shadow, on pp. 129 to 130.

Public Services

One comment states that the proposed increase in density on the project site would increase crime and vagrancy problems in the area. The proposed project's impacts on police protection services are discussed in the NOP/IS in Topic E.12, Public Services, on pp. 146 to 147.

Geology

One comment asserts that in the event of an earthquake temblor, glass from the proposed project building would fall on Pine Street. The effects of ground shaking on the proposed project are discussed in the NOP/IS in Topic E.14, Geology and Soils, on pp. 157 to 158.

DRAFT EIR

This Draft EIR has been prepared in accordance with CEQA and the CEQA Guidelines. It provides an analysis of the project-specific physical environmental impacts of construction and operation of the proposed project, and the project's contribution to the environmental impacts

1. Introduction

from past, present, and reasonably foreseeable future development in the project site vicinity and City as a whole.

Copies of the Draft EIR are available at the Planning Information Counter, San Francisco Planning Department, 1660 Mission Street, 1st Floor. The Draft EIR is also available for viewing or downloading at the Planning Department website, <http://tinyurl.com/sfceqadocs>, by choosing the link for Negative Declarations and EIRs under “Current Documents for Public Review” and searching for Case File No. 2006.0383E. You may also request that a copy be sent to you by calling (415) 575-9033 or emailing the EIR Coordinator, Michael Jacinto, at michael.jacinto@sfgov.org.

All documents referenced in this Draft EIR, and the distribution list for the Draft EIR, are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

How to Comment on the Draft EIR

This Draft EIR was published on May 14, 2014. There will be a public hearing before the Planning Commission during the 45-day public review and comment period for this EIR to solicit public comment on the adequacy and accuracy of information presented in this Draft EIR. The public comment period for this EIR is May 15, 2014 to June 30, 2014. The public hearing on this Draft EIR has been scheduled before the Planning Commission for June 19, 2014 in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 12:00 p.m. or later. Please call (415) 558-6422 the week of the hearing for a recorded message giving a more specific time. In addition, members of the public are invited to submit written comments on the adequacy of the document, that is, whether this Draft EIR identifies and analyzes the possible environmental impacts and identifies appropriate mitigation measures. Comments are most helpful when they suggest specific alternatives and/or additional measures that would better mitigate significant environmental effects.

Written comments should be submitted to:

Sarah B. Jones, Environmental Review Officer
Re: 1527-1545 Pine Street Mixed-Use Project Draft EIR
San Francisco Planning Department
1650 Mission Street, Suite 400
San Francisco, CA 94103

Comments may also be submitted by email to sarah.b.jones@sfgov.org. Comments must be received by 5:00 p.m. on June 30, 2014.

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

Only commenters on the Draft EIR will be permitted to file an appeal of the certification of the Final EIR to the Board of Supervisors.

Other Hearings Known at the Time of Draft EIR Publication

There will be a hearing before the Historic Preservation Commission regarding this proposed project on June 4, 2014 in Room 400, City Hall, 1 Dr. Carlton B. Goodlett Place, beginning at 12:30 p.m. or later.² Please call (415) 558-6320 the week of the hearing for a recorded message giving a more specific time.

FINAL EIR

Following the close of the Draft EIR public review and comment period, the Planning Department will prepare and publish a document entitled "Responses to Comments," which will contain a copy of all 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 the Draft EIR. This Draft EIR, together with the Responses to Comments document, will be considered by the Planning Commission in an advertised public meeting, and then certified as a Final EIR, if deemed adequate.

The Planning Commission will use the information in the Final EIR in their deliberations on whether to approve, modify, or deny the proposed project or aspects of the proposed project. If the Planning Commission decides to approve the proposed project, its approval action must include findings that identify significant project-related impacts that would result; discuss mitigation measures or alternatives that have been adopted to reduce significant impacts to less-than-significant levels; determine whether mitigation measures or alternatives are within the jurisdiction of other public agencies; and explain reasons for rejecting mitigation measures or alternatives if any are infeasible for legal, social, economic, technological, or other reasons.

A Mitigation Monitoring and Reporting Program (MMRP) must be adopted by the Planning Commission as part of the adoption of the CEQA findings and project approvals to the extent that mitigation measures are made part of the proposed project. The MMRP identifies the measures included in the proposed project or imposed by the decision-makers as conditions of approval, the

² Note that this is not a public hearing on the Draft EIR to receive public comments.

1. Introduction

entities responsible for carrying out the measures, and the timing of implementation. If significant unavoidable impacts would remain after all feasible mitigation measures are implemented, the approving body, if it elects to approve the proposed project, must adopt a statement of overriding considerations explaining how the benefits of the proposed project would outweigh the significant impacts.

D. ORGANIZATION OF THIS EIR

This EIR is organized into eight chapters and one appendix, as described below.

The Summary chapter provides a concise overview of the proposed project and the necessary approvals; the environmental impacts that would result from the proposed project; mitigation measures identified to reduce or eliminate these impacts; project alternatives; and areas of known controversy and issues to be resolved.

Chapter 1, Introduction, describes the type, purpose, and function of the EIR; the environmental review process and comments received on the NOP/IS; and the organization of the EIR.

Chapter 2, Project Description, presents details about the proposed project and the approvals required to implement it.

Chapter 3, Plans and Policies, describes inconsistencies of the proposed project with applicable Federal, State, regional, and local plans and policies.

Chapter 4, Environmental Setting, Impacts, and Mitigation Measures, addresses the topics of Historic Architectural Resources and Transportation and Circulation. Each topic section includes the environmental setting; regulatory framework; approach to analysis; project-specific and cumulative impacts; and mitigation measures and improvement measures, when appropriate.

Chapter 5, Other CEQA Issues, addresses potential growth-inducing impacts of the proposed project and identifies significant effects that cannot be avoided if the proposed project is implemented, and areas of known controversy and project-related issues that have not been resolved.

Chapter 6, Alternatives, presents and analyzes a range of alternatives to the proposed project. Four alternatives are described and evaluated: No Project Alternative, Preservation Alternative, Partial Preservation Alternative, and Façade Retention Alternative. This chapter identifies the environmentally superior alternative. It also discusses any alternatives considered for analysis in the EIR but rejected, and gives the reasons for rejection.

Chapter 7, Report Preparers, identifies the EIR authors and the agencies, organizations, and individuals who were consulted during preparation of the Draft EIR. In addition, the project sponsor, their attorneys, and any consultants working on their behalf are listed.

Appendix A: Notice of Preparation/Initial Study, presents the NOP/IS for the proposed project.

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2. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

The 1527-1545 Pine Street project site is located mid-block on the south side of Pine Street between Polk Street and Van Ness Avenue (U.S. Highway 101), to the east and west, respectively, in San Francisco's Lower Nob Hill neighborhood. The block on which the project site is located is bisected by Austin Street, a one-way, east-west minor street, and is bounded by Pine Street to the north, Polk Street to the east, Bush Street to the south, and Van Ness Avenue to the west. The project site has two frontages – one on Pine Street and one on Austin Street – and shares its east and west property lines with adjacent buildings containing retail and residential uses.

The project site consists of five lots on Assessor's Block 667 and is completely developed with five buildings: 1545 Pine Street, a 7,035-gross-square-foot (gsf), one-story building on Assessor's Block 667/Lot 16; 1533-1535 Pine Street, an approximately 5,992-gsf, two-story building on Assessor's Block 667/Lot 17; 1529 Pine Street, an approximately 3,492-gsf, two-story building on Assessor's Block 667/Lot 18A; an approximately 2,490-gsf, two-story building on Assessor's Block 667/Lot 18 that is connected to the 1529 Pine Street building; and 1527 Pine Street, an approximately 5,992-gsf, two-story building on Assessor's Block 667/Lot 19. These buildings range in height from 20 to 25 feet above street grade. The building at 1545 Pine Street is considered an historical resource for purposes of environmental review.

Trumark Companies, the project sponsor, proposes demolition of the buildings on the project site and, in their place, construction of a 137,712-gsf, 12-story (plus two basement levels) mixed-use building. The proposed building would have 101,714 gsf of residential uses, with up to 107 residential units; 2,844 gsf of ground floor retail/art gallery space along Pine and Austin streets; and 33,154 gsf of parking, storage, mechanical, and circulation space on the ground floor and two basement levels. The proposed project would provide 82 subsurface vehicle parking spaces, including 3 handicap-accessible spaces and 2 car-share spaces; 106 Class 1 bicycle parking spaces on the ground floor; and 8 Class 2 bicycle parking spaces along Pine and Austin streets. The main entrance to the residential portion of the proposed building would be through a lobby entrance in the middle of the project site along the Pine Street frontage. Pedestrian access to the residential units would also be available from Austin Street. Retail spaces would be located on Pine Street, to the east and west of the residential entrance on Pine Street, and a public/private art gallery space would be located on Austin Street at the southeast corner of the project site. Vehicular access to the subsurface automobile parking spaces would be provided from Austin Street via a 20-foot-wide driveway at the southwest corner of the project site.

2. Project Description

B. PROJECT SPONSOR'S OBJECTIVES

The project sponsor seeks to achieve the following objectives by undertaking the 1527-1545 Pine Street project:

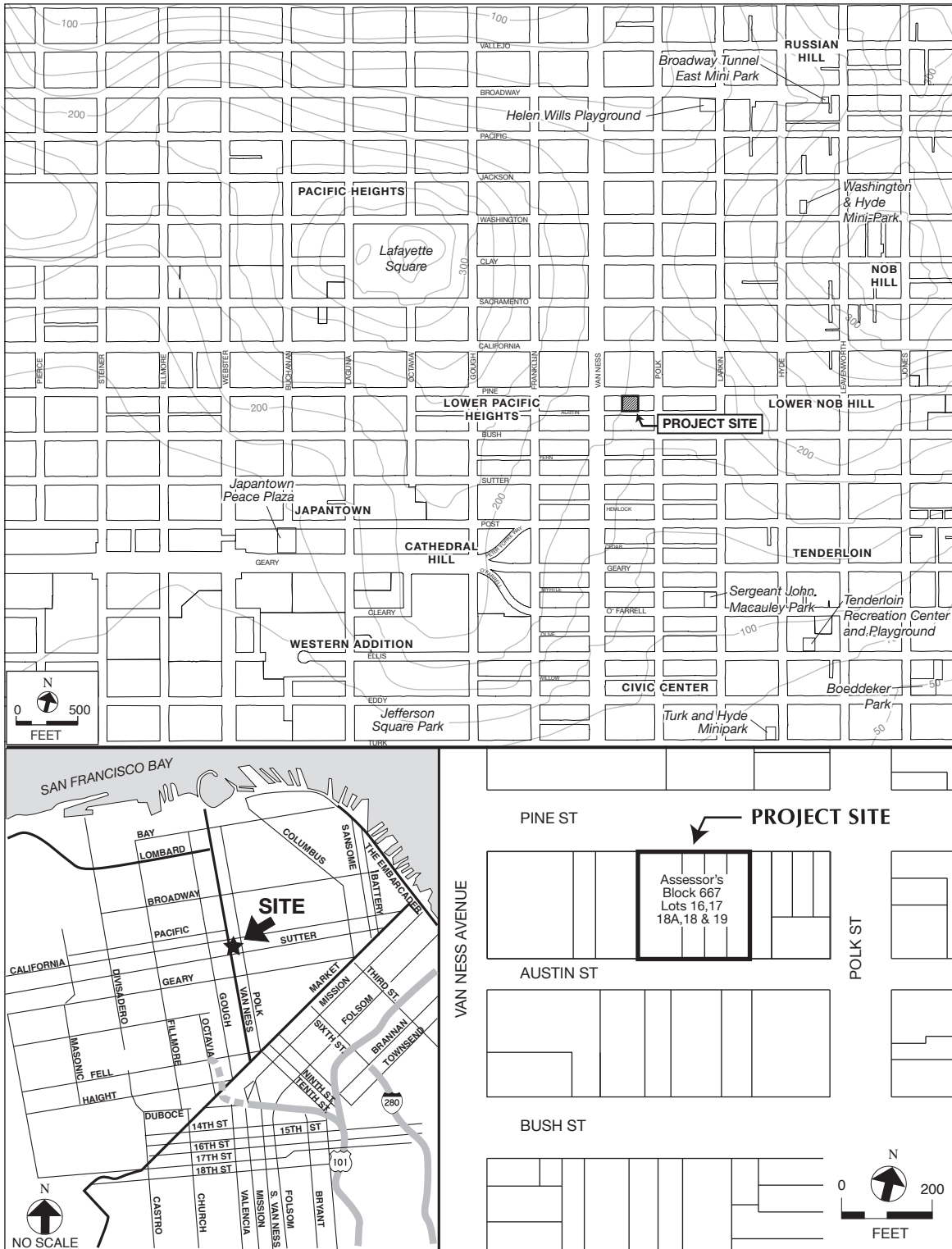
- To increase the City's supply of housing in an area designated for higher density due to its proximity to downtown and accessibility to local and regional transit.
- To construct a high-quality project with superior design and a sufficient number of dwelling units to produce a reasonable return on investment for the project sponsor and investors and attract investment capital and construction financing.
- To construct streetscape improvements that encourage and enliven pedestrian activity by developing ground floor retail and public amenity space that complements existing uses and serves neighborhood residents and visitors.
- To improve the architectural and urban design character of the project site by replacing run-down structures with a high-quality residential project incorporating a superior design succinctly transitioning the project between two planning districts.
- To provide adequate parking and vehicular access to serve the needs of project residents and their visitors.

C. PROJECT LOCATION AND SITE

The project site is located in San Francisco's Lower Nob Hill neighborhood, mid-block on the south side of Pine Street (1527-1545 Pine Street) between Polk Street and Van Ness Avenue (U.S. Highway 101), to the east and west, respectively (see **Figure 2.1: Project Location**). The project site consists of five lots on Assessor's Block 667 (Lots 16, 17, 18, 18A, and 19). The block on which the project site is located is bisected by Austin Street, a one-way, east-west minor street characteristic of the blocks adjacent to Van Ness Avenue.

The project site is bounded by Pine Street to the north, Austin Street to the south, and adjacent retail and residential development to the east and west (see **Figure 2.2: Existing Site Plan**). The project site measures 125 feet from east to west along its Pine Street frontage and 120 feet from north to south (between Pine Street and Austin Street), encompassing approximately 15,000 square feet (sq. ft.). The project site slopes downward from west to east (Van Ness Avenue to Polk Street) and from north to south (Pine to Austin streets) and has two frontages: the main frontage along Pine Street and the rear frontage along Austin Street. There are three mature street trees along the project site's Pine Street frontage.

Existing vehicular access to the project site is via Pine Street (one-way westbound in the project vicinity) by traveling on Polk Street (two-way), or via Austin Street (one-way eastbound in the project vicinity) by traveling northbound on Van Ness Avenue. The project site is served by several San Francisco Municipal Railway (Muni) bus routes (the 47 Van Ness and the 49 Van Ness-Mission along Van Ness Avenue, and the 19 Polk along Polk Street) that provide

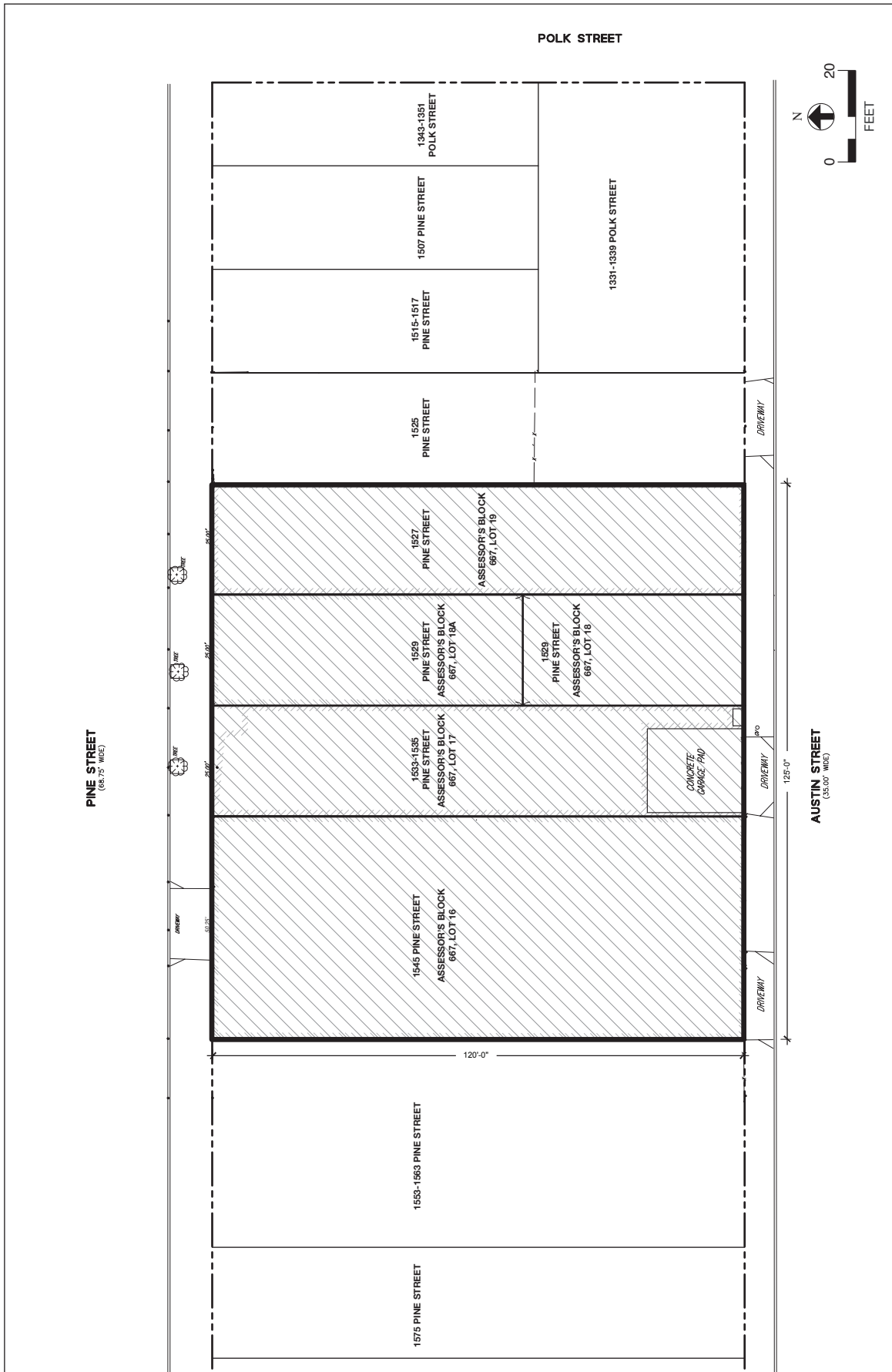


SOURCE: Turnstone Consulting, 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.1: PROJECT LOCATION



SOURCE: Architectonica, November 2012

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2006.0383E

FIGURE 2.2: EXISTING SITE PLAN

access to downtown San Francisco, Bay Area Rapid Transit (BART), South of Market, Caltrain, and the Mission District. Other Muni bus routes located within a few blocks of the project site – the 1 California along Sacramento and Clay streets and the 2 Clement and 3 Jackson along Sutter and Post streets – provide access to the Richmond District and to The Embarcadero. The C California cable car line operates along California Street between Van Ness Avenue and Market Street. In addition, there are Golden Gate Transit stops along Van Ness Avenue for bus service to and from Marin County.

EXISTING BUILDINGS ON THE PROJECT SITE

The project site is completely developed with five one- to two-story buildings ranging from 20 to 25 feet in height above street grade.^{1,2} 1545 Pine Street is a 7,035-gsf, one-story building, located on the westernmost lot (Assessor's Block 667/16). It was constructed shortly after the 1906 Earthquake and Fire, and it is the only structure on the project site considered an historical resource for purposes of environmental review. The 6,030-sq.-ft. lot has a 50-foot frontage on both Pine and Austin streets. To the east, 1533-1535 Pine Street, on Assessor's Block 667/17, is adjacent to 1545 Pine Street. It is an approximately 5,992-gsf, two-story building that is about the same age as 1545 Pine Street. The 2,996-sq.-ft. lot has a 25-foot frontage on both Pine and Austin streets. 1529 Pine Street, on Assessor's Block 667/18A, is an approximately 3,492-gsf, two-story building that was constructed in 1939. The 1,746-sq.-ft. lot has a 25-foot frontage on Pine Street. To the rear of 1529 Pine Street is an approximately 2,490-gsf, two-story building, on Assessor's Block 667/18, that was constructed in 1941. The 1,245-sq.-ft. lot has a 25-foot frontage on Austin Street. Although these buildings are on two separate lots, they were connected in the mid-1940s, effectively creating one building. 1527 Pine Street, on Assessor's Block 667/19, is an approximately 5,992-gsf, two-story building that was constructed in 1907. The 2,996-sq.-ft. lot has a 25-foot frontage on both Pine and Austin streets.

Primary pedestrian access to 1545, 1533-1535, 1529, and 1527 Pine Street is from Pine Street. Vehicular access to off-street parking at 1545 Pine Street is from both Pine and Austin streets via a 23-foot-wide driveway on Pine Street and a 16-foot-wide driveway on Austin Street. At 1533-1535 Pine Street, vehicular access, but no off-street parking, is from Austin Street via a 16-foot-wide driveway. There is no vehicular access to 1529 or 1527 Pine Street.

¹ This EIR describes building heights measured in feet above grade (or ground surface) or in number of building stories. A building story may be the equivalent of about 10 feet, or 12 to 15 feet if it includes retail, at the ground floor and between 10 and 12 feet for the upper stories.

² The building data in this paragraph are based on information from the San Francisco Planning Department's Property Information Map and Database, 2014. Available online at <http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/?dept=planning>. Accessed January 15, 2014.

2. Project Description

Past uses of these buildings have included furniture manufacturing, repair, upholstering, and refinishing; automotive repair; painting and home improvement; offices; and residences.³ The 1545 Pine Street building was most recently occupied by an automotive repair use. Since January 2012, the building has been used as temporary off-street parking (approximately 4 to 5 cars) for a local automobile dealership under a short-term lease arrangement. The 1533-1535 Pine Street building, vacant since approximately 2005, was most recently occupied by office uses. The 1527 and 1529 Pine Street buildings, vacant since 2004-2005, were most recently occupied by office uses and furniture showrooms. All buildings except 1545 Pine Street are covered with temporary materials including plywood, particle board, and building wrap.

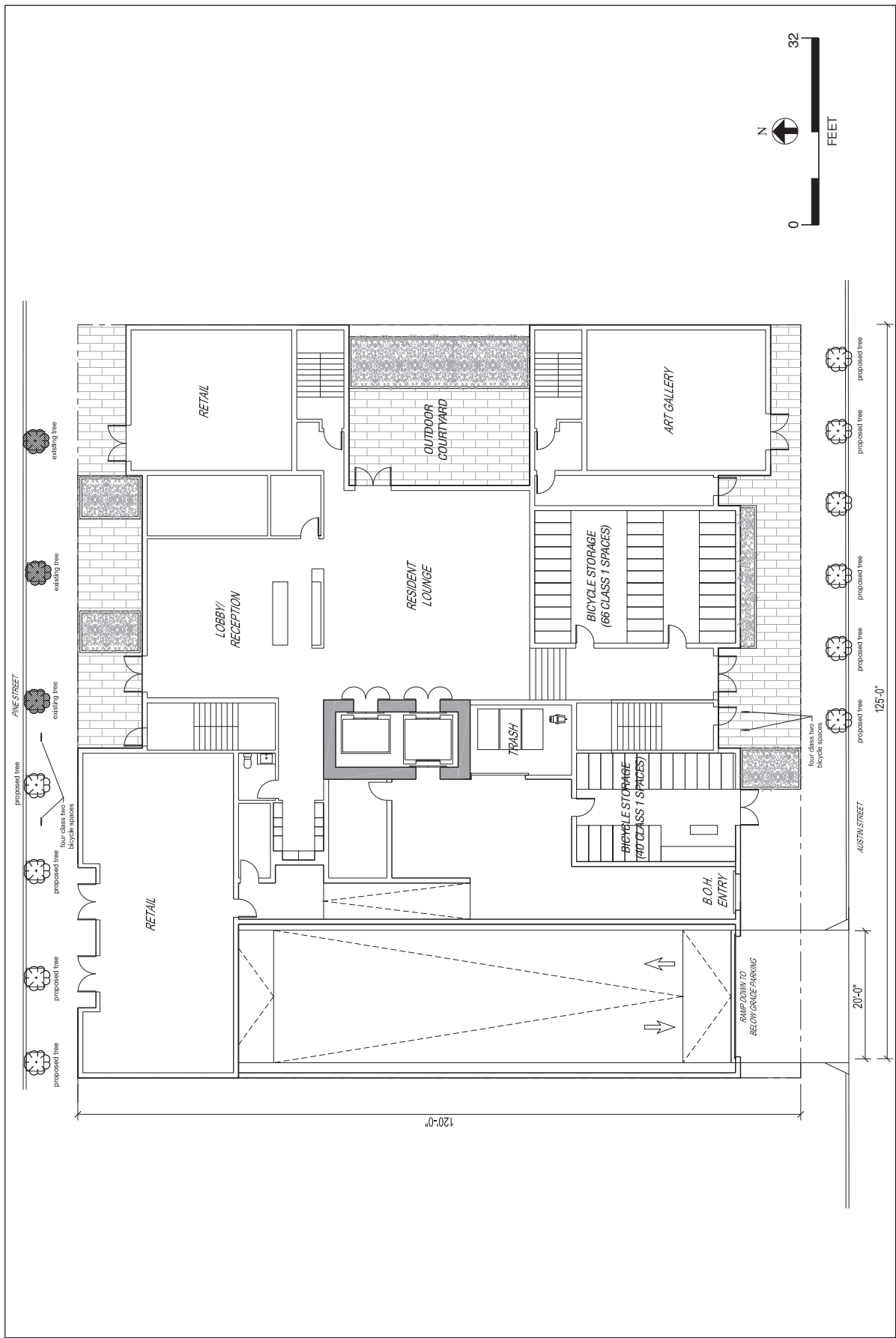
EXISTING ZONING ON THE PROJECT SITE

The project site is in two separate Zoning Districts and two separate Height and Bulk Districts (see **Chapter 3, Plans and Policies**, for more information). The western portion of the project site (defined as Lots 16, 17, 18, and 18A in Assessor's Block 667) is located within the Van Ness Special Use District (Van Ness SUD), an RC-4 (Residential-Commercial, High Density) Zoning District, and a 130-V Height and Bulk District. This portion of the project site has an allowable Floor Area Ratio (FAR) of 7:1. The western portion of the project site is also located in the Van Ness Automotive Use District, which allows automotive uses as a principal use and/or with Conditional Use authorization, and the Van Ness Special Sign District and a Special Sign District for Sign Illumination, which govern exterior signage and lighting. The eastern portion of the project site (defined as Lot 19 in Assessor's Block 667) is in the Polk Street Neighborhood Commercial District (Polk Street NCD) and a 65-A Height and Bulk District.

D. PROJECT CHARACTERISTICS

The proposed project would involve demolition of all of the buildings on the project site (see **Figure 2.3: Proposed Site Plan**). In place of the existing buildings, the project sponsor would construct a 137,712-gsf, 12-story (plus two basement levels) mixed-use building. The proposed building would be approximately 128 feet tall (not including the 15-foot-tall mechanical penthouse permitted under Planning Code §260(b)(1)(A)) in the Van Ness SUD and 65 feet tall in the Polk Street NCD. Two ground floor retail spaces with entrances on Pine Street would be developed at the western and eastern ends of the project site. A ground floor public/private art gallery would be developed at the southeast corner of the project site, with primary access from Austin Street. Pedestrian access from Pine Street to the residential portion of the proposed building, as well as access to ground floor bicycle parking spaces, would be through a centrally located lobby entrance in the middle of the project frontage. Pedestrian access to the residential

³ Cornerstone Earth Group, *Phase I Environmental Site Assessment and Preliminary Soil Quality Evaluation*, March 30, 2012. A copy of this report is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.



SOURCE: Architectonica, January 2014

FIGURE 2.3: PROPOSED SITE PLAN

1527-1545 PINE STREET PROJECT

2006.0383E

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portion of the building and ground floor bicycle parking spaces would also be available from Austin Street. Access to below-grade vehicle, car-share, and handicap-accessible parking spaces would be provided from Austin Street via the 20-foot-wide driveway at the west end of the Austin Street frontage.

PROPOSED USES

The proposed 137,712-gsf mixed-use building would have 101,714 gsf of residential uses, with up to 107 residential units on the 2nd through 12th floors (see **Table 2.1: Summary of Proposed Uses and Building Characteristics**). There would be 2,844 gsf of ground floor retail/art gallery space along Pine and Austin streets, and 33,154 gsf of parking, storage, mechanical, and circulation space on the ground floor and two below-grade basement levels. The proposed project would provide 82 subsurface vehicle parking spaces, including 3 handicap-accessible spaces and 2 car-share spaces.

Table 2.1: Summary of Proposed Uses and Building Characteristics

Uses	New Construction
Residential	101,714 gsf
Retail/Art Gallery	2,844 gsf
Parking, Storage, Mechanical Space, and Circulation	<u>33,154 gsf</u>
Total	137,712 gsf
Characteristics	
Height	128 feet ^a
No. of Stories	12 stories ^b
No. of Residential Units	107
Studio Units (400 to 475 sq. ft.)	10
One-Bedroom Units (550 to 684 sq. ft.)	53
One-Bedroom + Den Units (736 to 780 sq. ft.)	19
Two-Bedroom Units (850 to 1,075 sq. ft.)	25
No. of Vehicle Parking Spaces	82

Notes:

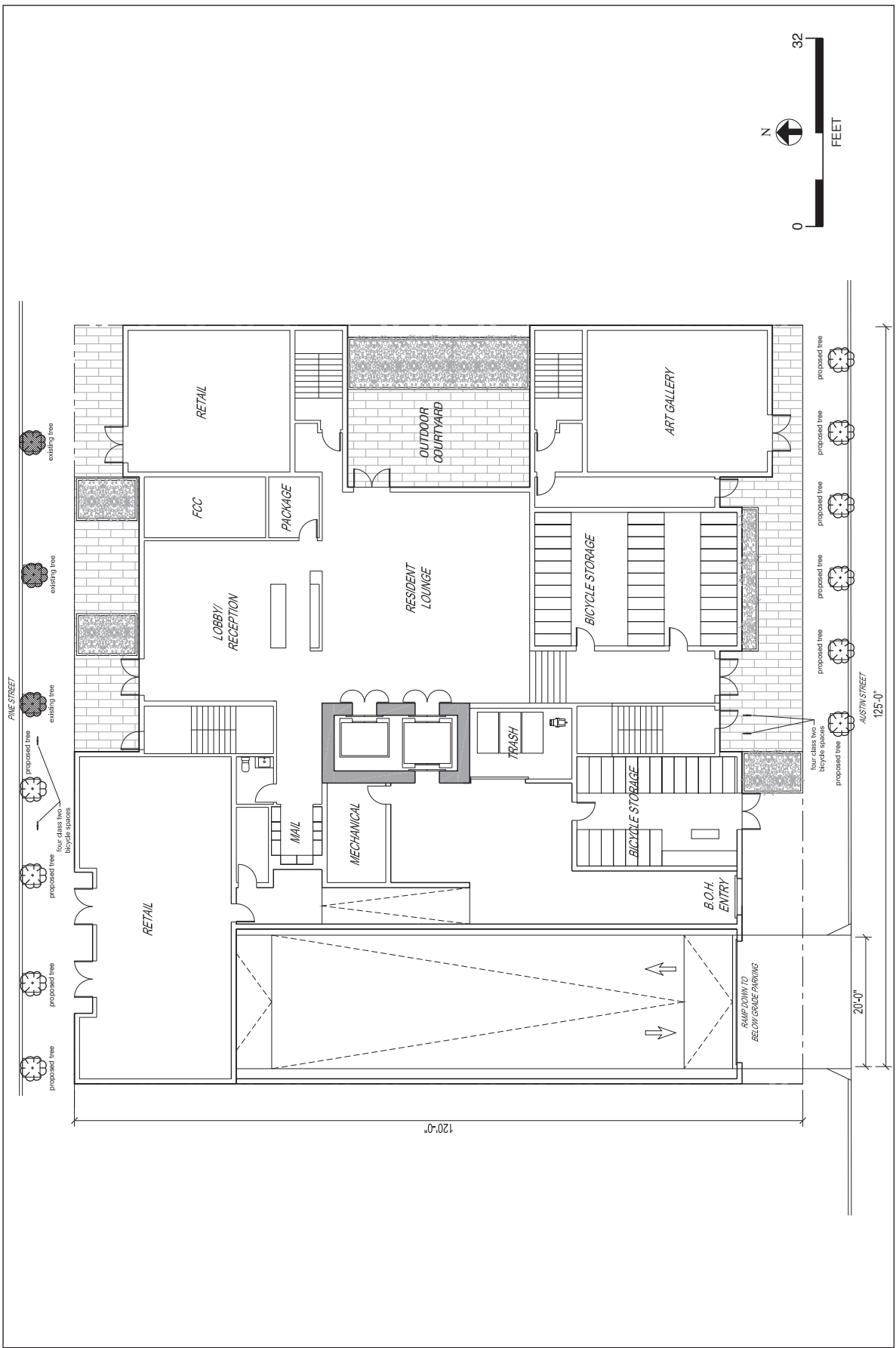
^a Proposed building would be 128 feet 3 inches in the Van Ness SUD and 65 feet in the Polk Street NCD.

^b Proposed building would be 12 stories in the Van Ness SUD and 6 stories in the Polk Street NCD.

Sources: Arquitectonica, July 2013; Turnstone Consulting

Ground Floor

The 10,118-gsf ground floor would include 4,120 gsf of residential space, 2,844 gsf of retail/art gallery space, and 3,154 gsf of mechanical and circulation space (see **Figure 2.4: Proposed Ground Floor Plan**). The ground floor residential space would include an 809-gsf lobby/reception area, a 1,245-gsf residential lounge, and two bicycle storage rooms totaling 1,267 gsf. Space for residential building services (i.e., mail room, package room, trash room, fire control room, and mechanical room) would total 799 gsf. Two separate retail spaces would be provided along Pine Street: a 1,372-gsf retail space on the west side of the property and a smaller 698-gsf retail space on the east side. A 774-gsf public/private art gallery would open to Austin Street at the east end of the project site. The 3,154 gsf of circulation space on the ground floor



SOURCE: Architectonica, January 2014

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2006.0383E

FIGURE 2.4: PROPOSED GROUND FLOOR PLAN

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not dedicated to residential and retail uses would include 1,960-gsf of space for vehicular access to the below-grade garage levels and 1,194 gsf of space for stairs, elevators, and corresponding ingress and egress corridors as well as back-of-house activities. An 800-sq.-ft. interior common open space would be provided on the east side of the project site.

Pedestrian access from Pine Street to the proposed residential tower would be through the lobby entrance located in the middle of the project site and set back approximately 11 feet from the north property line. Access to the residential floors above would be from the centrally located elevator lobby. Pedestrian access from Austin Street to the proposed residential tower would also be located in the middle of the project site through a centrally located entrance and passageway. The Austin Street entrance would be set back approximately 14 feet from the south property line. Access to the 82 below-grade parking spaces would be provided from Austin Street at the west end of the project site via the 20-foot-wide driveway. Direct access to 66 of the 106 Class 1 bicycle parking spaces⁴ located on the ground floor would be provided from both Pine and Austin streets. Access to 40 additional Class 1 bicycle parking spaces located in a separate bicycle storage room would be provided via a dedicated entrance along Austin Street. Eight Class 2 bicycle parking spaces⁵ would be provided along the Pine and Austin street sidewalks (two bicycle racks on each side) near the proposed residential entrances.

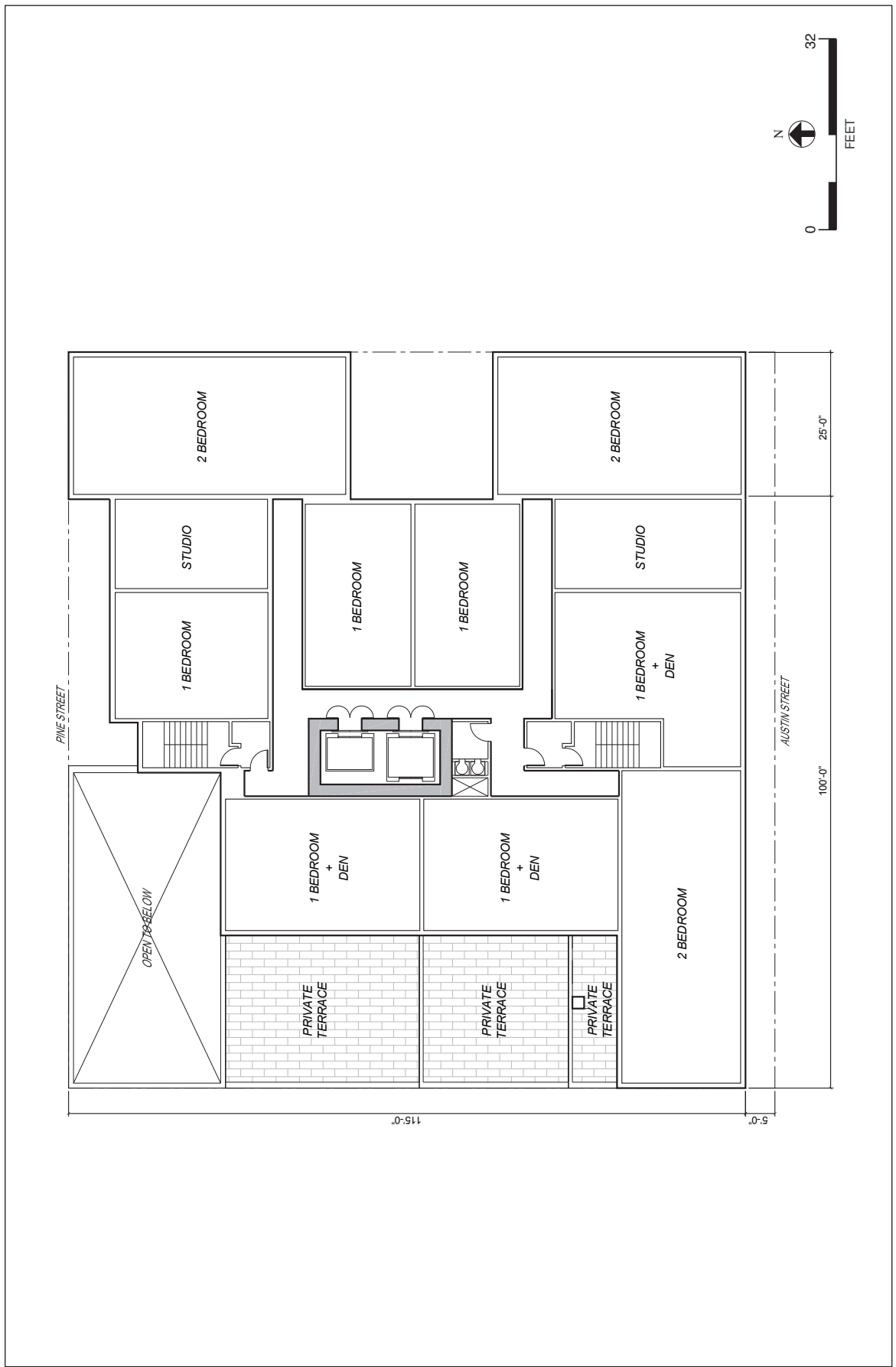
Floors 2 through 12

Residential uses on the 2nd through the 12th floors would occupy a total of about 97,594 gsf of building area. (See **Figure 2.5: Proposed 2nd Floor Plan**, **Figure 2.6: Proposed 3rd and 4th Floor Plans**, **Figure 2.7: Proposed 5th and 6th Floor Plans**, **Figure 2.8: Proposed 7th through 12th Floor Plans**, and **Figure 2.9: Proposed Rooftop Plan**.) These floors would have 107 residential units consisting of 10 studio units ranging from 400 to 475 sq. ft., 53 one-bedroom units ranging from 550 to 684 sq. ft., 19 one-bedroom + den units ranging from 736 to 780 sq. ft., and 25 two-bedroom units ranging from 850 to 1,075 sq. ft. If the project sponsor meets its inclusionary housing obligation by providing below market rate (BMR) units on site, about 13 of the 107 units would be developed as on-site BMR units.⁶ Residential uses at each floor would also include shared circulation and common areas and mechanical space (totaling 21,674 gsf). Private open space (5,288 sq. ft.) would be provided as private terraces at the 2nd, 3rd, 5th, and

⁴ A Class 1 bicycle space protects the entire bicycle from theft or weather. Examples include lockers or monitored parking. (Planning Code §155.1(a))

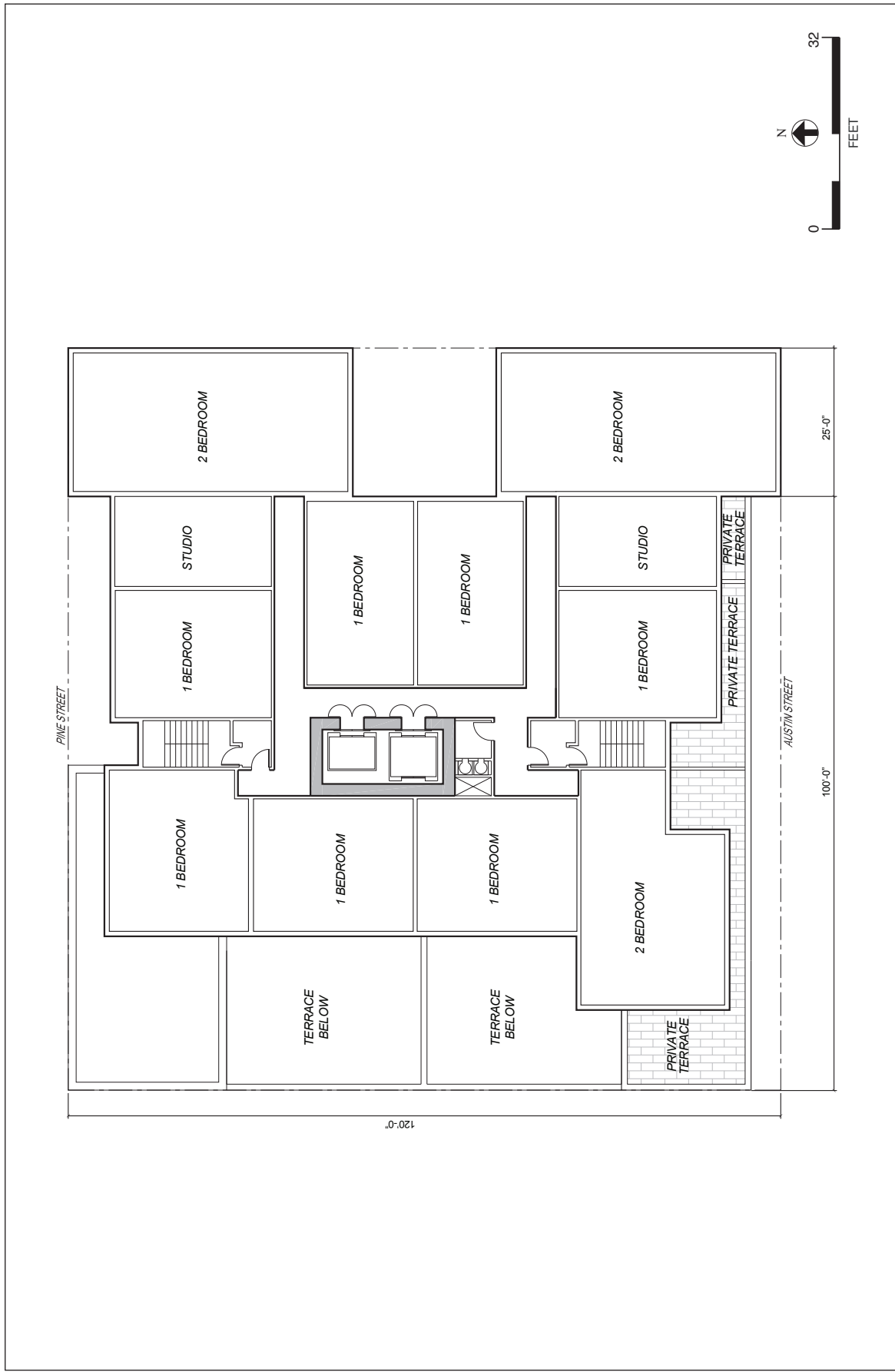
⁵ A Class 2 bicycle space is located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use. (Planning Code §155.1(a))

⁶ The project sponsor is required to pay an Affordable Housing Fee subject to Planning Code §415.5 except as provided for in Planning Code §415.5(g), which allows the project sponsor to develop on-site or off-site BMR units to meet the Inclusionary Affordable Housing Program. The required number of on-site BMR units is 12 percent of the total number of residential units constructed on the project site (Planning Code §415.6(a)(1)) while that for off-site BMR units is 17 percent (Planning Code §415.7(a)(1)(C)).



SOURCE: Architectonica, July 2013
1527-1545 PINE STREET PROJECT
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FIGURE 2.5: PROPOSED 2ND FLOOR PLAN

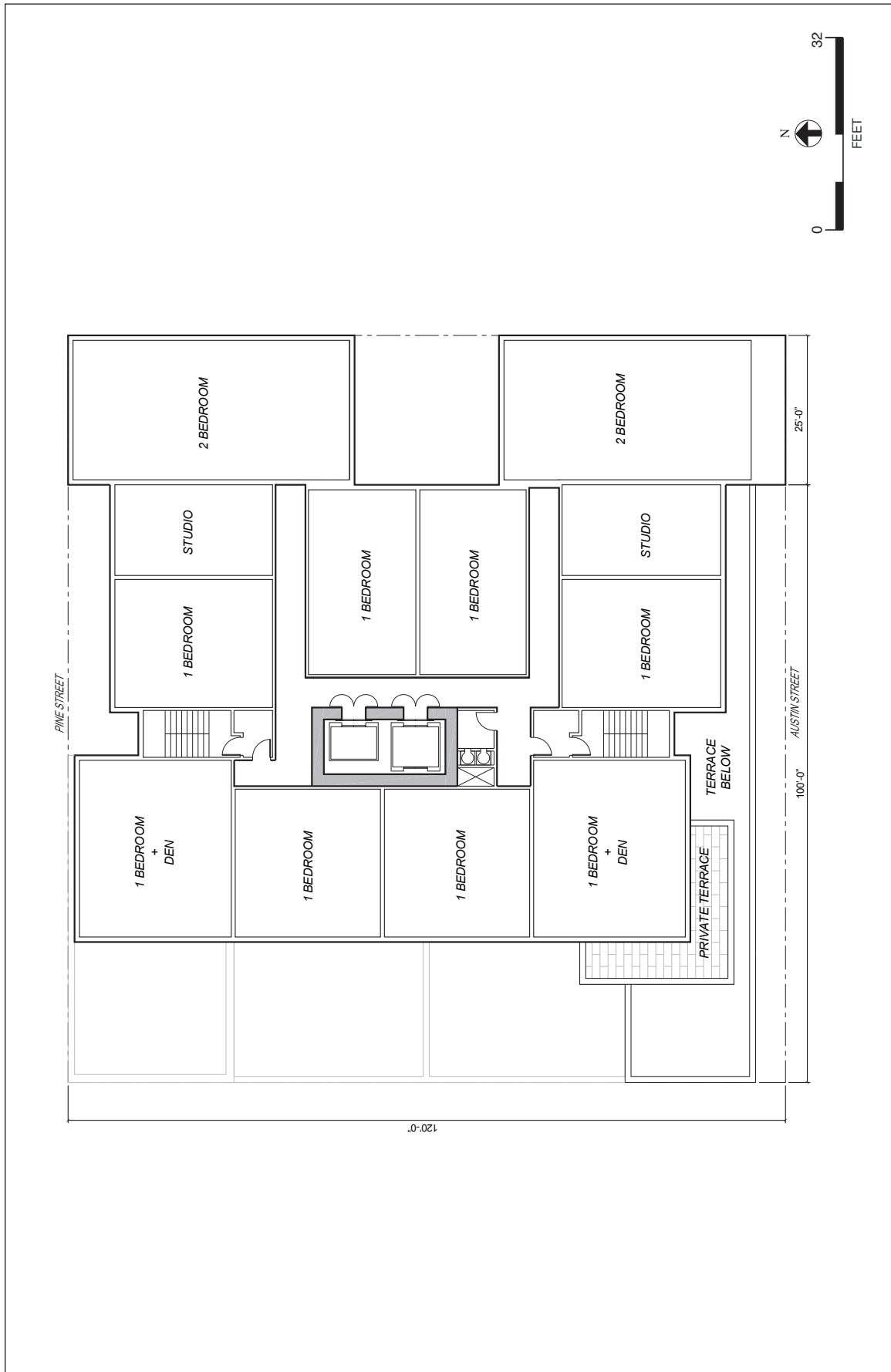


SOURCE: Architectonica, July 2013

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FIGURE 2.6: PROPOSED 3RD AND 4TH FLOOR PLANS

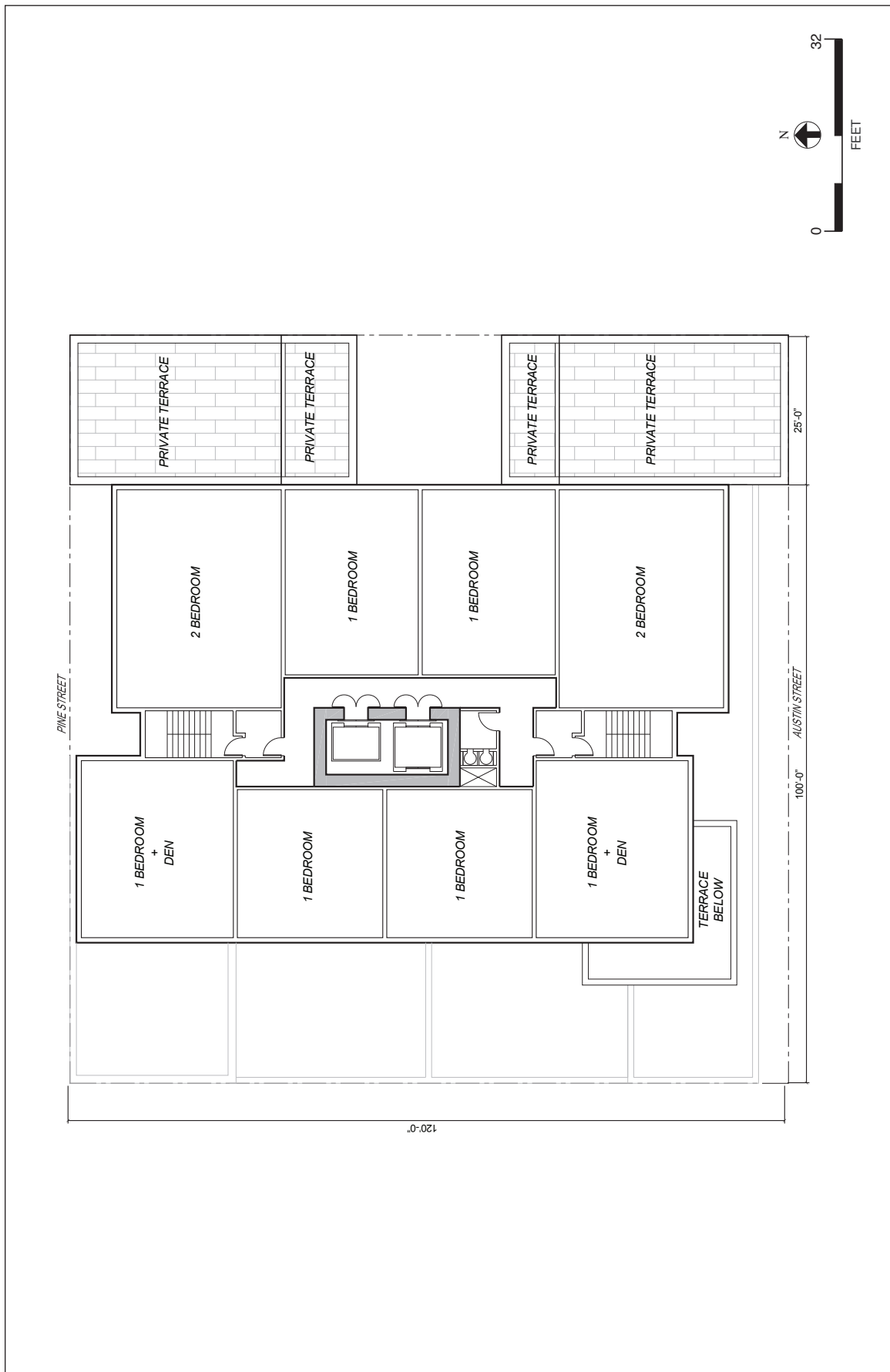


SOURCE: Arquitectonica, July 2013

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FIGURE 2.7: PROPOSED 5TH AND 6TH FLOOR PLANS

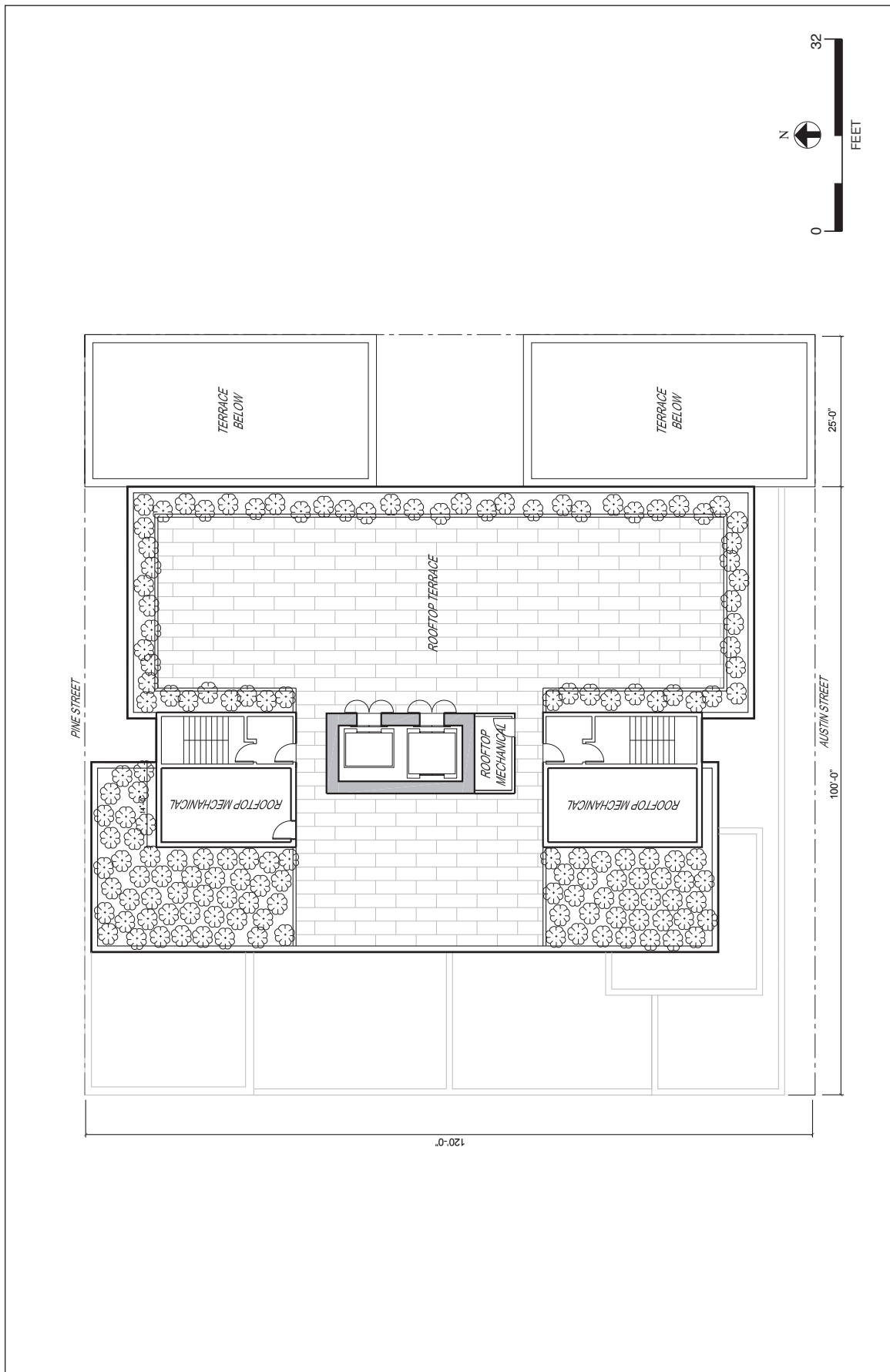


SOURCE: Architectonica, July 2013

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FIGURE 2.8: PROPOSED 7TH THROUGH 12TH FLOOR PLANS



SOURCE: Arquitectonica, July 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.9: PROPOSED ROOFTOP PLAN

2. Project Description

7th floors, and 6,658 sq. ft. of common open space would be provided on the rooftop of the approximately 128-foot-tall residential tower. Mechanical equipment would be located in three separate structures on the north and south portions of the roof and as part of the elevator penthouse on the central portion of the roof. An emergency generator would be located within the southernmost rooftop enclosure.

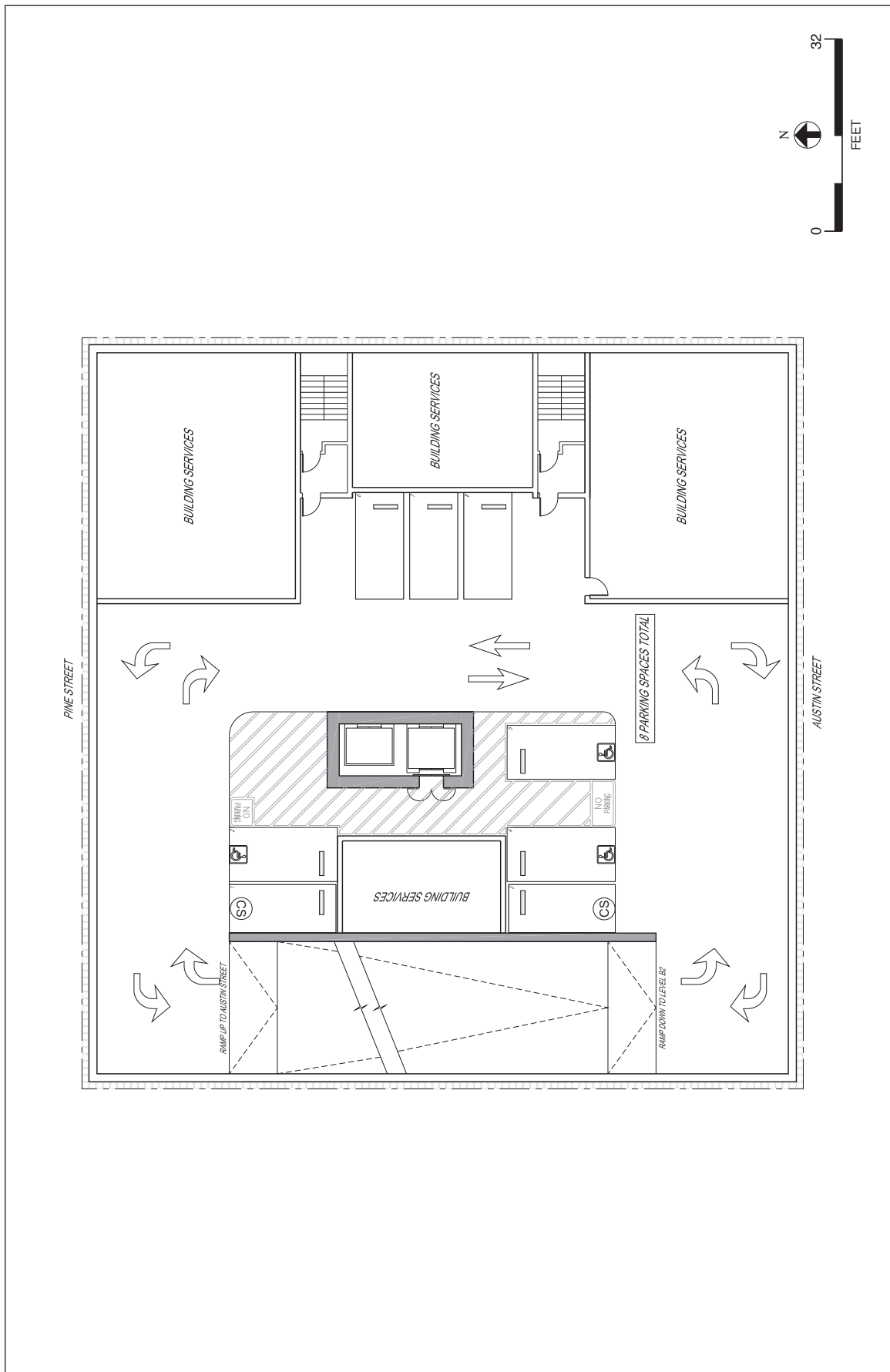
PROPOSED PARKING, LOADING, AND BICYCLE PARKING

The proposed project would include two below-grade 15,000-gsf basement levels with space for 82 parking spaces. Access would be provided via the driveway at the west end of the Austin Street frontage. Eight parking spaces (two car-share spaces, three standard spaces, and three handicap-accessible spaces) as well as space for stairs, elevators, storage, and mechanical, electrical and plumbing systems would be provided at Basement Level 1 (see **Figure 2.10: Proposed Basement Level 1 Plan**). Basement Level 2 would have 74 parking spaces in six stacker units as well as space for stairs and elevators (see **Figure 2.11: Proposed Basement Level 2 Plan**). No off-street parking is proposed for the 2,844 gsf of ground floor retail/art gallery uses.

The proposed project would not include an on-site off-street loading space. Instead, the existing metered commercial loading spaces located on the south side of Austin Street to the east of the project site would be used for delivery and service vehicle trips. In addition, the project sponsor would request through the San Francisco Municipal Transportation Agency (SFMTA) that the existing 23-foot-wide curb cut on Pine Street (in front of 1545 Pine Street) be closed and designated as a metered commercial loading space. The proposed project would also provide 106 Class 1 bicycle parking spaces on the ground floor in two separate bicycle storage rooms, with access to the 66-space bicycle storage room via the centrally located residential entrances along Pine and Austin streets, and access to the 40-space bicycle storage room via a dedicated entrance along Austin Street. Eight Class 2 bicycle parking spaces would be provided on the Pine and Austin street sidewalks (two bicycle racks on each side) near the proposed residential entrances.

PROPOSED BUILDING FORM AND DESIGN

The proposed 137,712-gsf building would be 12 stories tall, plus two full basement levels, and approximately 128 feet in height measured along Pine Street from the center of the lots in the Van Ness SUD and 65 feet in height measured along Pine Street from the center of the lot in the Polk Street NCD (see **Figure 2.12: Proposed Pine Street (North) Elevation**). Because the easternmost 25 feet of the project site are within the 65-A Height and Bulk District and the westernmost 100 feet are within the 130-V Height and Bulk District, the proposed building would step up in height from 65 feet (or 6 stories) to about 128 feet (or 12 stories) from east to west.

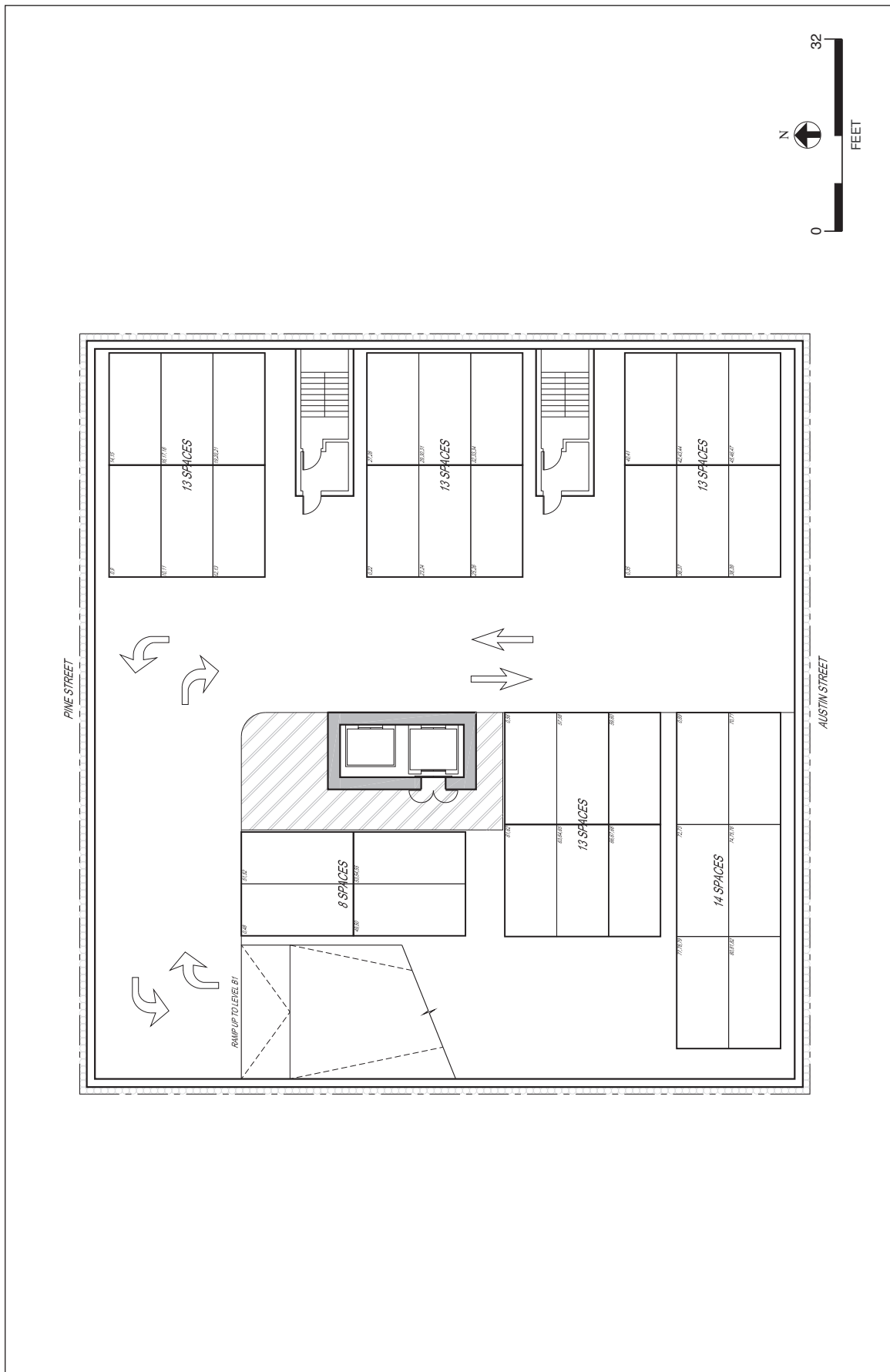


SOURCE: Architectonica, January 2014

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FIGURE 2.10: PROPOSED BASEMENT LEVEL 1 PLAN

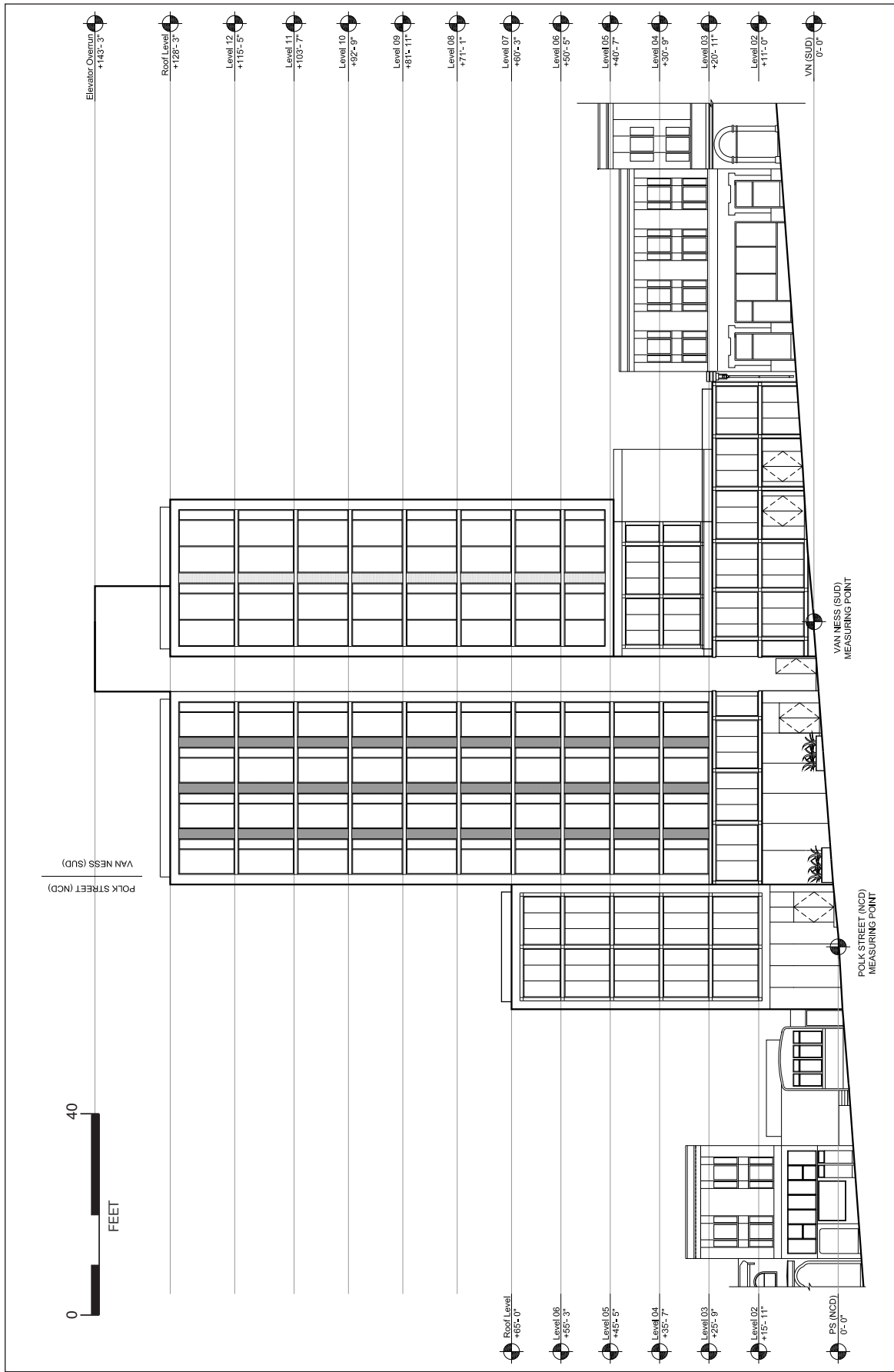


SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

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FIGURE 2.11: PROPOSED BASEMENT LEVEL 2 PLAN



SOURCE: Architectonica, January 2014

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FIGURE 2.12: PROPOSED PINE STREET (NORTH) ELEVATION

2. Project Description

According to the project architect, the proposed building design is intended to respond to the underlying zoning and height and bulk districts, the prevailing environmental characteristics of the project site, and adjacent development to the west toward Van Ness Avenue. The dimensions of the proposed project's overall development envelope would be articulated by setbacks from the property line at most floors and on all elevations. The setbacks would be aligned vertically to span floors and aligned horizontally to span structural bays, while acknowledging the street walls along Pine and Austin streets. These setbacks would create space for private terraces for some units and, according to the project architect, are intended to contribute visual interest with a play of vertical and horizontal forms and a depth of shadow.

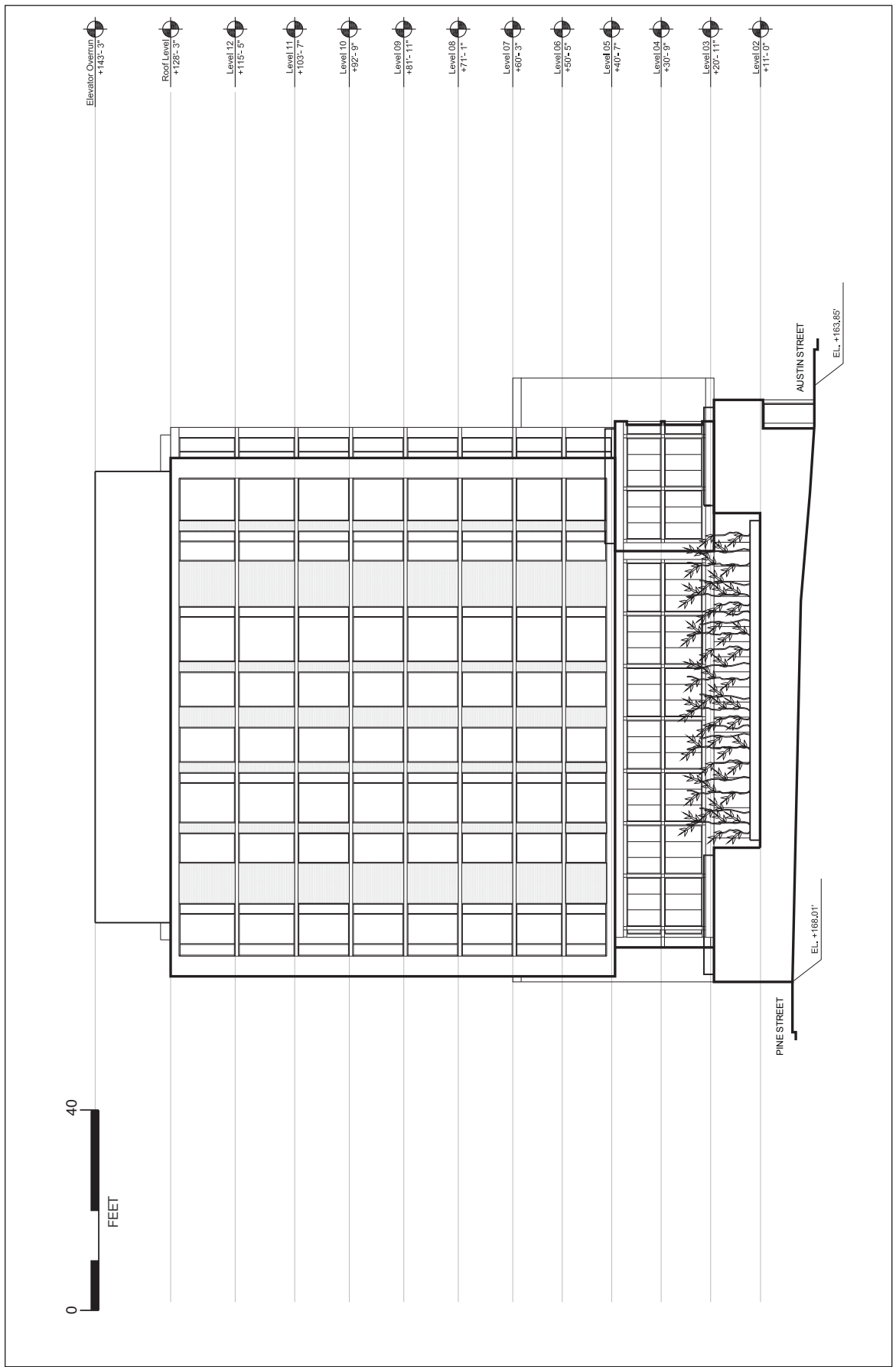
The proposed building massing would be organized into three main volumes: a two-story horizontal podium volume, a 65-foot-tall vertical volume (six stories) on the eastern portion of the project site, and an approximately 128-foot-tall vertical volume (rising 10 stories above the 2-story podium) on the western portion of the project site. The approximately 128-foot-tall vertical volume would be distinguished by a central building core that would extend vertically and terminate approximately 15 feet above the rooftop level. The building core would divide the upper residential floors into two distinct elements. The residential rooftop level would be defined by a continuous rooftop garden along its perimeter, separated by the uppermost portion of the building core that would house rooftop mechanical equipment, egress stairs, and the elevator overrun (see **Figure 2.5**, p. 2.11, **Figure 2.9**, p. 2.15, and **Figure 2.12**, p. 2.19).

The main frontage of the proposed building would be along the north property line on Pine Street (see **Figure 2.12**). The primary residential entrance would be centrally located within an approximately 45-foot-wide-by-11-foot-deep entry area punctuated with landscape containers. Above the primary residential entrance (Floors 2 to 12), the proposed building would project outward towards the north property line, providing approximately 4 feet of cantilevered shelter for the ground floor entry area below (see **Figures 2.5 to 2.9**, pp. 2.11 to 2.15). To the east and west of the residential entrance along Pine Street, ground floor retail uses would be developed. The westernmost retail use would consist of a double-height volume built out to the north property line and extending approximately 55 feet in from the west property line, with two entrances located centrally on the retail frontage. The 3rd and 4th floors of the approximately 128-foot-tall tower would be set back approximately 7 feet from the north property line with the floors above (Floors 5 to 12) cantilevering and extending to the north property line to align with the retail façade below (see **Figures 2.6 to 2.8**, pp. 2.12 to 2.14). The proposed 3rd and 5th floors would align horizontally with the prevailing height of the adjacent building to the west. According to the project architect, this alignment is intended to integrate the proposed new development into the context of existing development. East of the residential entrance, along the easternmost 25 feet of the Pine Street frontage, the retail use would be set back 8 feet from the north property line with the floors above (Floors 2 to 6) cantilevering and extending to the north

property line to provide shelter for the ground floor entry area below (see **Figures 2.6 and 2.7**, pp. 2.12 to 2.13).

The proposed building would be developed to the west property line at the ground floor (see **Figure 2.13: Proposed West Elevation**). At the 2nd floor along the central portion of the west elevation, the proposed building would be set back approximately 26 feet from the west property line, allowing for a transition from the approximately 128-foot-tall tower to the existing adjacent development to the west. This setback area would provide approximately 1,723 sq. ft. of private open space at the 2nd floor and would be bounded to the north by the upper portion of the proposed double-height retail space and to the south by the single-story 2nd floor residential space. As the west façade rises from the private open spaces located on the 2nd floor, a two-story horizontal sub-volume would be developed at the 3rd and 4th floors, with the two southernmost structural bays set back approximately 12 feet from the west property line and approximately 8 feet from the south property line (see **Figure 2.6**, p. 2.12, **Figure 2.13**, and **Figure 2.14: Proposed Austin Street (South) Elevation**). To the north, the seven structural bays of this horizontal sub-volume would be set back approximately 26 feet from the west property line. The depth of the setback of the seven structural bays to the north would decrease to 24 feet at the upper floors (Floors 5 to 12). At the 5th floor, the setback of the two southernmost structural bays would increase to be approximately 24 feet from the west property line, would align with the upper floor setback of the seven structural bays to the north, and would be set back approximately 16 feet from the south property line (see **Figures 2.7 and 2.8**, pp. 2.13 to 2.14). The fully articulated west façade would be visible from Van Ness Avenue (see **Figure 2.5**, p. 2.11, and **Figure 2.13**).

The rear frontage of the proposed building would be along the south property line on Austin Street. At the ground floor, setbacks of varying depths would include a 5-foot-deep setback at the southeast corner, where the proposed art gallery would be located; an approximately 14-foot-deep setback at the centrally located Austin Street residential entrance; and an approximately 10-foot-deep setback at the west end of the property, where access to the below-grade parking would be provided (see **Figure 2.4**, p. 2.9, and **Figure 2.14**). At the 2nd floor, a continuous single story would extend the full 125-foot width of the Austin Street frontage. The 2nd floor would be set back approximately 5 feet from the south property line, providing shelter for the proposed ground floor entry areas below (see **Figure 2.5**, p. 2.11). Along the easternmost 25 feet of the Austin Street frontage, the proposed residential tower would be developed to the south property line at the 3rd floor, rising in height to 65 feet (six stories) without any other setbacks (see **Figures 2.6 and 2.7**, pp. 2.12 to 2.13). Setbacks of varying sizes and depths would articulate the mass of the central portion of the Austin Street façade, providing approximately 1,171 sq. ft. of private open space at the 3rd and 5th floors (see **Figures 2.6 to 2.9**, pp. 2.12 to 2.15).

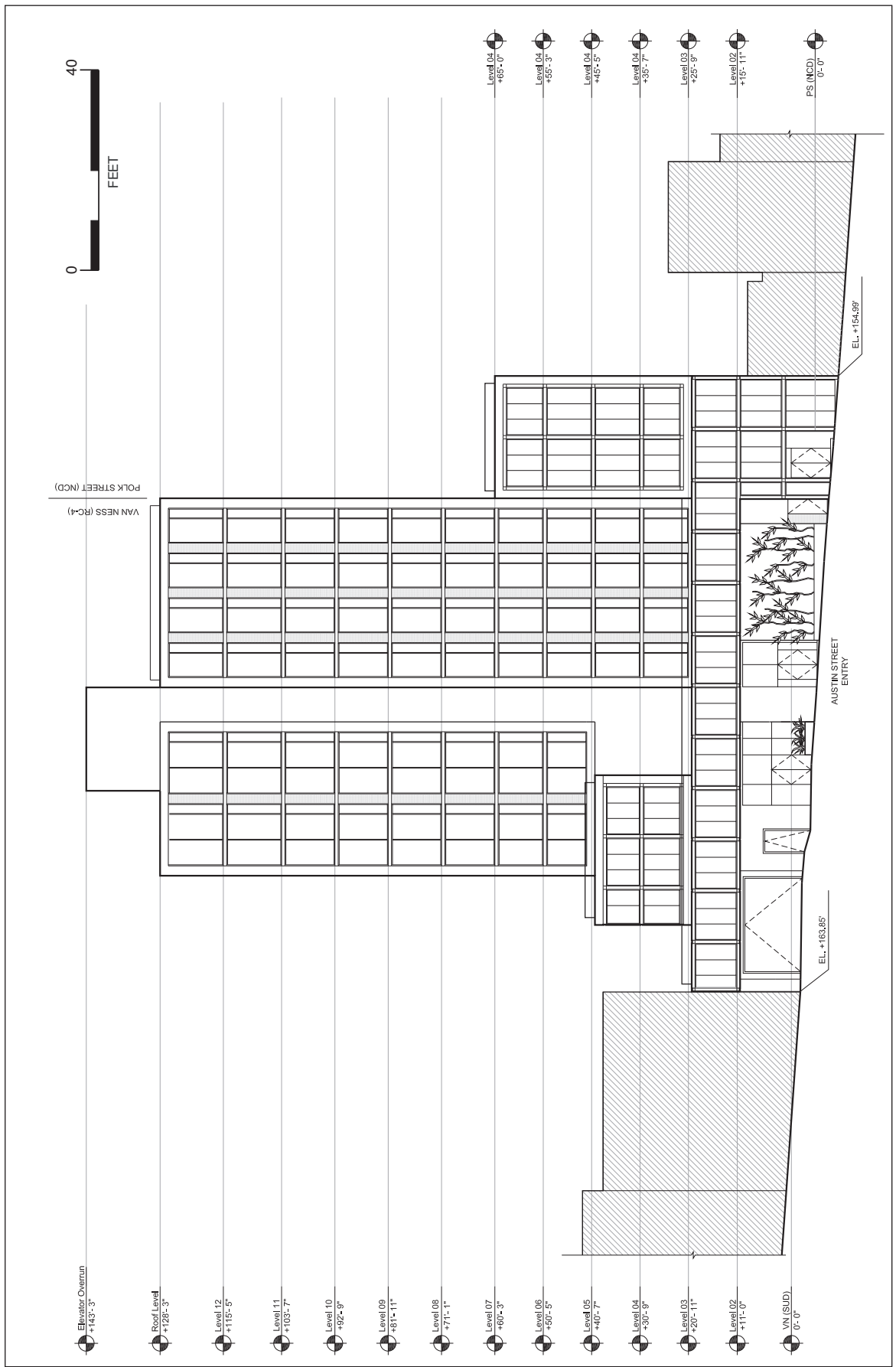


SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.13: PROPOSED WEST ELEVATION



SOURCE: Architectonica, January 2014

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.14: PROPOSED AUSTIN STREET (SOUTH) ELEVATION

2. Project Description

The east façade of the proposed building would include a centrally located 800-sq.-ft. common open space on the ground floor that would extend to the full height of the 65-foot-tall portion of the proposed residential tower (see **Figure 2.4**, p. 2.9, and **Figure 2.15: Proposed East Elevation**). The east façade would be clad with glass fiber reinforced concrete panels of varying size and color. Approximately 2,394 sq. ft. of private open space would be developed on the rooftops of the 65-foot-tall portion of the proposed residential tower (see **Figure 2.8**, p. 2.14).

According to the project architect, the exterior envelope of the proposed building would be clad in a variety of materials. As currently designed, the materials palette for the façades would consist of glass fiber reinforced concrete panels, painted metal panels, painted aluminum glazed curtainwall and storefront systems, exposed architectural concrete, and glass balustrades.

The proposed project would include integrated downward-pointing perimeter lighting designs along Pine and Austin streets to ensure nighttime safety. Exterior signage and sign illumination would be developed in accordance with the requirements set forth in the Van Ness Special Sign District and Special Sign District for Sign Illumination.

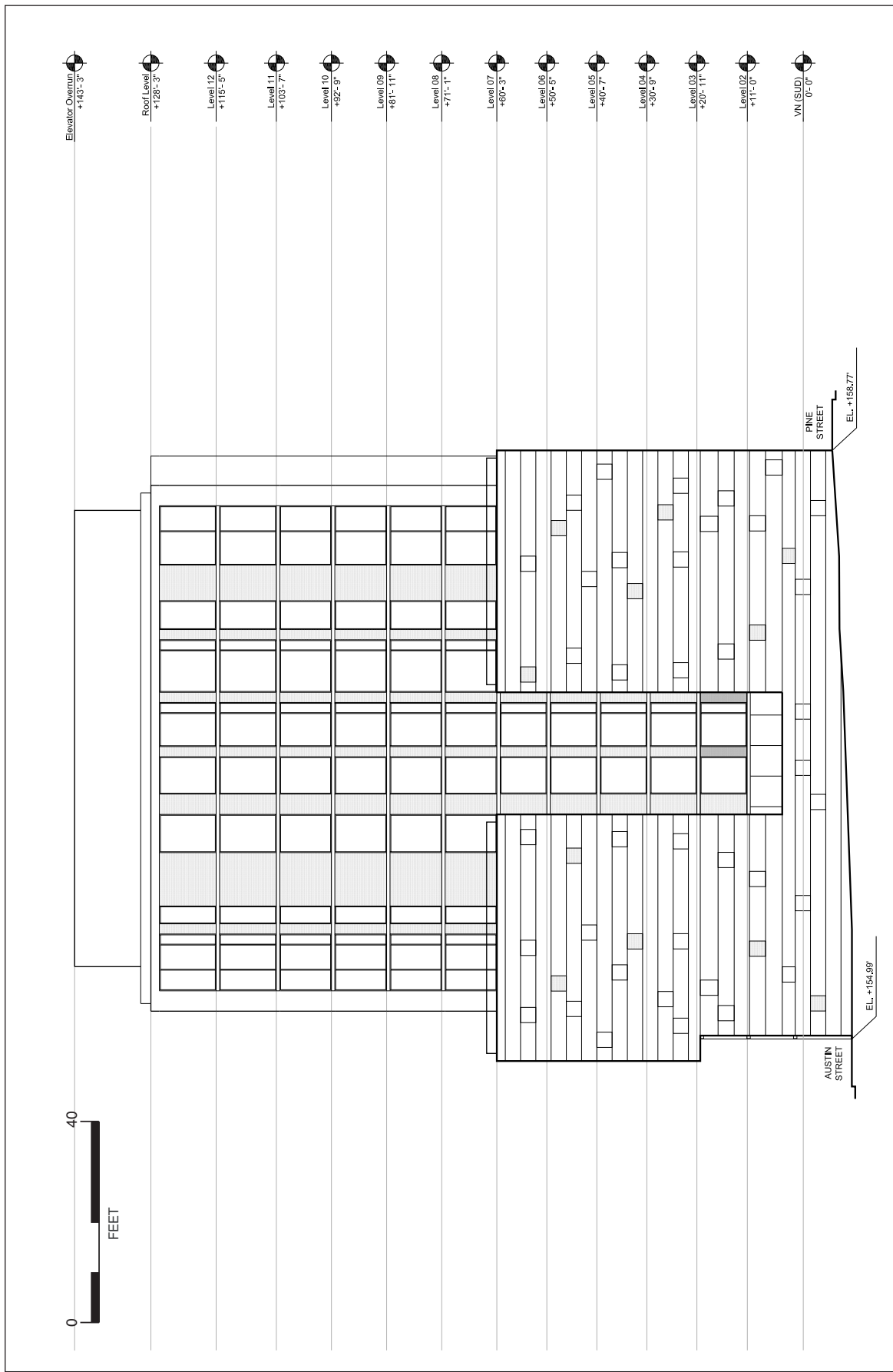
Development proposed to be over 50 feet tall in the Van Ness SUD requires Conditional Use authorization. To meet the Van Ness SUD requirements, the proposed project would provide ground floor setbacks along both Pine and Austin streets and setbacks of varying depths along the Pine Street, Austin Street, and west façades to preserve the existing view corridors along Pine Street and to maintain an appropriate scale and maximize the amount of available sunlight on Austin Street.

PROPOSED RESIDENTIAL OPEN SPACE

A total of 5,288 sq. ft of private open space for 11 of the 107 proposed residential units would be provided in the form of private terraces at the 2nd floor (1,723 sq. ft.), the 3rd floor (840 sq. ft.), the 5th floor (331 sq. ft.), and the 7th floor (2,394 sq. ft.) (see **Figures 2.5 to 2.8**, pp. 2.11 to 2.14). The remaining 96 residential units would be served by the proposed 6,658-sq.-ft. common open space on the building's rooftop and the proposed 800-sq.-ft. common open space on the ground floor (see **Figures 2.4 and 2.9**, pp. 2.9 and 2.15).

PROPOSED LANDSCAPING

The proposed building would cover the project site with impervious surfaces (buildings and paving), similar to existing conditions. The project sponsor would retain the three existing street trees along Pine Street and would plant up to four new street trees along Pine Street and up to six new street trees along Austin Street, all at 14- to 18-foot intervals. The Department of Public Works (DPW) has indicated concern regarding the width of Austin Street and its sidewalks and the appropriateness of adding street trees along that frontage. Based on DPW's concerns, the



SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.15: PROPOSED EAST ELEVATION

2. Project Description

Zoning Administrator may waive the requirement for street trees along Austin Street. In this case, the project sponsor would pay an in-lieu fee under Planning Code §428, which would be transferred to DPW's Adopt-A-Tree Fund.

The project sponsor would provide on-site landscaping at the ground floor, on private terraces, and on the rooftop common open space. At the ground floor, landscaping would be provided in containers and/or as a green wall in the setback areas on Pine and Austin streets. The 800-sq.-ft. ground floor outdoor common open space would include built-in seating, a landscaped garden, and a green wall. The 6,658-sq.-ft. rooftop outdoor common open space would include landscaping containers along the building perimeter, built-in seating, and moveable chairs. A "green roof" on the top of the proposed two-story retail space at the northwest corner of the project site along Pine Street is also proposed.

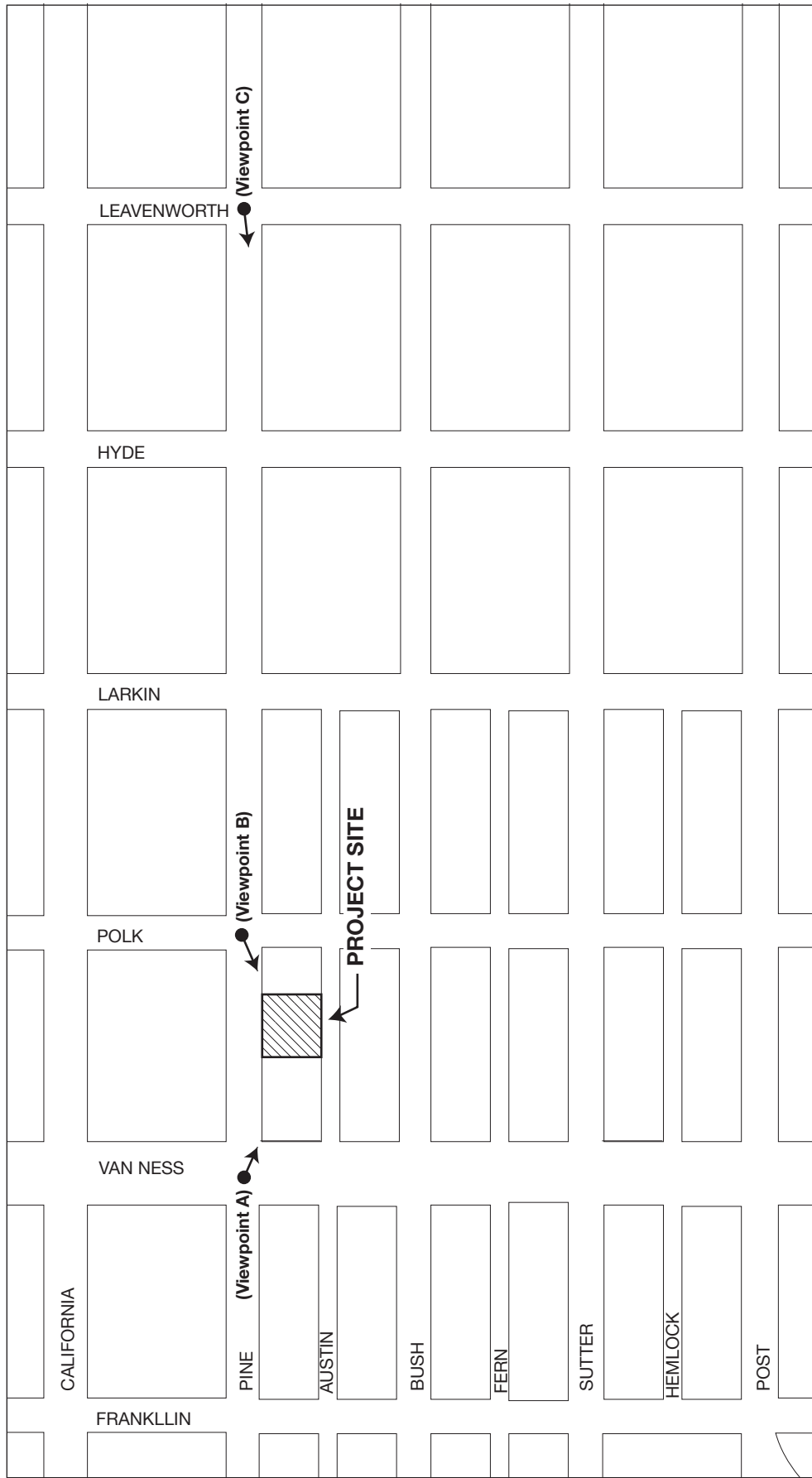
PHOTOSIMULATIONS OF THE PROPOSED PROJECT⁷

The proposed infill project would replace five low-rise (between 20-25 feet in height) buildings with one high-rise structure with varied height and massing up to approximately 128 feet and would be viewed within the urban context of existing and comparably scaled buildings in the vicinity (i.e., the 25-story Holiday Inn at 1500 Van Ness Avenue and the 14-story San Francisco Towers at 1661 Pine Street).⁸ An independent consultant photographed the project site from a range of publicly accessible vantage points around the project site. From these photographs, the Planning Department selected three representative views that show the project site and its surrounding visual context, which is varied, reflecting a dense, low- to mid-rise pattern of building heights, and the visual qualities of a diversity of construction eras and building uses.

Figure 2.16: Viewpoint Locations shows the locations from which the photographic views were taken. The existing views from Van Ness Avenue and Pine Street (Viewpoint A), from Polk and Pine streets (Viewpoint B), and from Leavenworth and Pine streets (Viewpoint C) represent the baseline visual conditions of the project site and its vicinity and are representative of a range of views from publicly accessible points around the project site from which the proposed project would be most prominent.

⁷ The proposed project is subject to Public Resources Code §21099(d), which eliminates aesthetics as an impact that can be considered in determining the significance of physical environmental effects under the California Environmental Quality Act for projects meeting certain criteria. Accordingly, this EIR does not contain a separate discussion of the topic of Aesthetics. Photosimulations of the proposed project are provided for informational purposes only. See **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, for further discussion of Public Resources Code §21099(d).

⁸ Low-rise buildings are up to 40 feet tall, mid-rise buildings are up to 85 feet tall, and high-rise buildings are at least 85 feet tall. (California Health and Safety Code Section 13210(b)). Available online at <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=hsc&group=13001-14000&file=13210-13217>. Accessed March 18, 2014.



SOURCE: Turnstone Consulting; Square One Productions

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.16: VIEWPOINT LOCATIONS

2. Project Description

These mid-range and long-range views of existing conditions are presented in **Figure 2.17: View Along Pine Street, Looking East from Van Ness Avenue (Viewpoint A)**, **Figure 2.18: View Along Pine Street, Looking West from Polk Street (Viewpoint B)**, and **Figure 2.19: View Along Pine Street, Looking West from Leavenworth Street (Viewpoint C)** (denoted on the figures as “Existing”). Computer-generated photosimulations depicting the proposed project superimposed within the existing visual setting (denoted on the figures as “Proposed”) are presented as part of the figure on the same page as the view of existing conditions, allowing the reader to compare existing photographic views with photosimulations of the proposed project, placed within the visual context of the project site.

PROJECT CONSTRUCTION

Foundation and Excavation

According to the *Preliminary Geotechnical Investigation*, the proposed building would be constructed on a mat foundation on compacted subsurface soils.⁹ No pile driving is proposed. The construction below grade would include reinforced concrete walls. The proposed project would have an estimated depth of excavation for the two basement levels of up to 40 feet below the ground surface (bgs). Below-grade excavations would require temporary shoring, e.g., soldier beams and tie-backs¹⁰ or a secant pile wall,¹¹ to support the planned cuts. Underpinning would also be required along the east and west property lines to support adjacent structures. Approximately 18,000 cubic yards of excavated soil would be removed from the project site.

Construction Phasing and Duration

The project sponsor estimates that construction of the proposed project would start in winter 2014 and would take approximately 23 months, with the proposed building ready for occupancy in winter 2016. Demolition would take about 3 weeks. Basement construction would take a total of about 17 weeks with the following phases: about 12 weeks of excavation and shoring work, and about 5 weeks to construct the mat and basement floor slabs and basement walls. Above-ground building construction, exterior finishing, and interior finishing would take a total of about 18 months, with some work overlap. The project sponsor estimates that the cost of construction of the proposed project would be approximately \$35.2 million dollars.

⁹ Cornerstone Earth Group, *Preliminary Geotechnical Investigation, Pine Street Development, 1527-1545 Pine Street, San Francisco, California*, June 13, 2013, pp. 7 to 14. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

¹⁰ Steel H-shaped soldier beams are installed in pre-drilled holes along the face of a planned cut to support timber lagging boards placed horizontally between the soldier piles during excavation. The soldier beams are braced for deep excavations with tie-back anchors that are secured in place behind the face of the planned cut.

¹¹ Secant pile walls are formed by constructing intersecting concrete piles that are reinforced with either steel rebar or with steel beams and are constructed by either drilling under mud or augering.



Existing



Proposed

SOURCE: Square One Productions

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.17: VIEW ALONG PINE STREET, LOOKING EAST FROM VAN NESS AVENUE (VIEWPOINT A)



Existing



Proposed

SOURCE: Square One Productions

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.18: VIEW ALONG PINE STREET, LOOKING WEST FROM POLK STREET (VIEWPOINT B)



Existing



Proposed

SOURCE: Square One Productions

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 2.19: VIEW ALONG PINE STREET, LOOKING WEST FROM LEAVENWORTH STREET (VIEWPOINT C)

2. Project Description

REQUIRED PROJECT APPROVALS

The proposed project would require the approvals listed below. These approvals may be considered in conjunction with the required environmental review, but may not be granted until the required environmental review process is completed.

Actions by the Planning Commission

- Adoption of *General Plan* Priority Policy Conformity findings.
- Approval of a Conditional Use authorization for development of a structure over 50 feet tall in the Van Ness SUD.
- Granting of an exception from the pedestrian wind comfort criterion (Planning Code §243(c)(10)(B)).

Actions by the Zoning Administrator

- Granting of a parking reduction exception to provide off-street parking at a ratio of less than one parking space for each dwelling unit (Planning Code §243(c)(9)(F), §307(g), and §307(i)).
- Granting of a rear yard modification or waiver (Planning Code §134(a)(1), §134(e)(1), §243(c)(7), and §307(g)).
- Granting of a variance from the dwelling unit exposure requirements for 26 of the 107 proposed dwelling units that do not face on an open area meeting the requirements of the Planning Code (Planning Code §140(a) and §305).
- Granting of a variance from the off-street loading requirements (Planning Code §152).
- Granting of a variance from the active street frontage requirements for Austin Street (Planning Code §145.1).

Actions by Other City Departments

- Approval of a lot merger (Planning Department and Department of Public Works).
- Approval of site permit (Planning Department and Department of Building Inspection).
- Approval of demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- Approval of project compliance with the Stormwater Design Guidelines (Department of Public Works).
- Approval of a site mitigation plan (San Francisco Department of Public Health).
- Approval of a stormwater control plan (San Francisco Public Utilities Commission).

The Planning Commission's approval of the Conditional Use authorization constitutes the Approval Action for the project, pursuant to §31.04(h) of the San Francisco Administrative Code.

3. PLANS AND POLICIES

In accordance with CEQA Guidelines §15125(d), this chapter discusses potential conflicts between the proposed project and applicable local, regional, State, and Federal plans and policies. Policy conflicts do not, in and of themselves, indicate a significant environmental effect within the meaning of CEQA. To the extent that physical environmental impacts may result from such conflicts, such impacts are analyzed in this EIR in the specific topical sections in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, and in Section E, Evaluation of Environmental Effects, of the Notice of Preparation/Initial Study (NOP/IS) that was published on November 6, 2013 (**Appendix A** to this EIR).

A. CONSISTENCY WITH APPLICABLE PLANS AND POLICIES

The proposed project was reviewed for inconsistencies with the following plans and policies:

- *San Francisco General Plan*
- *Van Ness Avenue Area Plan*
- *San Francisco Planning Code*
- *Accountable Planning Initiative (Planning Code §101.1)*
- *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*
- *San Francisco Transit First Policy (City Charter, §8A.115)*
- *San Francisco Bicycle Plan*
- *San Francisco Better Streets Plan*
- *San Francisco Sustainability Plan*
- *San Francisco Congestion Management Program*
- *Regional Water Quality Control Board's Water Quality Control Plan for the San Francisco Bay Basin*
- *Bay Area Air Quality Management District's Bay Area 2010 Clean Air Plan*
- *Metropolitan Transportation Commission's Transportation 2035 Plan for the San Francisco Bay Area*
- *Association of Bay Area Governments' Projections and Priorities 2009*

Potential inconsistencies with the *San Francisco General Plan*, the *San Francisco Planning Code*, and the *Accountable Planning Initiative* are discussed below. No inconsistencies with the other plans and policies listed above were identified.

3. Plans and Policies

B. SAN FRANCISCO GENERAL PLAN

The *San Francisco General Plan (General Plan)* is the embodiment of the City's vision for the future of San Francisco.¹ It is comprised of a series of ten elements, each of which deals with a particular topic that applies citywide: Air Quality, Arts, Commerce and Industry, Community Facilities, Community Safety, Environmental Protection, Housing, Recreation and Open Space, Transportation, and Urban Design.

Development in San Francisco is subject to the *General Plan*, which provides general policies and objectives to guide land use decisions and contains some policies that relate to physical environmental issues. The Planning Department, the Zoning Administrator, the Planning Commission, and other City decision-makers will evaluate the proposed project for conformance with the objectives and policies of the *General Plan*, and will consider potential conflicts as part of the decision-making process. The consideration of *General Plan* objectives and policies is carried out independent of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project.

Conflicts with plans, policies, or regulations do not indicate a significant environmental effect. To the extent that physical environmental impacts may result from such conflicts, these impacts are analyzed under the relevant environmental topic in the Initial Study (Section E, Evaluation of Environmental Effects) or in the EIR (**Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**). The consistency of the proposed project with plans, policies, and regulations that do not relate to physical environmental issues will be considered by City decision-makers when they determine whether to approve, modify, or disapprove the proposed project.

As discussed below, the proposed project would be inconsistent with some of the objectives and policies of the *General Plan's* Urban Design Element that relate to physical environmental effects. The Urban Design Element addresses the physical character and order of the City and the relationship between people and their environment. Some of the objectives of the Urban Design Element that are applicable to the proposed project include emphasizing the characteristic pattern which gives the City and its neighborhoods an image, a sense of purpose, and a means of orientation; conserving resources which provide a sense of nature, continuity with the past, and freedom from overcrowding; and moderating major new development to complement the City pattern, the resources to be conserved, and the neighborhood environment.

The proposed project would entail the demolition of five existing buildings ranging from 20 to 25 feet in height above street grade, including the existing building at 1545 Pine Street, which is a

¹ San Francisco Planning Department website, http://www.sf-planning.org/ftp/General_Plan/index.htm. Accessed January 15, 2014.

historic architectural resource. In their place, a 12-story mixed-use building with varied height and massing up to 130 feet would be constructed. The proposed project could potentially conflict with some policies of the Urban Design Element including, but not limited to:

- Policy 1.3: Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.
- Policy 2.4: Preserve notable landmarks and areas of historic, architectural, or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.
- Policy 3.2: Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.
- Policy 3.5: Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

VAN NESS AVENUE AREA PLAN

The *General Plan* also includes area plans, each of which focuses on a particular area of the City. The project site is in the area covered by the *Van Ness Avenue Area Plan*. The *Van Ness Avenue Area Plan* covers an area that is roughly bounded by Bay Street on the north, Polk Street on the east, Redwood Street on the south, and Franklin Street on the west. The primary focus of the *Van Ness Avenue Area Plan* is to promote the continuation of existing commercial uses and the addition of substantial new housing with densities compatible with the existing character that reinforces the existing topography and urban pattern. Some of the objectives of the *Van Ness Avenue Area Plan* that are applicable to the proposed project include adding a significant increment of new housing; encouraging development which reinforces the topography and urban pattern and defines and gives variety to Van Ness Avenue; encouraging distinguished architecture whose scale, composition, and detailing enhances the overall design structure of Van Ness Avenue and relates to human scale; and preserving significant buildings.

The proposed demolition of the existing building at 1545 Pine Street could potentially conflict with policies of the *Van Ness Avenue Area Plan* including, but not limited to:

- Policy 11.1: Avoid demolition or inappropriate alteration of historically and architecturally significant buildings.
- Policy 11.4: Encourage architectural integration of new structures with adjacent significant and contributory buildings.

The physical environmental impacts that could result from the potential conflicts noted above are discussed in **Section 4.B, Historic Architectural Resources**. Two alternatives to the proposed project, the Preservation Alternative and the Partial Preservation Alternative, would preserve all or part of the existing historic resource at 1545 Pine Street. These alternatives and their environmental impacts are discussed in **Chapter 6, Alternatives**.

C. SAN FRANCISCO PLANNING CODE

The Planning Code, which incorporates by reference the City's Zoning Map, implements the *San Francisco General Plan* and governs permitted uses, density, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) a project complies with the Planning Code, (2) allowable exceptions are granted pursuant to provisions of the Planning Code, or (3) amendments to the Planning Code are included as part of the project.

USE DISTRICTS

The western portion of the project site is in a Residential-Commercial, High Density (RC-4) District and the Van Ness Special Use District (Van Ness SUD), and the eastern portion of the project site is in the Polk Street Neighborhood Commercial District (Polk Street NCD). Planning Code §209.1 through §209.9 regulate the types of land uses that are principally permitted, conditionally permitted, or not permitted in an RC-4 District. Planning Code §243 and §253.2 present the requirements for the Van Ness SUD. Planning Code §723.40 through §723.95 regulate the types of land uses that are principally permitted, conditionally permitted, or not permitted in the Polk Street NCD. A variety of other Planning Code sections identify requirements for rear yards, usable open space, streetscape improvements, dwelling unit exposures, required off-street parking and loading, required bicycle parking, and car sharing.

The proposed project would require a Conditional Use authorization, an exception, and modifications/variances for the following features, but would not conflict with any provisions of the Planning Code:

- Conditional Use authorization from the Planning Commission to construct a building exceeding a height of 50 feet in the Van Ness SUD (Planning Code §253.2). The proposed project would exceed a height of 50 feet and would provide setbacks of varied depths along the Pine, Austin, and west façades.
- Granting of an exception from the pedestrian wind comfort criterion by the Planning Commission (Planning Code §243(c)(10)(B)). The proposed project would result in wind speeds that exceed the pedestrian comfort criterion of 11 mph at some locations near the project site.
- Granting of a rear yard modification or waiver by the Zoning Administrator (Planning Code §134(a)(1), §134(e)(1), §243(c)(7), and §307(g)). Although the proposed building would be set back from the Austin Street right-of-way, the setback would not provide a rear yard with the minimum required depth of 25 feet.
- Granting of a dwelling unit exposure variance by the Zoning Administrator (Planning Code §140(a) and §305). The proposed project would not provide the required exposure for 26 of the 107 proposed dwelling units in the interior of the lot (the dwelling units that do not face either Pine Street or Austin Street).

- Granting of a variance from the off-street loading requirements (Planning Code §152). The proposed project would not provide the required off-street loading space. Instead, the proposed project would use the existing metered commercial loading spaces on the south side of Austin Street. In addition, the project sponsor would request that the San Francisco Municipal Transportation Agency designate a new metered commercial loading space on Pine Street in front of the project site.
- Granting of a variance from the active street frontage requirements for Austin Street (Planning Code §145.1). The proposed ground-floor bicycle storage rooms along Austin Street do not meet the definition of “active use” and, therefore, do not comply with the active street frontage requirements.
- Granting of an off-street parking reduction exception by the Zoning Administrator to provide parking at a ratio of less than one space for each dwelling unit (Planning Code §243(c)(9)(F), §307(g), and §307(i)). The proposed project would not provide off-street parking at the required ratio of one space for each dwelling unit.

Implementation of the proposed project would not require the adoption of any legislative amendments to the provisions of the Planning Code or Zoning Maps.

HEIGHT AND BULK DISTRICTS

The western portion of the project site is in a 130-V Height and Bulk District, and the eastern portion of the project site is in a 65-A Height and Bulk District. The proposed project would not conflict with any of the height limits or bulk requirements in either of these districts.

THE ACCOUNTABLE PLANNING INITIATIVE

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added §101.1 to the Planning Code and established eight Priority Policies. These policies are (1) preservation and enhancement of neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such businesses; (2) conservation and protection of existing housing and neighborhood character to preserve the cultural and economic diversity of neighborhoods; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles that impede Muni transit service or that overburden streets or neighborhood parking; (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) preservation of landmarks and historic buildings; and (8) protection of parks and open space and their access to sunlight and vistas.

The proposed demolition of the existing building at 1545 Pine Street would conflict with Priority Policy No. 7. The physical environmental impacts that could result from the proposed demolition are discussed in **Section 4.B, Historic Architectural Resources**.

3. Plans and Policies

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 action is consistent with the Priority Policies. The consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, or in Section E, Evaluation of Environmental Effects, of the NOP/Initial Study (see **Appendix A** to this EIR), providing information for use in the case report for the proposed project. The staff reports and approval motions prepared for the decision-makers will include a comprehensive project analysis and findings regarding the consistency of the proposed project with the Priority Policies.

4. ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION MEASURES

A. INTRODUCTION

This chapter of the EIR addresses the physical environmental effects of the proposed project. The Planning Department distributed a Notice of Preparation/Initial Study (NOP/IS) on November 6, 2013, announcing its intent to prepare and distribute an EIR to solicit comments from the public about the scope of this EIR (the NOP/IS is presented as **Appendix A** to this EIR).

The Initial Study determined that project-specific and cumulative impacts in certain topic areas would have no impact or less-than-significant impacts, and therefore would not require analysis in this EIR. The topics of Land Use and Land Use Planning; Aesthetics (Light and Glare only); Population and Housing; Cultural and Paleontological Resources (Archeological and Paleontological Resources only); Transportation and Circulation (Air Traffic Patterns only) Noise; Air Quality; Greenhouse Gas Emissions; Wind and Shadow; Recreation; Utilities and Service Systems; Public Services; Biological Resources; Geology and Soils; Hydrology and Water Quality; Hazards and Hazardous Materials; Mineral and Energy Resources; and Agricultural and Forest Resources will not be discussed further in the EIR. Please refer to the **Initial Study in Appendix A** to this EIR for a discussion of these topics.

The Initial Study determined that the proposed project could result in potentially significant impacts in the following topic areas: Aesthetics (except Light and Glare), Cultural and Paleontological Resources (except Archeological and Paleontological Resources), and Transportation and Circulation (except Air Traffic Patterns). Except for Aesthetics, these topics are evaluated in this EIR. The following discussion explains why this chapter of the EIR does not include consideration of aesthetics-related impacts.

SENATE BILL 743 AND PUBLIC RESOURCES CODE §21099

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which became effective on January 1, 2014.¹ Among other provisions, SB 743 amended CEQA by adding Public

¹ State of California Legislative Information website. The text of SB 743 is available online at http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743. Accessed January 9, 2014.

4. Environmental Setting, Impacts, and Mitigation Measures

Resources Code §21099 regarding the analysis of aesthetics and parking impacts for certain urban infill projects in transit priority areas.²

Aesthetics and Parking Analysis

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

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

The proposed project meets each of the above three criteria, and thus this EIR does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.³

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

The Planning Department recognizes that the public and decision-makers nonetheless may be interested in information pertaining to the aesthetic effects of a proposed project and may desire that such information be provided as part of the environmental review process. Therefore, some of the information that would have otherwise been provided in an aesthetics section of the EIR (i.e., “before” and “after” visual simulations) has been included in **Chapter 2, Project**

² A “transit priority area” is defined as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in California Public Resources Code §21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco’s Transit Priority Areas is available online at <http://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf>.

³ San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist*, 1527-1545 Pine Street Mixed-Use Project, Case No. 2006.0383E, May 2, 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

4. Environmental Setting, Impacts, and Mitigation Measures

Description, of this EIR. However, this information is provided solely for informational purposes and is not used to determine the significance of the environmental impacts of the project, pursuant to CEQA.

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

FORMAT OF THE ENVIRONMENTAL ANALYSIS

This chapter contains two sections in addition to this Introduction, each addressing a different environmental topic. They are **Section 4.B, Historic Architectural Resources**, and **Section 4.C, Transportation and Circulation**. Each of these sections contains the following subsections: Introduction, Environmental Setting, Regulatory Framework, and Impacts and Mitigation Measures.

The Introduction subsection describes each environmental topic and the types of impacts that are analyzed, refers the reader to the pages in the Initial Study that address the topic, and summarizes the Initial Study conclusion(s) for the topic.

For each environmental topic, the Environmental Setting subsection describes the existing physical conditions in the project site vicinity. Existing conditions are those physical conditions that existed at the time that the proposed project's NOP/IS was published on November 6, 2013. These conditions serve as a baseline for the analysis of potential environmental impacts (adverse physical changes) that may result from implementation of the proposed project, presented under the Impacts and Mitigation Measures subsection (described below).

The Regulatory Framework subsection describes Federal, State, and local regulatory requirements that are directly applicable to the environmental topic. It also includes an overview of local approvals required and the relevant project exceptions or zoning modifications the proposed project is seeking.

The Impacts and Mitigation Measures subsection describes the physical environmental impacts of the proposed project, as well as any mitigation measures that could reduce impacts to less-than-significant levels. This subsection begins with a listing of the significance thresholds used to assess the severity of the environmental impacts for that particular topic. These thresholds reflect the Planning Department's Initial Study checklist. **Section 4.B, Historic Architectural Resources**, and **Section 4.C, Transportation and Circulation**, include a topic-specific

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“Approach to Analysis,” which follows the “Significance Thresholds” subsection. This discussion explains the parameters, assumptions, and data used in the analysis. (The general approach used to evaluate project-level and cumulative environmental impacts of all topics is described under “Approach to Project-Level Analysis” and “Approach to Cumulative Analysis” on pp. 4.A.5 to 4.A.8.) This is followed by a “Project Features” discussion, which summarizes aspects of the project relevant to each topic.

Under the “Impact Evaluation” discussion, the project-level impact analysis for each topic begins with an impact statement that reflects the applicable significance thresholds. Some significance thresholds may be combined in a single impact statement, if appropriate. Each impact statement is keyed to a subject area abbreviation (e.g., CP for Cultural and Paleontological Resources) and an impact number (e.g., 1, 2, 3) for a combined alpha-numeric code (e.g., Impact CP-1, Impact CP-2, Impact CP-3). When significant impacts are identified, mitigation measures are presented to avoid, eliminate, or reduce significant adverse impacts of the proposed project, if any are available. Improvement measures are identified that would further reduce less-than-significant effects of the proposed project. Each mitigation measure corresponds to its impact statement and has an “M” in front to signify it is a mitigation measure (e.g., Mitigation Measure M-CP-1 for a mitigation measure that corresponds to Impact CP-1). If there is more than one mitigation measure for the same impact statement, each measure has a lowercase letter suffix (e.g., Mitigation Measures M-CP-1a and M-CP-1b). Improvement measures are designated by an “I” to signify “improvement measure,” the topic code, and a letter (e.g., I-CP-A).

Each impact statement describes the impact that would occur without mitigation. The level of significance of the impact is indicated in parentheses at the end of the impact statement based on the following terms:

- **No Impact** – No adverse changes (or impacts) to the environment are expected.
- **Less Than Significant** – Impact that does not exceed the defined significance criteria or would be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and Federal laws and regulations.
- **Less Than Significant with Mitigation** – Impact that is reduced to a less-than-significant level through implementation of the identified mitigation measure(s).
- **Significant and Unavoidable with Mitigation** – Impact that exceeds the defined significance criteria and can be reduced through compliance with existing local, State, and Federal laws and regulations and/or implementation of all feasible mitigation measures, but cannot be reduced to a less-than-significant level.
- **Significant and Unavoidable** – Impact that exceeds the defined significance criteria and cannot be eliminated or reduced to a less-than-significant level through compliance with existing local, State, and Federal laws and regulations and for which there are no feasible mitigation measures.

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Cumulative impacts of the proposed project are described in a separate subsection following the complete project-level impact analysis for each topic. Cumulative impact statements are numbered consecutively for each impact statement with a combined alpha-numeric code to signify it is a cumulative impact. For example, C-CP-1 refers to the first cumulative impact for Historic Architectural Resources, which is a subtopic of the broader environmental topic identified as Cultural and Paleontological Resources.

APPROACH TO PROJECT-LEVEL ANALYSIS

To evaluate the project impacts, each environmental topic in this chapter of the EIR addresses impacts related to the demolition of the five existing buildings on the project site and the construction and operation of an approximately 128-foot-tall building containing residences above ground floor retail/art gallery uses and two below-grade parking levels, as described in **Chapter 2, Project Description**.

APPROACH TO CUMULATIVE ANALYSIS

Potential cumulative impacts from the proposed project are analyzed for each environmental topic. Project contributions to significant cumulative impacts for each environmental topic, where those are identified in the impact analysis, are assessed to determine whether or not project contributions would be considerable. In accordance with CEQA, cumulative impacts may be analyzed by applying a list-based approach (a list of past, present, and reasonably foreseeable future projects, including projects outside the control of the lead agency), a plan-based approach (a summary of projections in an adopted general plan or related planning document), or a reasonable combination of the two.⁴ In general, the City and County of San Francisco uses a plan-based approach that relies on local/regional growth projections (i.e., population, jobs, and number and type of residential units). A combination of the two approaches was used for the analysis of cumulative impacts in this EIR. The plan-based approach is used, and augmented where applicable with the list-based approach, because there are other past, present, and reasonably foreseeable future projects in the project vicinity (defined as a ¼-mile radius) that, when combined with the proposed project, could result in cumulative effects. Therefore, the analysis of cumulative impacts accounts for the following reasonably foreseeable future projects for which the Planning Department has an Environmental Evaluation Application on file:

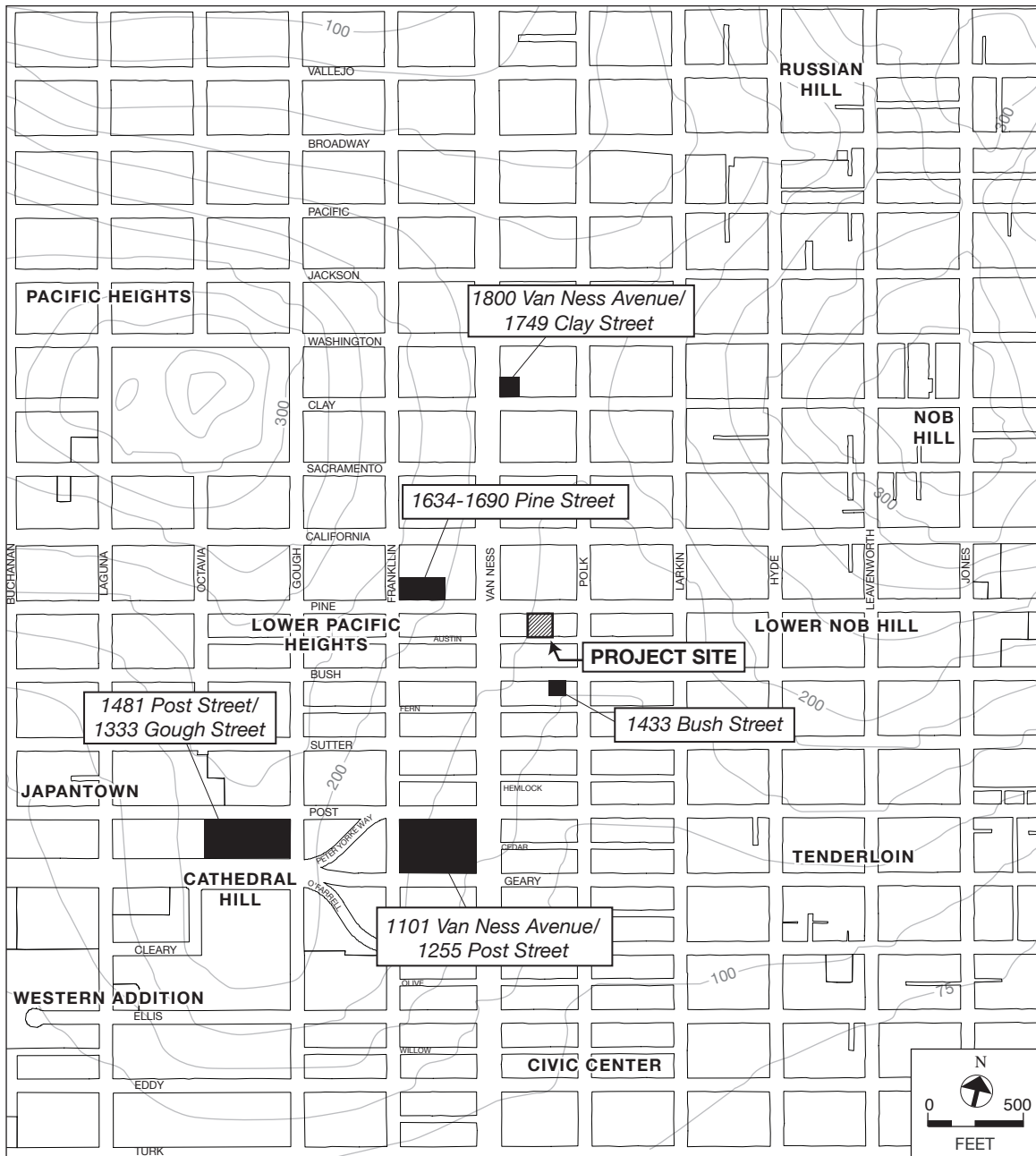
- **1433 Bush Street:** This project entails the demolition of a one-story building and the construction of an approximately 112-foot-tall, 63,130-gsf building containing up to a total of 26 dwelling units, 33 off-street parking spaces, and approximately 2,100 gsf of commercial space. (Planning Department Case File No. 2009.1074E)

⁴ CEQA Guidelines, §15130(b)(1).

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- **1634-1690 Pine Street:** This project entails the demolition of five existing commercial and industrial buildings and the construction of two 13-story residential towers containing a total of up to 260 dwelling units, 262 parking spaces, and approximately 4,900 gsf of commercial space. (Planning Department Case File No. 2011.1306E)
- **1481 Post Street / 1333 Gough Street:** This project entails the demolition of a parking garage structure (including the existing tennis courts, pool building, and private open space atop the pool building) on the west end of the project site and the surface parking lots at the northeast and southeast corners of the project site and the construction of a 36-story, 398-foot-tall residential building (416 feet including an 18-foot-tall mechanical penthouse) containing a total of up to 262 dwelling units, approximately 2,230 gsf of commercial space, and a 442-space subsurface parking garage. It also includes modifications to an existing residential building at 1333 Gough Street. (Planning Department Case File No. 2005.0679E)
- **1101 Van Ness Avenue / 1255 Post Street:** This project entails the demolition of the Cathedral Hill Hotel and office building and the construction of the Cathedral Hill campus of the California Pacific Medical Center (CPMC), which would include a hospital building (989,230 gsf, 12 stories, 226 feet tall, 304 beds, 276 parking spaces, as approved) on the west side of Van Ness Avenue and a 9-story medical office building on the east side of Van Ness Avenue. (Planning Department Case File No. 2005.0555E)
- **1800 Van Ness Avenue / 1749 Clay Street:** This project entails the demolition of a 2-story commercial structure and construction of an 8-story building and a 4-story building containing a total of 98 dwelling units, 103 parking spaces, and approximately 4,900 gsf of commercial space. (Planning Department Case File No. 2004.0339E)
- **Van Ness Avenue Bus Rapid Transit (BRT):** The Van Ness Avenue BRT project is a program to improve Muni bus service along Van Ness Avenue between Mission and Lombard streets through the implementation of operational and physical improvements. The operational improvements consist of (1) designating bus-only lanes to allow buses to travel with fewer impediments, (2) adjusting traffic signals to give buses more green lights at intersections, and (3) providing real-time bus arrival and departure information to passengers to allow them to manage their time more efficiently. The physical improvements consist of (1) building high-quality and well-lit bus stations to improve passenger safety and comfort and (2) providing streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations. (State Clearinghouse No. 2007092059)
- **Transit Effectiveness Project (TEP):** The TEP is aimed at improving reliability, reducing travel times, providing more frequent service, and improving Muni's overall network of bus routes and rail lines to better match current travel patterns. A Draft EIR for the TEP was published on July 10, 2013 and certified on March 27, 2014. (Planning Department Case File No. 2011.0558E)

Four out of the seven reasonably foreseeable future projects are mixed-use projects, one is a major health care institution project (CPMC), one is a corridor-specific transportation infrastructure project (Van Ness Avenue BRT), and the remaining project is a citywide transit improvement project (TEP). The locations of these projects in relation to the project site are shown in **Figure 4.A.1: Reasonably Foreseeable Projects in the Project Vicinity**.



SOURCE: San Francisco Planning Department

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 4.A.1: REASONABLY FORESEEABLE PROJECTS IN THE PROJECT VICINITY

4. Environmental Setting, Impacts, and Mitigation Measures

Surrounding neighborhoods are illustrated in **Figure 4.A.1** for context.

LAND USE SETTING

The Initial Study prepared for this project determined that the proposed project would not adversely affect neighborhood character; would not conflict with plans and policies adopted for the purpose of mitigating environmental effects; and would not disrupt or divide the neighborhood. As a result, the environmental topic of Land Use and Land Use Planning is not included in the EIR, as stated above on p. 4.A.1. A description of existing land uses in the vicinity of the project site is therefore presented in this introduction for informational purposes.

The project site is located in the southwest portion of San Francisco's Lower Nob Hill neighborhood on the south side of Pine Street, mid-block between Van Ness Avenue and Polk Street. It slopes from west to east toward Polk Street and from north to south toward Austin Street. The project site is located in a north-south trending valley known as Polk Gulch, which rises to Russian Hill and Nob Hill to the north and east and to Pacific Heights and Cathedral Hill to the west and south across Van Ness Avenue (see **Figure 2.1**, p. 2.3). The Russian Hill and Nob Hill neighborhoods are to the northeast and east of the project site, and the Tenderloin and Civic Center neighborhoods are to the southeast and south. The Pacific Heights and Western Addition neighborhoods across Van Ness Avenue include the Lower Pacific Heights, Japantown, and Cathedral Hill areas, which are located to the northwest, west, and southwest of the project site, respectively.

The block on which the project site is located is bounded by Pine Street to the north, Polk Street to the east, Bush Street to the south, and Van Ness Avenue to the west (see **Figure 2.1**). It is bisected by Austin Street, a one-way, eastbound-only street. Pine Street is a one-way, westbound-only roadway with three travel lanes and parking on both sides of the street near the project site. Polk Street is a two-lane, north-south roadway with one travel lane in each direction and parking on both sides of the street.⁵ Van Ness Avenue is a six-lane, north-south roadway with three travel lanes in each direction separated by a center median and parking on both sides of the street. Bush Street is a one-way, eastbound-only roadway with three travel lanes and parking

⁵ In September 2012, the San Francisco Municipal Transportation Agency initiated a public outreach process for the Polk Street Improvement Project, which seeks to implement pedestrian, transit, and bicycle improvements along the Polk Street corridor between McAllister and Union streets. Implementation of this project could result in the removal of parking spaces and reconfiguration of travel lanes. More information is available online at <https://www.sfmta.com/projects-planning/projects/polk-street-improvement-project/documents> and on the San Francisco Planning Department website at <http://www.sf-planning.org/index.aspx?page=3579>. Accessed April 17, 2014.

4. Environmental Setting, Impacts, and Mitigation Measures

on both sides of the street. Van Ness Avenue is served by Muni and Golden Gate Transit. Polk Street is served only by Muni.

The western portion of the project site is in a Residential-Commercial, High Density (RC-4) District and a 130-V Height and Bulk District, and the eastern portion is in the Polk Street Neighborhood Commercial District (Polk Street NCD) and a 65-A Height and Bulk District. The western portion is also in the Van Ness Special Use District (Van Ness SUD), which was adopted to implement the objectives and policies of the *Van Ness Avenue Area Plan*.⁶ The Van Ness SUD is centered on the 125-foot-wide, north-south Van Ness Avenue corridor between Redwood Street and Broadway and extends east and west along its perpendicular streets toward Polk and Franklin streets, respectively. The north-south oriented Polk Street NCD is located to the east along Polk Street between Post and Filbert streets. Zoning in the area includes Residential-Mixed, Medium and High Density Districts and Residential, Housing Two- and Three-Family Districts west of Van Ness Avenue to the north and south; and Residential-Mixed, Medium and Moderate Density districts to the northeast toward Nob Hill. A north-south-oriented Moderate Scale Neighborhood Commercial (NC-3) District is located west of Van Ness Avenue along Franklin Street between O'Farrell and California streets.

The project vicinity is characterized by a mix of hotel, residential, retail, office, institutional, and parking uses with residential apartment buildings ranging from three to five stories, interspersed with taller buildings along Van Ness Avenue. The largest buildings near the project site include the 25-story Holiday Inn, at the northeast corner of the Van Ness Avenue and Pine Street intersection, and the 14-story San Francisco Towers (1661 Pine Street), a senior residential life-care facility at the southwest corner of the Van Ness Avenue and Pine Street intersection.⁷

Land uses in the project vicinity include the following:

- To the north across Pine Street: A parking garage for the Holiday Inn; a two-story commercial building with motorcycle sales, rental and repair services; and a one-story commercial building with a barbershop.
- To the south across Austin Street, fronting Bush Street: A four-story mixed-use residential building with ground floor commercial space; a five-story mixed-use residential buildings with ground floor commercial space; and an auto repair shop.
- To the east along Pine and Polk streets: A restaurant; a three-story mixed-use residential building with ground floor commercial space; a two-story residential building; several

⁶ San Francisco Planning Department website, http://www.sf-planning.org/ftp/General_Plan/_Ness_Ave.htm. Accessed January 15, 2014.

⁷ The San Francisco Towers includes 240 independent living units, 12 assisted-care units, and a 55-bed skilled nursing facility.

4. Environmental Setting, Impacts, and Mitigation Measures

mixed-use, mid-rise buildings with residences (one with senior housing units) above ground floor commercial and retail uses such as a laundry, a dress shop, restaurants, personal services like a hair salon and a barbershop, and an optometrist's office; commercial buildings with uses that include convenience stores, consignment shops, grocery shops, restaurants, offices, personal services and a book store; the First Congregational Church; and a four-story residential hotel with ground floor commercial space. Further east along Pine Street is the San Francisco Unified School District's Redding Elementary School and the United States Post Office Pine Street Station with senior housing above the ground floor post office.

- To the west along Pine Street and Van Ness Avenue: A three-story mixed-use residential building with ground floor commercial space; a three-story residential building; a two-story commercial building with ground floor electronics, furniture and health store uses; a two-story commercial building with an institutional use; a four-story commercial building with a ground floor coffee shop; and the 25-story Holiday Inn, with ground floor bar and restaurant. Further west across Van Ness Avenue there is a 14-story senior residential life-care facility (San Francisco Towers) with ground floor retail uses.

Parks and open spaces in the project site vicinity include Lafayette Park (to the northwest), the Helen Wills Playground (to the north), the Washington & Hyde Mini-Park (to the northeast), the Tenderloin Recreation Center and Playground (to the southeast), and Sergeant John Macauley Park (to the southeast) (see **Figure 2.1**, p. 2.3).

B. HISTORIC ARCHITECTURAL RESOURCES

INTRODUCTION

A “historical resource” is defined in CEQA Guidelines §15064.5(a) as one that is listed in, or determined eligible for listing in, the California Register of Historical Resources (CRHR). This subsection describes historic architectural resources within the project site, identifies potential historic architectural resources in the vicinity of the project site, and evaluates potential direct and indirect impacts to those resources that could result from the proposed project.

For the purposes of this EIR, the term “historic architectural resource” is used to distinguish such resources from archaeological resources, which may also be considered historical resources under CEQA. The Notice of Preparation/Initial Study (included as **Appendix A** to this EIR), pp. 57 to 64, determined that the project would not cause adverse effects to potential archeological and paleontological resources that may be present within the project site. Therefore, further discussion of archeological and paleontological resources is not required in this EIR.

Project impacts on “historical resources,” as defined by CEQA Guidelines §15064.5, are analyzed in two steps. The first analysis determines whether a project may impact a resource that falls within the definition of “historical resource(s)” under CEQA. If the project is found to impact historical resources, a second analysis then determines whether the project would cause a substantial adverse change to the resource. A project that may cause a substantial adverse change in the significance of an historical resource is one that may have significant effect on the environment (CEQA Guidelines §21084.1). Thus, this subsection has two parts. The Setting discussion examines the potential for the presence of historical resources within the project site and nearby project area. The Impacts discussion evaluates the impacts of the proposed project on the historical resources identified in the Setting discussion.

This historic architectural resources section is generally based on the 2007 *Historic Resource Evaluation Response* (2007 HRER),¹ and the 2012 *Historic Resources Evaluation Response* (2012 HRER),² both prepared by the San Francisco Planning Department. It also relies on

¹ San Francisco Planning Department, *Historic Resource Evaluation Response, 1545 Pine Street*, January 24, 2007 (hereinafter referred to as “2007 HRER”). A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

² San Francisco Planning Department, *Historic Resource Evaluation Response, 1545 Pine Street*, October 24, 2012 (hereinafter referred to as “2012 HRER”). A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

4. Environmental Setting, Impacts, and Mitigation Measures
B. Historic Architectural Resources

descriptive and historical information about the property provided in California Department of Parks and Recreation (DPR) Form 523 for 1545 Pine Street,³ prepared by William Kostura in 2010 as part of the *Van Ness Auto Row Support Structures Survey* (2010 Survey).

ENVIRONMENTAL SETTING

The project site is comprised of five buildings.⁴ 1545 Pine Street (Lot 16) is an existing one-story commercial garage structure constructed in 1906. 1533-1535 Pine Street (Lot 17) is a two-story commercial structure constructed circa 1906-1913. 1529 Pine Street (Lot 18A, fronting Pine Street) is a two-story commercial structure constructed in 1939. 1529 Pine Street (Lot 18, fronting Austin Street) is a two-story commercial structure constructed in 1941. Although these buildings are on separate lots, they were connected in the mid-1940's, effectively creating one building. 1527 Pine Street (Lot 19) is a separate two-story commercial structure constructed in 1907.

As discussed below on p. 4.B.10, all five buildings on the project site were evaluated by the Planning Department. The 2007 HRER determined that the westernmost building on the project site, 1545 Pine Street, qualifies as an historical resource under CEQA and that the remaining four buildings on the project site do not. As such, 1545 Pine Street is the focus of this section.

1545 PINE STREET: BUILDING DESCRIPTION AND HISTORY⁵

1545 Pine Street Building Description

1545 Pine Street is a one-story wood-framed commercial garage structure that extends from Pine Street to Austin Street, measuring 50 feet, 3 inches in width along Pine Street by 120 feet in depth.

³ William Kostura, State of California Department of Parks and Recreation Form 523 for 1545 Pine Street, January 2010 (hereinafter referred to as "2010 Survey, DPR Forms 523A and 523B for 1545 Pine Street"). A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

⁴ The street address numbers of buildings on the project site are consistent with those used elsewhere in this document. However, these street address numbers do not match those used in the 2007 HRER for the same buildings.

⁵ The 2010 Survey, DPR Forms 523A and 523B for 1545 Pine Street is the basis for the building description and building history provided in this section of the EIR.

4. Environmental Setting, Impacts, and Mitigation Measures
B. Historic Architectural Resources

Four piers divide the façade into three bays along Pine Street (see **Figure 4.B.1: 1545 Pine Street, Pine Street Façade**). Two taller piers frame the central bay and extend upward to define the higher parapet of the central bay. Two shorter piers are located at each end of the façade. The central garage opening, infilled by a metal garage door, occupies the center bay and is flanked by two large sets of wood-framed windows within each end bay. A pedestrian entrance with a non-original door is located at far right. The style of the front is Art Nouveau, expressed by curvilinear half-timbering comprised of applied curved wooden planks, drip ornament that descends from the tops of the piers, and an angular keystone from which floral ornament is suspended. The wall surfaces within the half-timbering and the bulkhead below the windows are coated in textured stucco. The Austin Street façade is dominated by a central garage opening filled by a roll-up metal door. Within the building walls, vertical steel piers support steel trusses upon which the wooden roof rests.

Building History

1545 Pine Street was built during July to November 1906 as an investment for the owner, who was variously identified as Charlotte F. Clarke and Edward K. Clarke. Charlotte Clarke owned several pieces of San Francisco commercial real estate, some of great value, and redeveloped them with her insurance money after the 1906 Earthquake and Fire. 1545 Pine Street was one of at least three buildings she financed in this way. Her other buildings included a four-story hotel on Turk Street and a three-story building in Chinatown.

Three brief newspaper notices documented this building's construction and leasing in July and August of 1906, as construction of the building was under way. One notice stated that the building would be temporary in character, and two stated that its initial use would be as a restaurant. In July, while construction was just beginning, the Clarkes leased the building for three years to Sophie H. Truman, for \$15,600. The building was finished in November 1906 as the Nordhoff Grill. Its life as a restaurant was brief, ending in the spring of 1907. On at least two occasions this restaurant was rented for large groups, e.g. the Bohemian Club for its banquet in January, and the Loyal Legion in February.

The next occupant of this building, from May 1907 to June 1909, was the Nordhoff Auction Mart. Here E. Curtis auctioned antiques, pianos, carpets, other furniture and household goods, and equipment from the recently closed restaurant to the public. By 1913, according to the Sanborn map of that year, this building had become a furniture warehouse.

From 1917 to at least 1964 this building was occupied by a succession of automobile-related businesses. These included an auto body builder, an auto wheels sales business, an auto finance company, and three used car sales companies.



SOURCE: Arquitectonica, July 2012

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 4.B.1: 1545 PINE STREET, PINE STREET FAÇADE

NEIGHBORHOOD CONTEXT

Adjacent and nearby development is diverse, reflecting a range of building scales and the diversity of construction eras and building uses in this mixed-use urban neighborhood. Nearby older construction is generally low-scale residential and commercial development dating from the early 20th Century.

Nearby buildings along the south side of Pine Street include three- and four-story residential “Edwardian flats” with architectural features typical of that era (such as bay window projections, cornices, arched openings, string courses, and applied decoration). Such residential buildings may also include commercial storefronts on the ground floor. 1525 Pine Street (the Grubstake restaurant) is immediately east of the project site. It is a one-story building, built in 1937, which incorporates a rail car as one of its dining rooms.

Buildings at the west and east ends of the project block at Pine Street (1480 Van Ness Avenue, built in 1912; and 1343-1355 Polk Street, built in 1914) are oriented to the Van Ness Avenue and Polk Street commercial corridors, respectively. They reflect common early 20th Century commercial building types. Their wide street frontages along Van Ness Avenue and Polk Street are occupied by transparent glazed storefronts. Their low and horizontal orientation is accentuated by a cornice line.

Mid-block along the north side of Pine Street is a two-story commercial building at 1528-1540 Pine Street, built in 1922. Typical of commercial buildings of the reconstruction period following the 1906 Earthquake and Fire, it includes large glazed areas and is embellished with classical architectural details. Further east is a one-story commercial building at 1401-1409 Polk Street, built in 1921, which presents its glazed storefronts to Polk Street and one storefront bay along Pine Street. The Pine Street façade of this building is otherwise blank and unembellished.

South of the project site across 35-foot-wide Austin Street are the rear façades of buildings that front along the north side of Bush Street, including a five-story mixed-use building with residences above ground-floor commercial space at 1452 Bush Street, a four-story mixed-use building with residences above ground-floor commercial space at 1450 Bush Street, and a two-story auto repair shop at 1430 Bush Street.

REGULATORY FRAMEWORK

This subsection describes the pertinent Federal, State, and local laws and regulations that pertain to the identification and regulation of historic architectural resources.

4. Environmental Setting, Impacts, and Mitigation Measures
B. Historic Architectural Resources

Federal

National Register of Historic Places

The National Register of Historic Places (NRHP) is the nation's master inventory of cultural resources worthy of preservation. It is administered by the National Park Service, which is represented at the State level by the State Historic Preservation Officer. The NRHP includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the Federal, State, or local level. Resources that are listed on or have been found by the State Historic Preservation Officer to be eligible to the NRHP are called historic properties. The NRHP includes four evaluative criteria to determine eligibility of a resource:

The quality of significance in American history, architecture, archaeology and culture is present in districts, sites, buildings, structures, and objects of state and local importance that possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

- a. that are associated with events that have made a significant contribution to the broad patterns of history; or
- b. that are associated with the lives of persons significant in our past; or
- c. 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 and distinguishable entity whose components may lack individual distinction; or
- d. that have yielded or may likely yield information important in prehistory or history.

Although there are exceptions, certain kinds of resources are not usually considered for listing in the NRHP: religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.

Integrity

In addition to qualifying for listing under at least one of the NRHP criteria, a property must possess sufficient integrity to be considered eligible for the NRHP. According to the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*, integrity is defined as “the authenticity of an historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.” The *National Register Bulletin* defines seven characteristics of integrity as follows:

4. Environmental Setting, Impacts, and Mitigation Measures
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Location is the place where the historic property was constructed.

Design is the combination of elements that create the form, plans, space, structure and style of the property.

Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the buildings.

Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and an historic property.

State

Definition of Historical Resources under CEQA

CEQA Guidelines §15064.5(a), in Title 14 of the California Code of Regulations, defines a “historical resource” as:

- (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
- (2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing on the California Register of Historical Resources.
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in

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section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

Thus, under the CEQA Guidelines, even if a resource is not included on any local, State, or Federal register, or identified in a qualifying historical resources survey, a lead agency may still determine that any resource is an historical resource for the purposes of CEQA if there is substantial evidence supporting such a determination. A lead agency must consider a resource to be historically significant if it finds that the resource meets the criteria for listing in the CRHR.

California Register of Historical Resources Criteria

The California Register of Historical Resources is the authoritative guide to historical and archaeological resources that are significant within the context of California's history. Criteria for eligibility for inclusion in the CRHR are based on, and therefore correspond to, NRHP criteria for listing. A resource that meets at least one of the eligibility criteria for inclusion in the CRHR is considered an historical resource for the purposes of CEQA. A resource is eligible for listing in the CRHR if it:

- (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage (Events);
- (2) Is associated with the lives of persons important in our past (Persons);
- (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 (Design/Construction); or
- (4) Has yielded, or may be likely to yield, information important in prehistory or history (Information Potential).

National Park Service guidance on evaluating the integrity of resources often informs the determination of eligibility under the CRHR.

Local

San Francisco Planning Code §101.1: Master Plan Priority Policies

Planning Code §101.1 is generally applicable to the proposed project. It requires that the City find that the proposed project is consistent, on balance, with eight *Master Plan Priority Policies*. Priority Policy 7 is relevant to historical resources and establishes a priority policy "that landmarks and historic buildings be preserved."

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San Francisco General Plan

The *San Francisco General Plan* currently does not contain a preservation element. In 2007, the Planning Department published a Draft Preservation Element. The Draft Preservation Element contains objectives and policies that promote the protection and preservation of historic architectural resources.

Urban Design Element

The Urban Design Element of the *General Plan* includes the following policy related to historic preservation:

- Policy 2.4: Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Van Ness Avenue Area Plan

The *Van Ness Avenue Area Plan* of the *General Plan* includes the following policies relevant to the proposed project's visual relationship with Significant and Contributory buildings identified by the *Van Ness Avenue Area Plan*.

- Policy 10.1: Avoid demolition or inappropriate alteration of historically and architecturally significant buildings.
- Policy 10.4: Encourage architectural integration of new structures with adjacent significant and contributory buildings.

Planning Department, CEQA Review Procedures for Historical Resources

The San Francisco Planning Department prepared the *CEQA Review Procedures for Historic Resources* to provide guidance in determining whether a resource is considered an historical resource as defined by CEQA.⁶ Three categories of properties are defined:

- Category A. Category A has two subcategories:
 - Category A.1. Resources listed in or formally determined to be eligible for the CRHR.
 - Category A.2. Resources listed in adopted local registers, or properties that appear eligible, or may become eligible, for the CRHR.
- Category B. Properties requiring further consultation and review.

⁶ San Francisco Planning Department, *Preservation Bulletin No. 16, CEQA Review Procedures for Historic Resources*, Draft, March 31, 2008.

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- Category C. Properties determined not to be historical resources, or properties for which the City has no information indicating that the property is an historical resource.

As a resource listed in an adopted local register, 1545 Pine Street is a Category A.2 resource and is presumed to be an historical resource for the purposes of CEQA.

EVALUATION OF BUILDINGS ON THE PROJECT SITE

The Planning Department, in its 2007 HRER, considered each of the five buildings on the project site for their potential eligibility for inclusion in the CRHR, and thereby their status as “historical resources” for the purposes of CEQA. The 2007 HRER concludes that four buildings on the project site (1533-1535 Pine Street [Lot 17], 1529 Pine Street [Lots 18 and 18A], and 1527 Pine Street [Lot 19]) do not qualify as historical resources under CEQA for the reasons excerpted below.⁷

Lots #017, 018, 18A, & 019 do not appear to be eligible for listing in the California Register as an individual resource under Criteria 1, 2, or 3. Further, Lots #017, 018, 18A, & 019 do not appear to be contributors to a potential California Register Historic District based on the history of the area as an “Auto Row.” This row of buildings was rebuilt following the 1906 earthquake and fire. While there is evidence of the original massing siting, due to several major alterations and additions, none of the lots today feature sufficient details of their original style and use, therefore none of the properties meet Criterion 1 (Events) and 3 (Architecture) to be contributors to a potential “Auto Row” historic district in the area. Further, the alterations to Lots #017, 018, 18A, & 019 have not gained significance and do not in themselves cause any of the buildings to meet Criteria 3.

The 2007 HRER also concluded that only the westernmost building on the project site, 1545 Pine Street, qualifies as an historical resource under CEQA. As such 1545 Pine Street is the focus of this section.

Existing Status of 1545 Pine Street under Historic Registers and Surveys

1545 Pine Street is not designated under Article 10 of the Planning Code as an individual City Landmark and is not within any Article 10 Historic District. Because the project site is not within the Downtown C-3 District, 1545 Pine Street is not covered under Article 11 of the Planning Code. 1545 Pine Street is not included in the survey of the Van Ness Avenue corridor by San Francisco Architectural Heritage (Heritage) and is not identified in *Here Today*, a 1968 survey undertaken by the Junior League of San Francisco, adopted by the San Francisco Board of

⁷ 2007 HRER, p. 5.

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Supervisors. While 1545 Pine Street is within the boundaries of the *Van Ness Avenue Area Plan*, it is not identified in that area plan's list of "Significant" or "Contributory" buildings.

1545 Pine Street was identified in the 1976 Citywide Survey and the 2010 Survey as discussed below.

1976 Citywide Survey

Between 1974 and 1976, the San Francisco Planning Department conducted a citywide inventory of architecturally significant buildings throughout the City and County of San Francisco. All building and structural types (both contemporary and historic) were surveyed but only buildings considered architecturally significant were assigned a rating. Ratings ranged from '0' (contextually significant) to '5' (individually significant). 1545 Pine Street was evaluated in the 1976 Survey and given a Summary rating of "1." Inclusion in the 1976 Architectural Survey indicates that the Planning Department has additional information on the building, but it does not alone indicate that the building is an "historical resource" under CEQA.⁸

Van Ness Auto Row Support Structures Survey

The 2010 Survey⁹ is a survey of automobile-related buildings along the Van Ness Avenue corridor. The 2010 Survey identified 55 buildings, including 1545 Pine Street, as individually eligible for listing in the CRHR as well as one historic district, the "Auto Shops Historic District." The project site is not within or adjacent to that historic district.

California DPR Forms 523A (Primary Record) and 523B (Building Structure, and Object Record) for 1545 Pine Street, prepared as part of the survey, assign 1545 Pine Street a status code of "3CS" (Appears eligible for the CRHR as an individual property through survey evaluation) under Criterion 1 (Events) "as one of the immediate post-1906 commercial buildings built on or near Van Ness Avenue." Its period of significance is identified as 1906-1907.¹⁰

The 2010 Survey was adopted by the San Francisco Historic Preservation Commission on July 21, 2010 by Motion 0077. As a building included in an adopted local register of historical

⁸ San Francisco Planning Department, *Preservation Bulletin No. 16, CEQA Review Procedures for Historic Resources*, Draft, March 31, 2008, p. 6.

⁹ William Kostura, Architectural Historian, for the San Francisco Planning Department, *Van Ness Auto Row Support Structures*, 2010.

¹⁰ The 1545 Pine Street building's eligibility for listing in the CRHR under the survey is not based on Criterion 3 (Architecture) because it "seems like a minor example of the [Art Nouveau] style." 2010 Survey, DPR Forms 523A and 523B for 1545 Pine Street, p. 7.

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resources, 1545 Pine Street is presumed to be an historical resource under CEQA (CEQA Guidelines §15064.5(a)(2)).

Evaluation of 1545 Pine Street under CRHR Criteria

The adopted 2010 Survey evaluated 1545 Pine Street under the CRHR eligibility criteria. It concluded that the building is individually eligible for inclusion in the CRHR under Criterion 1 (Events), as discussed below. The 2012 HRER concurred.¹¹

Criterion 1: Associated with Events Significant to the Broad Patterns of History (Events)

The 2010 Survey found 1545 Pine Street appears eligible for the CRHR, based on its association with the reconstruction of the Van Ness Corridor after the 1906 Earthquake and Fire. The period of significance under this criterion is 1906-1907, the years this building was occupied by the Nordhoff Grill. The most important aspect of this building's history is its earliest history, as one of the immediate post-1906 commercial buildings built along the Van Ness Avenue corridor. These buildings represent the City's temporary "downtown" after the disaster, and thereby are an important aspect of San Francisco's post-1906 commercial life and rebuilding.

Before the Earthquake and Fire of April 18 to 21, 1906, Van Ness Avenue was largely residential in character, with middle-class houses along the southern stretch of the avenue, residence hotels in the middle stretch between Ellis and Sutter streets, and mansions to the north. Structures on the east side of Van Ness Avenue and a few blocks on the west side of the avenue either burned during the fire or were dynamited to create a fire break.

Van Ness Avenue became the City's new shopping district during the next two or three years, while downtown was more gradually rebuilt. Van Ness Avenue had the advantage of being immediately adjacent to the wealthiest part of San Francisco that survived the earthquake and fire, i.e., Pacific Heights and the Western Addition. Surviving residences on the west side of the avenue were converted into stores, usually with new storefronts appended to the fronts. One- and two-story wood-framed buildings were constructed on both sides of the street. The City's best department, dry goods, clothing, jewelry, and book stores (including The White House, the City of Paris, Davis-Schonwasser, D. Samuel's Lace House, Newman and Levison, Roos Bros., Andrews' Diamond Palace, Shreve's, Paul Elder, and A. M. Robertson) relocated to Van Ness Avenue. Among them in smaller buildings were stationers, restaurants, tailors, and milliners.

¹¹ 2012 HRER, pp. 2 to 3.

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The east-west streets between Van Ness Avenue and Polk Street, and Polk Street itself, were also developed, in part, with small, wood-framed commercial buildings in 1906. These were probably considered to be temporary at the time they were built; once the shops that first occupied them removed to a rebuilt downtown, these buildings were to be replaced by larger, more permanent, structures of brick or reinforced concrete. In this sense they were like the temporary “earthquake refugee shacks” or “camp cottages” that were built in the City’s parks after the 1906 Earthquake and Fire to house the recently homeless.

No comprehensive survey has been made to determine which, if any, such temporary wood-frame commercial buildings from that time still survive with integrity. Only two such buildings are known to exist on Van Ness Avenue or blocks immediately east of Van Ness Avenue. One stands on Van Ness Avenue, a wood-framed store built for Roos Brothers at 1415 Van Ness Avenue. The other is 1545 Pine Street on the project site. It is possible that a few others still stand on the east-west streets between Van Ness Avenue and Polk Street. The 2010 Survey notes that “If any others survive with high integrity, they are probably very few in number.”¹²

As discussed above, 1545 Pine Street appears eligible for inclusion in the CRHR under Criterion 1 based on its association with the post-1906 Earthquake and Fire reconstruction. However, the 2010 Survey notes that 1545 Pine Street does not have an important history associated with its auto-related uses compared to many others in the survey study area and concludes that the building does not appear to be eligible for the CRHR under Criterion 1 for its later auto-related history.

Criterion 2: Associated with Persons Important to Local, California or National History (Persons)

The 2010 Survey noted that none of the individual proprietors associated with this building had importance in their fields and concluded that the building does not appear to be eligible for the CRHR under Criterion 2.

Criterion 3: Represents a Distinct and Important Type of Architecture or the Work of a Master (Architecture)

The 2010 Survey found, despite the rarity of examples of the Art Nouveau style in San Francisco, that 1545 Pine Street is a minor example of the Art Nouveau style and concluded that the building does not appear to be eligible for the CRHR under Criterion 3.

¹² 2010 Survey, DPR Forms 523A and 523B for 1545 Pine Street, p. 6.

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Criterion 4: Has or May Yield Information Important to the Prehistory or History of the Area or California (Information Potential)

The 2010 Survey did not evaluate 1545 Pine Street under Criterion 4. Study of the physical fabric of the building is unlikely to yield important scientific information about history or prehistory. Criterion 4 is generally understood to apply primarily to archaeological resources (although it may apply to architectural resources under limited circumstances not applicable here). The potential for the presence of subsurface archaeological resources within the project site that predate construction of 1545 Pine Street is addressed in the NOP/Initial Study (**Appendix A** to this EIR) on pp. 57 to 60).

Character-Defining Features

The 2010 Survey identified the following character-defining features of this building: its height and width; the half-timbering; the piers with their drip ornament and caps; the stucco surface of the façade; and the ornament at the top of the parapet. The 2012 HRER concurred.¹³

Integrity of 1545 Pine Street

The 2010 Survey evaluated 1545 Pine Street under the National Park Service’s “Seven Aspects of Integrity.” The 2010 Survey noted that 1545 Pine Street’s integrity from its 1906-1907 period of significance is difficult to assess. It is probable, but not certain, that the half-timbering, piers, ornament, and stucco siding date from this period. The central entrance opening was widened to meet the piers since that date. The 2010 Survey found that 1545 Pine Street retains integrity of location, design, feeling, and association. Integrity of materials and workmanship have probably been slightly diminished. Integrity of setting has been lost, as few buildings in the immediate vicinity, dating from 1906-1907, survive with integrity. The 2012 HRER concurred.¹⁴

NEARBY HISTORIC ARCHITECTURAL RESOURCES

There are no locally designated individual or historic district resources within the project block or surrounding blocks under Article 10 of the San Francisco Planning Code. Several nearby buildings are identified in the *Van Ness Avenue Area Plan* and the 2010 Survey, as discussed below.

¹³ 2012 HRER, pp. 3 to 4.

¹⁴ 2012 HRER, p. 3.

Nearby Buildings Identified by the Van Ness Avenue Area Plan

Several buildings in the vicinity of the proposed project (within the project block and adjacent blocks) are identified as “Significant” under the *Van Ness Avenue Area Plan* (including 1400 Van Ness Avenue, 1401 Van Ness Avenue, and 1415 Van Ness Avenue) or “Contributory”¹⁵ (including 1414-1420 Van Ness Avenue, 1430 Van Ness Avenue, 1529 Van Ness Avenue, 1595 Van Ness Avenue, 1553 Pine Street, 1452 Bush Street, and 1430-1442 Bush Street).

To the extent that the *Van Ness Avenue Area Plan* can be considered an adopted local register of historical resources under CEQA Guidelines §15064.5(a)(2), these nearby buildings may be presumed to be historical resources under CEQA.

Buildings Identified by the 2010 Van Ness Auto Row Support Structures Survey

In addition to 1545 Pine Street on the project site, several buildings in the vicinity of the project site are identified as individually eligible for listing in the CRHR by the adopted 2010 Survey (1415 Van Ness Avenue, 1595 Van Ness Avenue, and 1414-1420 Van Ness Avenue).

The survey also identified one potential historic district, the “Auto Shops Historic District” on the 1600 block of Pine Street, one block west of the project site. That historic district consists of a cohesive grouping of five one- and two-story buildings located mid-block along the north side of Pine Street west of Van Ness Avenue. All five of the buildings in the historic district were built in the 1910s to house automotive-related uses supporting the Van Ness Avenue Auto Row corridor.

As individual and historic district resources identified in an adopted local register of historical resources under CEQA Guidelines §15064.5(a)(2), these nearby buildings are presumed to be historical resources under CEQA.

¹⁵ The term “Contributory,” in the context of the *Van Ness Avenue Area Plan*, does not imply the establishment of a *Van Ness Avenue Area Plan* historic district to which a contributory building would contribute. Rather, the *Van Ness Avenue Area Plan*, under Policy 11.3, defines “Contributory” buildings as those “which are not of sufficient importance to justify their designation as landmarks. Nevertheless, these buildings ... possess architectural qualities which are in harmony with the prevailing characteristics of the more significant landmark quality buildings. These buildings contribute to the character of the street and should be retained if possible.” Accessed April 17, 2014.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE CRITERIA

The thresholds for determining the significance of impacts in this analysis are consistent with the environmental checklist in Appendix G of the State CEQA Guidelines, which has been adopted and modified by the San Francisco Planning Department. For the purpose of this analysis, the following applicable threshold was used to determine whether implementation of the project would result in a significant historic architectural resources impact. Implementation of the proposed project would have a significant effect on a historic architectural resource if the project would:

- Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code.

CEQA Guidelines (§15064.5(b)) establish the criteria for assessing a significant environmental impact on historical resources. They state, “[a] project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” The CEQA Guidelines define “substantial adverse change in the significance of an historical resource” as a “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (§15064.5(b)(1)). The significance of an historic architectural resource is considered to be “materially impaired” when a project demolishes or materially alters the physical characteristics that justify the inclusion of the resource in the CRHR, or that justify the inclusion of the resource in a local register, or that justify its eligibility for inclusion in the CRHR as determined by the lead agency for the purposes of CEQA (§15064.5(b)(2)).

CEQA Guidelines include a presumption that a project that conforms to the Secretary’s Standards would generally have a less-than-significant impact on an historical resource. CEQA Guidelines §15064.5(b)(3) states that, “Generally, a project that follows the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior’s Standards for

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Rehabilitation and Guidelines for Rehabilitating Historic Buildings...shall be considered as mitigated to a level of less than a significant impact on the historical resource.”¹⁶

APPROACH TO ANALYSIS

As discussed above, 1545 Pine Street is included in the adopted 2010 Survey. The 2010 Survey identifies the building as eligible for individual inclusion in the CRHR under Criterion 1 (Events) for its association with the immediate rebuilding efforts after the 1906 Earthquake and Fire. As such, the building is considered an historical resource under CEQA Guidelines §15064.5(a)(1).

1545 Pine Street’s historical significance under Criterion 1 is not premised on the building’s later association with the automotive uses of Auto Row for which the building was later altered and adapted. Nor is the building significant based on its architectural design (although the survival of presumably original architectural features continues to convey the building’s historical associations under Criterion 1). The building is not associated with any important persons under Criterion 2 (Persons). Study of the physical fabric of the building is unlikely to yield important scientific information about history or prehistory under Criterion 4 (Information Potential). The building is not within, or adjacent to, any identified historic district.

Under CEQA’s two-step analysis of historical resources, the preceding Setting discussion has identified an individual historical resource on the project site, and nearby off-site historical resources and potential historical resources. The analysis now turns to impacts on the significance of the identified on-site historical resources and nearby off-site historical resources and potential historical resources.

PROJECT FEATURES

As described in detail in **Chapter 2, Project Description**, the proposed project calls for demolition of the existing 1545 Pine Street building and the other four existing buildings on the project site, and construction of a new 12-story building in their place.

¹⁶ Note, however, that the Secretary’s Standards are not to be construed as CEQA significance criteria. Although compliance with the Secretary’s Standards indicates that a project would have a less-than-significant impact on an historical resource, a project that does not comply with the Secretary’s Standards does not, *per se*, result in a significant impact under CEQA. Alterations that are not consistent with the Secretary’s Standards may, or may not, result in a significant impact under the “material impairment” significance standard of CEQA Guidelines §15064.5(b)(1).

IMPACT EVALUATION

The discussion below analyzes the impacts of the proposed project that are related to historic architectural resources.

Impact CP-1: The proposed demolition of the existing 1545 Pine Street building would have a substantial adverse effect on an individual historical resource. (Significant and Unavoidable with Mitigation)

To implement the proposed project, 1545 Pine Street would be demolished. As discussed above on pp. 4.B.12 to 4.B.13, that building is an individual historical resource under CRHR Criterion 1 (Events), as one of the temporary commercial structures built along Van Ness Avenue and adjacent side streets in the immediate aftermath of the 1906 Earthquake and Fire. Although no comprehensive survey of such buildings has been conducted, if other such buildings survive, they are likely few in number.

Demolition of the existing 1545 Pine Street building would materially impair the significance of the historic resource and, as such, would cause a substantial adverse impact on the individual historical resource and would be considered a significant impact under CEQA.

Chapter 6, Alternatives, presents a range of alternatives that would meet most of the project objectives and could avoid or substantially lessen significant effects of demolition under the proposed project. The Alternatives chapter includes alternatives that would retain, in whole or in part, the existing 1545 Pine Street building.

Implementation of the following mitigation measures would lessen the impact of the proposed demolition of 1545 Pine Street by documenting and presenting the building's historical association with rebuilding efforts after the 1906 Earthquake and Fire. However, these mitigation measures would not reduce this impact to a less-than-significant level:

Mitigation Measure M-CP-1a: Documentation

Prior to the issuance of demolition or site permits, the project sponsor shall undertake Historic American Building Survey (HABS) documentation of the subject property, structures, objects, materials, and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:

- *Measured Drawings:* A set of measured drawings that depict the existing size, scale, and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings;

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- *HABS-Level Photography*: Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs shall be reviewed by Planning Department Preservation staff for concurrence, and all digital photography shall be conducted according to the latest National Park Service Standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography; and
- *HABS Historical Report*: A written historical narrative and report, per HABS Historical Report Guidelines.

The professional shall prepare the documentation and submit it for review and approval by the Planning Department's Preservation Specialist prior to the issuance of building permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

Mitigation Measure M-CP-1b: Interpretation

The project sponsor shall provide a permanent display of interpretive materials concerning the history and architectural features of the original 1545 Pine Street building and its association with the temporary commercial reconstruction in the aftermath of the 1906 Earthquake and Fire. Interpretation of the site's history shall be supervised by an architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards. The interpretive materials (which may include, but are not limited to, a display of photographs, news articles, memorabilia, video) shall be placed in a prominent setting on the project site visible to pedestrians.

A proposal describing the general parameters of the interpretive program shall be approved by the San Francisco Planning Department's Preservation Coordinator prior to issuance of a Site Permit. The substance, media and other characteristics of such interpretive display shall be approved by the San Francisco Planning Department's Preservation Coordinator prior to issuance of a Temporary Certificate of Occupancy.

Impact CP-2: The construction of the proposed new building on the project site would not have a substantial adverse effect on any identified or potential off-site historical resources in the vicinity of the project site. (*Less than Significant*)

The project site is not within or adjacent to any identified or potential historic district. As discussed above, there are no locally designated individual or historic district resources under Article 10 within the project block and surrounding blocks. Several nearby buildings are identified in the *Van Ness Avenue Area Plan* and the adopted 2010 Survey. The project site is also in the vicinity of several buildings that are over 50 years in age which are potential historical resources ("Category B - Properties Requiring Further Consultation and Review"). For the purposes of this evaluation of potential impacts on historical resources resulting from the proposed project, these Category B properties are assumed to be eligible for inclusion in the CRHR and therefore considered historical resources under CEQA Guidelines §15064.5(a)(3).

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The proposed project would have no direct physical impact on off-site resources either individually or collectively as a potential historic district. The proposed project could have an indirect impact on these resources by altering the existing visual setting of off-site historical resources such as those identified in the *Van Ness Avenue Area Plan* and the 2010 Survey. With the exception of 1553 Pine Street adjacent to the project site to its west (identified as Contributory in the *Van Ness Avenue Area Plan*), visual interaction between the project site and buildings identified in the *Van Ness Avenue Area Plan* and the 2010 Survey is limited by distance and by existing intervening buildings. In addition, the integrity and significance of these resources are not premised on their possessing an intact visual setting or a cohesive visual relationship with their surroundings. Rather, the visual setting of these resources has been transformed by nearby development constructed within the past 50 years.

The proposed 12-story building would be contemporary in design. It includes features that are intended to relate to the scale and character of nearby older construction (like the adjacent 1553 Pine Street and 1525 Pine Street buildings) and to comply with *Van Ness Area Plan* Policy 10.4: “Encourage architectural integration of new structures with adjacent significant and contributory buildings.” The dimensions of the proposed project’s overall development envelope would be articulated into smaller-scaled subvolumes by substantial setbacks from the property line at most floors and on all elevations. The setbacks would be aligned vertically to span floors and aligned horizontally to span structural bays, while acknowledging the street walls along Pine and Austin streets. The proposed two-story podium base along Pine Street, the setback of the tower from the west property line, and the step-down in building height at the eastern portion of the project site are intended to relate, and ease the transition between, the proposed new building and nearby older construction.

For these reasons, the proposed project is not a project that “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by the lead agency for purposes of CEQA” (CEQA Guidelines §15064.5(b)(2)(C)). Implementation of the proposed project would have no substantial effect on an off-site historic architectural resource under CEQA, and the proposed project’s impact on off-site historic architectural resources would be less than significant. No mitigation measures are required.

CUMULATIVE IMPACT EVALUATION

Impact C-CP-1: The proposed project, in combination with other past, present and reasonably foreseeable future projects in the project vicinity, would result in a cumulatively considerable contribution to a significant cumulative impact on an historic architectural resource. (*Significant and Unavoidable with Mitigation*)

The historic architectural resource impacts of proposed new construction could combine with those of other reasonably foreseeable projects in its vicinity to result in a cumulatively considerable contribution to a significant cumulative impact on historic architectural resources. Other current major projects and proposed projects in the area include 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street / 1333 Gough Street, 1101 Van Ness Avenue / 1255 Post Street, 1800 Van Ness Avenue / 1749 Clay Street, the Van Ness Avenue Bus Rapid Transit (BRT) Project, and the SFMTA Transit Effectiveness Project (TEP). With the exception of the 1634-1690 Pine Street project, these other current projects do not entail the demolition or alteration of an historic architectural resource. The impact of the proposed project on historic architectural resources is specific to its site. Impacts would not combine with, or contribute considerably to, any cumulative impact on historic architectural resources resulting from these projects.

The 1634-1690 Pine Street project would result in a *de facto* demolition of the five buildings that comprise the “Auto Shops Historic District.” As discussed above on pp. 4.B.11 to 4.B.12, the 2010 Survey was adopted by the by the San Francisco Historic Preservation Commission. As part of an adopted local register of historical resources, the Auto Shops Historic District is presumed to be an historical resource under CEQA Guidelines §15064.5(a)(2). That historic district consists of a cohesive grouping of five one- and two-story buildings built in the 1910s to house automotive-related uses supporting the Van Ness Avenue Auto Row corridor. While the significance of the Auto Shops Historic District resource is premised on its association with the automotive-related uses of Auto Row in the 1910s and 1920s, the significance of 1545 Pine Street is premised on the building’s association with the temporary reconstruction of commercial retail uses in the immediate aftermath of the 1906 Earthquake and Fire. Because the significance of affected resources under the 1634-1690 Pine Street project and the proposed project are premised on different historic contexts, the impact of the proposed project on the significance of the 1545 Pine Street historical resource would not combine with that of the 1634-1690 Pine Street project on the significance of the Auto Shops Historic District and would not contribute to a significant cumulative impact on Auto Row historical resources.

The proposed project in combination with other past, present, and reasonably foreseeable future projects in the project vicinity and in San Francisco more broadly would have a significant cumulative impact on a type of historic architectural resource, buildings constructed as temporary

4. Environmental Setting, Impacts, and Mitigation Measures
B. Historic Architectural Resources

commercial structures in the aftermath of the 1906 Earthquake and Fire. No comprehensive survey of resources under this historic context has been undertaken, so the location and number of these resources is unknown. Only one other building of this type is known to exist along the Van Ness Avenue corridor and adjacent side streets (1415 Van Ness Avenue at the southwest corner of Austin Street and Van Ness Avenue). As discussed above on p. 4.B.13, if other such buildings of this type survive, they are likely few in number.

Taken together with past demolitions of architectural resources of this type, the proposed project would contribute to a significant cumulative impact on the ability of such resources to convey their collective significance as survivors of a once sizable temporary shopping district constructed in the aftermath of the 1906 Earthquake and Fire while San Francisco's downtown shopping areas were under reconstruction. The proposed project would make a cumulatively considerable contribution to a significant cumulative impact on historic architectural resources. Therefore, the impact would be significant. Implementation of **Mitigation Measure M-CP-1a: Documentation** and **Mitigation Measure M-CP-1b: Interpretation** would reduce the impact on historic architectural resources, but not to a less-than-significant level. Thus, the cumulative impact would remain significant and unavoidable.

C. TRANSPORTATION AND CIRCULATION

INTRODUCTION

This section summarizes and incorporates by reference the results of the Transportation Impact Study (TIS) prepared by the transportation consultant for the proposed project.¹ The TIS examined traffic impacts on local and regional roadways, transit, pedestrians, bicycles, loading, emergency vehicle access, and construction activities. The parking demand analysis is presented for informational purposes in this EIR. All of these transportation subtopics were considered in the discussions of existing conditions and the Existing plus Project and future year 2040 cumulative conditions.

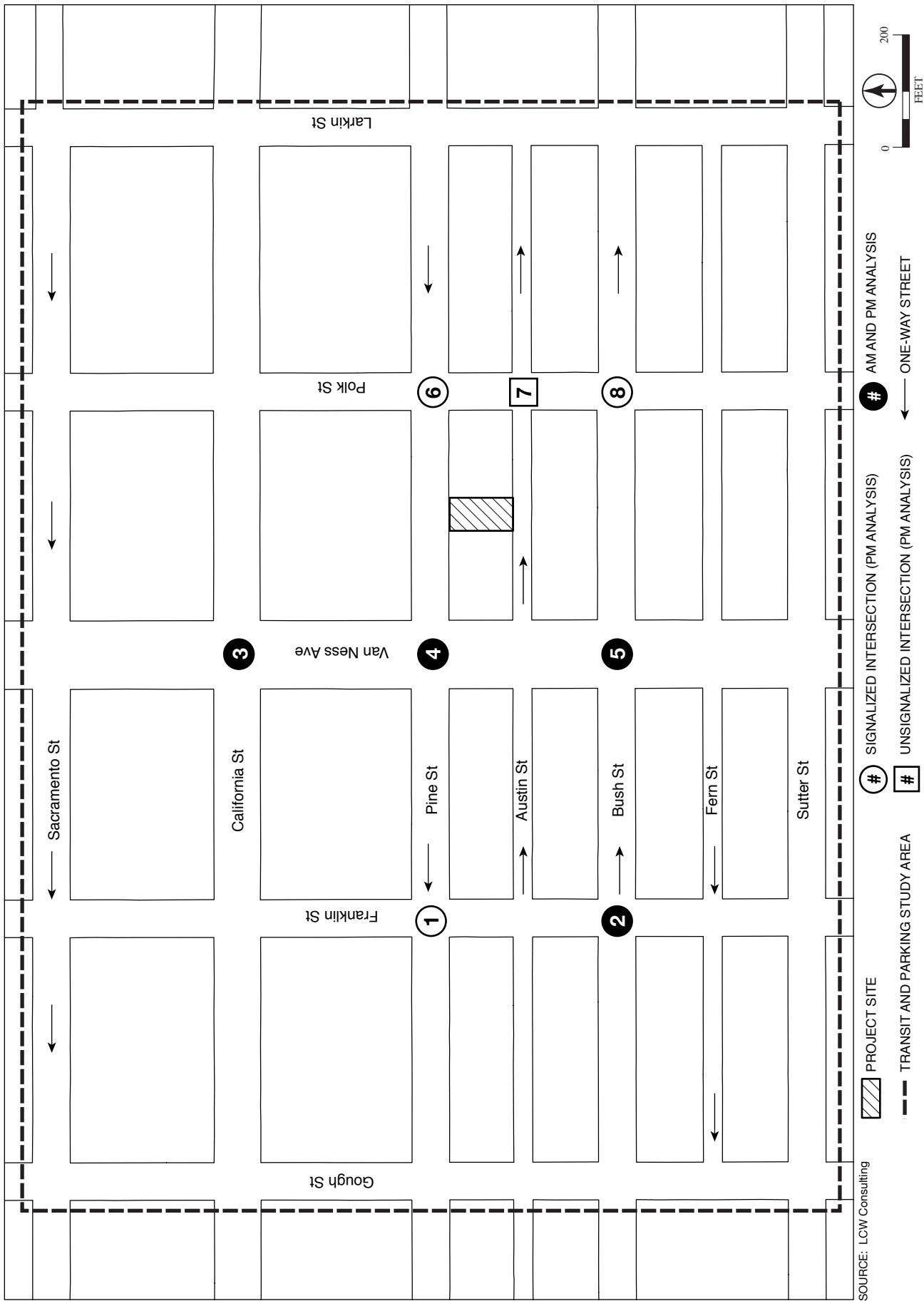
ENVIRONMENTAL SETTING

The project site is located mid-block on the south side of Pine Street between Polk Street and Van Ness Avenue (U.S. Highway 101), in San Francisco's Lower Nob Hill neighborhood. The block on which the project site is located is bisected by Austin Street, a one-way, east-west minor street, and bounded by Pine Street to the north, Polk Street to the east, Bush Street to the south, and Van Ness Avenue to the west. The project site has two frontages – one on Pine Street and one on Austin Street – and shares its east and west property lines with adjacent buildings containing retail and residential uses.

The project site is completely developed with five one- to two-story buildings ranging from 20 to 25 feet in height above street grade. Primary pedestrian access to the buildings is from Pine Street. Vehicular access to off-street parking spaces at 1545 Pine Street is from both Pine and Austin streets (i.e., parking spaces for about four vehicles via a 23-foot-wide driveway on Pine Street and for about two vehicles via a 16-foot-wide driveway on Austin Street). At 1533-1535 Pine Street, vehicular access is from Austin Street via a 16-foot-wide driveway, but there is no off-street parking. There is no vehicular access to the buildings at 1527 and 1529 Pine Street.

The transportation study area is generally two blocks north of the project site, to Sacramento Street; about two blocks east of the project site, to Larkin Street; three blocks south of the project site, to Sutter Street; and about three blocks west of the project site, to Gough Street. The study area and the intersections analyzed in the TIS are shown in **Figure 4.C.1: Transportation Study Area and Intersections Analyzed**.

¹ LCW Consulting, *1527-1545 Pine Street Transportation Impact Study* (hereinafter referred to as "TIS"), May 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.



AM AND PM ANALYSIS
SIGNALIZED INTERSECTION (PM ANALYSIS)
UNSIGNALIZED INTERSECTION (PM ANALYSIS)

TRANSIT AND PARKING STUDY AREA
PROJECT SITE

--- ONE-WAY STREET

1527-1545 PINE STREET PROJECT
2006.0383E

FIGURE 4.C.1: TRANSPORTATION STUDY AREA AND INTERSECTIONS ANALYZED

ROADWAY NETWORK

Regional Access

The following regional highway transportation facilities link San Francisco with other parts of the Bay Area, as well as Northern and Southern California: United States Highway 101 (U.S. 101), Interstate 80 (I-80), and Interstate 280 (I-280). The project site is accessible by local streets with connections to and from these regional freeways.

Interstate 80 provides regional access to and from the East Bay. The San Francisco-Oakland Bay Bridge is part of I-80 and connects San Francisco with the East Bay and points east. I-80 is located south of the study area, generally between Harrison and Bryant streets. I-80 and U.S. 101 have an interchange about 1.5 miles south of the project site. The closest access to and from the project site from I-80 is via U.S. 101 and the on- and off-ramps at Market Street and Octavia Boulevard.

U.S. 101 provides access to and from the project area to both the North Bay and the Peninsula/South Bay. U.S. 101 connects San Francisco and the North Bay via the Golden Gate Bridge. Access to the Peninsula/South Bay is provided via U.S. 101 and I-280, which have an interchange approximately 4 miles south of the project site. Van Ness Avenue serves as U.S. 101 between Market and Lombard streets (see the description of Van Ness Avenue below under “Local Access”). The closest access to U.S. 101 in the northbound direction is via Van Ness Avenue, which continues to the Golden Gate Bridge via Lombard Street, Richardson Avenue and Presidio Parkway/Doyle Drive. The closest access to U.S. 101 in the southbound direction is via the on-ramp at Market Street and Octavia Boulevard.

I-280 provides regional access from the South of Market area of downtown San Francisco to southern San Francisco, the Peninsula, and the South Bay. I-280 and U.S. 101 have an interchange approximately 4 miles south of the project site. The closest access to and from the project site from I-280 is via U.S. 101 and the on- and off-ramps at Market Street and Octavia Boulevard.

Local Access

This section describes the existing local roadway system in the vicinity of the project site, including the roadway designation, number of travel lanes, and traffic flow directions.

Pine Street is an east-west street that runs between Market Street and Presidio Avenue, operating westbound as a one-way couplet with Bush Street. Pine Street generally has three to four travel lanes (four travel lanes when PM peak period tow-away restrictions are in effect) and parking on both sides of the street. The *San Francisco General Plan (General Plan)* identifies Pine Street as

4. Environmental Setting, Impacts, and Mitigation Measures
C. Transportation and Circulation

a Major Arterial in the Congestion Management Program (CMP) Network and a Metropolitan Transportation System (MTS) Network Street.

Bush Street is an east-west street that runs between Market Street and Presidio Avenue, operating eastbound as a one-way couplet with Pine Street. Bush Street generally has three to four travel lanes (four travel lanes when AM peak period tow-away restrictions are in effect) and parking on both sides of the street. The *General Plan* identifies Bush Street as a Major Arterial in the CMP Network and a MTS Network Street.

Van Ness Avenue is the major north-south arterial in the central section of San Francisco. The roadway is part of U.S. 101 between Lombard Street and the Central Freeway (via South Van Ness Avenue). In the vicinity of the project site, Van Ness Avenue has three travel lanes in each direction separated by a center median, and metered parking on both sides of the street. Left turns from Van Ness Avenue are limited: in the project vicinity southbound left turns are permitted at Clay, Bush, and O'Farrell streets, and northbound left turns are permitted at Geary, Pine, and Sacramento streets. The *General Plan* identifies Van Ness Avenue as a Major Arterial in the CMP Network, part of the MTS Network, a Primary Transit Street (transit important), part of the Citywide Pedestrian Network, and a Neighborhood Commercial Street.

Polk Street runs between Beach Street and the intersection of Market and Fell streets. South of Market Street, Polk Street turns into 10th Street. In the vicinity of the project site, Polk Street has one travel lane in each direction and parking on both sides of the street. The *General Plan* identifies Polk Street as a Neighborhood Commercial Street. Polk Street is part of Citywide Bicycle Route 25, which runs northbound and southbound along Polk Street between Beach and Market streets. A bicycle lane (Class II facility) is provided in the southbound direction between Post and Market streets, in the southbound direction between Union and Lombard streets, and in the northbound direction between Beach and Union streets. A signed route (Class III facility) is provided on the remaining segments of Polk Street.

Austin Street is an east-west alley that runs between Octavia and Larkin streets (between Polk and Larkin streets, it is called Frank Norris Street). Between Octavia and Franklin streets, Austin Street is one-way westbound, and between Franklin and Larkin streets (and adjacent to the project site), Austin Street is one-way eastbound. The median on Van Ness Avenue restricts travel across Van Ness Avenue, and vehicular access to Austin Street between Van Ness Avenue and Polk Street (adjacent to the project site) is from Van Ness Avenue northbound. In the vicinity of the project site, Austin Street is 35 feet in width, accommodating 7-foot-wide sidewalks on both sides of the street, one travel lane, and on-street parking on the south side of the street between Van Ness Avenue and Polk Street.

Larkin Street is a north-south street that runs between Beach and Market streets. Larkin Street operates one-way in the northbound direction between Market and Grove streets and between McAllister and California streets. Larkin Street is a two-way street between California and Beach streets and between Grove and McAllister streets with parking provided on both sides of the street. At Market Street, Ninth Street turns into Larkin Street. The *General Plan* identifies Larkin Street as a Secondary Arterial between Market and Pine streets, part of the MTS Network, and a Neighborhood Network Connection Street. Larkin Street between Market and McAllister streets (northbound direction only) is part of Citywide Bicycle Route 25 (signed route – Class III facility).

Sacramento Street is an east-west street that runs between Drumm Street and Arguello Boulevard. East of Gough Street, Sacramento Street is one-way westbound with two travel lanes, operating as a one-way couplet with Clay Street. West of Gough Street, Sacramento Street is a two-way street with one travel lane in each direction. On-street parking is generally provided on both sides of the street. The *General Plan* identifies Sacramento Street as a Secondary Transit Street between Steiner and Drumm streets and a Neighborhood Commercial Street east of Polk Street.

California Street is an east-west street that runs between Drumm Street and 32nd Avenue. In the vicinity of the project site, California Street has two travel lanes in each direction and parking on both sides of the street. The *General Plan* identifies California Street as a Secondary Arterial west of Van Ness Avenue, a Primary Transit Street (transit oriented) east of Van Ness Avenue, a Citywide Pedestrian Network Street between Fillmore and Market streets, and a Neighborhood Commercial Street east of Franklin Street. California Street is part of Citywide Bicycle Route 310 between Polk and Taylor streets (signed route – Class III facility).

Franklin Street is a one-way, northbound-only arterial connecting Market Street to Lombard Street (U.S. 101 to the Golden Gate Bridge), and forms a one-way couplet with Gough Street (which operates southbound-only south of Sacramento Street). Franklin Street generally has three to four travel lanes (four travel lanes when peak period tow-away restrictions are in effect²), and parking on both sides of the street. The *General Plan* identifies Franklin Street as a Major Arterial in the CMP Network, part of the MTS Network, and a Neighborhood Commercial Street between Pine and Post streets.

Intersection Operating Conditions

Existing operating conditions were evaluated for the following eight intersections in the vicinity of the project site (see **Figure 4.C.1** on p. 4.C.2). Each intersection was analyzed during the

² From Geary Boulevard to Sacramento Street parking is prohibited on weekdays on the west side of the street between the hours of 4 PM and 7 PM.

4. Environmental Setting, Impacts, and Mitigation Measures
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weekday PM peak hour conditions. Four of the eight study intersections were also analyzed during the weekday AM peak hour conditions, as noted below, primarily because Van Ness Avenue is part of U.S Highway 101.

1. Franklin Street/Pine Street (PM peak hour)
2. Franklin Street/Bush Street (AM and PM peak hours)
3. Van Ness Avenue/California Street (AM and PM peak hours)
4. Van Ness Avenue/Pine Street (AM and PM peak hours)
5. Van Ness Avenue/Bush Street (AM and PM peak hours)
6. Polk Street/Pine Street (PM peak hour)
7. Polk Street/Austin Street (PM peak hour)
8. Polk Street/Bush Street (PM peak hour)

The operating characteristics of signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of operating conditions ranging from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. LOS A through LOS D are considered excellent to satisfactory service levels, LOS E is undesirable, and LOS F is unacceptable. In San Francisco, LOS E and F are considered unacceptable operating conditions.³

The study intersections have been evaluated using the *2000 Highway Capacity Manual (HCM)* methodology for signalized intersections, which determines the capacity for each lane group approaching the intersection. The LOS is based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for 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 purpose of this analysis, the operating conditions (LOS and delay) for the intersection of Polk/Austin streets are presented for the worst approach (i.e., the approach with the highest average delay per vehicle) since the eastbound Austin Street approach is stop-sign controlled.

Intersection Level of Service Conditions

Existing intersection operating conditions were evaluated for the weekday PM peak hour (generally between 5 and 6 PM) of the PM peak period (4 to 6 PM). Intersection turning movement volumes at the eight study intersections were counted on Tuesday, April 24, 2012, and

³ TIS Appendix D presents more detailed level of service descriptions for signalized and stop-controlled intersections.

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Tuesday, September 25, 2012. In addition, the study intersection of Franklin/Bush streets and the three study intersections along Van Ness Avenue (i.e., Van Ness Avenue/California Street, Van Ness Avenue/Pine Street, and Van Ness Avenue/Bush Street), which, as noted above, are part of U.S. 101, were evaluated for weekday AM peak hour conditions (generally between 8 and 9 AM during the peak period of 7 to 9 AM.).

The results of the intersection LOS analysis for the existing weekday AM and PM peak hour conditions are presented in **Table 4.C.1: Existing Conditions – Weekday AM/PM Peak Hour Intersection LOS**. During the weekday AM and/or PM peak hours all eight study intersections currently operate with acceptable conditions of LOS D or better, with the exception of the Van Ness Avenue/Pine Street intersection, which currently operates at LOS F during the weekday PM peak hour. Generally, intersections along Van Ness Avenue operate with less delay and with lower traffic volumes during the weekday AM peak hour than during the weekday PM peak hour. The intersection of Franklin/Bush streets experiences slightly more delay and with more traffic volumes during the weekday AM peak hour than during the weekday PM peak hour; however, this intersection operates at LOS C conditions during both peak hours.

Table 4.C.1: Existing Conditions – Weekday AM/PM Peak Hour Intersection LOS

Intersection ^a	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Average Vehicle Delay ^b	LOS ^c	Average Vehicle Delay ^b	LOS ^c
1. Franklin Street/Pine Street	--	--	17.0	B
2. Franklin Street/Bush Street	31.0	C	23.7	C
3. Van Ness Avenue/California Street	28.4	C	31.9	C
4. Van Ness Avenue/Pine Street	36.4	D	>80	F
5. Van Ness Avenue/Bush Street	23.9	C	38.1	D
6. Polk Street/Pine Street	--	--	18.2	B
7. Polk Street/Austin Street ^d	--	--	12.7 (eb)	B
8. Polk Street/Bush Street	--	--	18.8	B

Notes: eb = eastbound

^a Intersections are numbered to key with **Figure 4.C.1** on p. 4.C.2.

^b Delay is presented in seconds per vehicle.

^c Signalized intersections operating at LOS E or F are highlighted in **bold**.

^d At the intersection of Polk/Austin streets, the eastbound Austin Street approach is stop-sign controlled, and therefore the delay and LOS is presented for the worst approach, indicated in parentheses ().

Source: LCW Consulting, May 2014

TRANSIT NETWORK

The project site is well served by public transit, with both local and regional service provided in the vicinity. Local transit service is provided by the San Francisco Municipal Railway (Muni) bus routes, which can be used to transfer to other bus routes, cable car lines, the F Market & Wharves historic streetcar line, and Muni Metro light rail lines. Service to and from the East Bay is provided by the San Francisco Bay Area Rapid Transit (BART) system along Market and Mission streets, Alameda-Contra Costa Transit (AC Transit) from the Transbay Terminal, and

4. Environmental Setting, Impacts, and Mitigation Measures
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ferries from the Ferry Building. Service to and from the South Bay and the Peninsula is provided by BART along Market and Mission streets, San Mateo County Transit (SamTrans) from the Transbay Terminal, and the Peninsula Rail Corridor (Caltrain) from King Street Station at Fourth and Townsend streets. Service to and from the North Bay is provided by Golden Gate Transit (GGT) buses along Van Ness Avenue⁴ and at the Transbay Terminal and by ferries from the Ferry Building.

Transit conditions were examined within a study area generally bounded by Sacramento Street to the north, Larkin Street to the east, Sutter Street to the south, and Gough Street to the west.

Local Transit

Muni provides transit service within the City and County of San Francisco, including bus routes (diesel, diesel-hybrid electric, and electric trolley) and cable car, light rail (Muni Metro), and electric streetcar lines. Muni operates a number of bus routes in the vicinity of the project site. **Figure 4.C.2: Existing Transit Network Near Project Site** presents the transit service and stop locations in the vicinity of the project site. The service frequencies and nearest stop location for these routes are shown in **Table 4.C.2: Muni Service Weekday Frequency in the Project Vicinity**. The Van Ness Avenue Muni Metro station is located about 1 mile south of the project site (accessed via the 47 Van Ness and the 49 Van Ness-Mission).

Table 4.C.2: Muni Service Weekday Frequency in the Project Vicinity

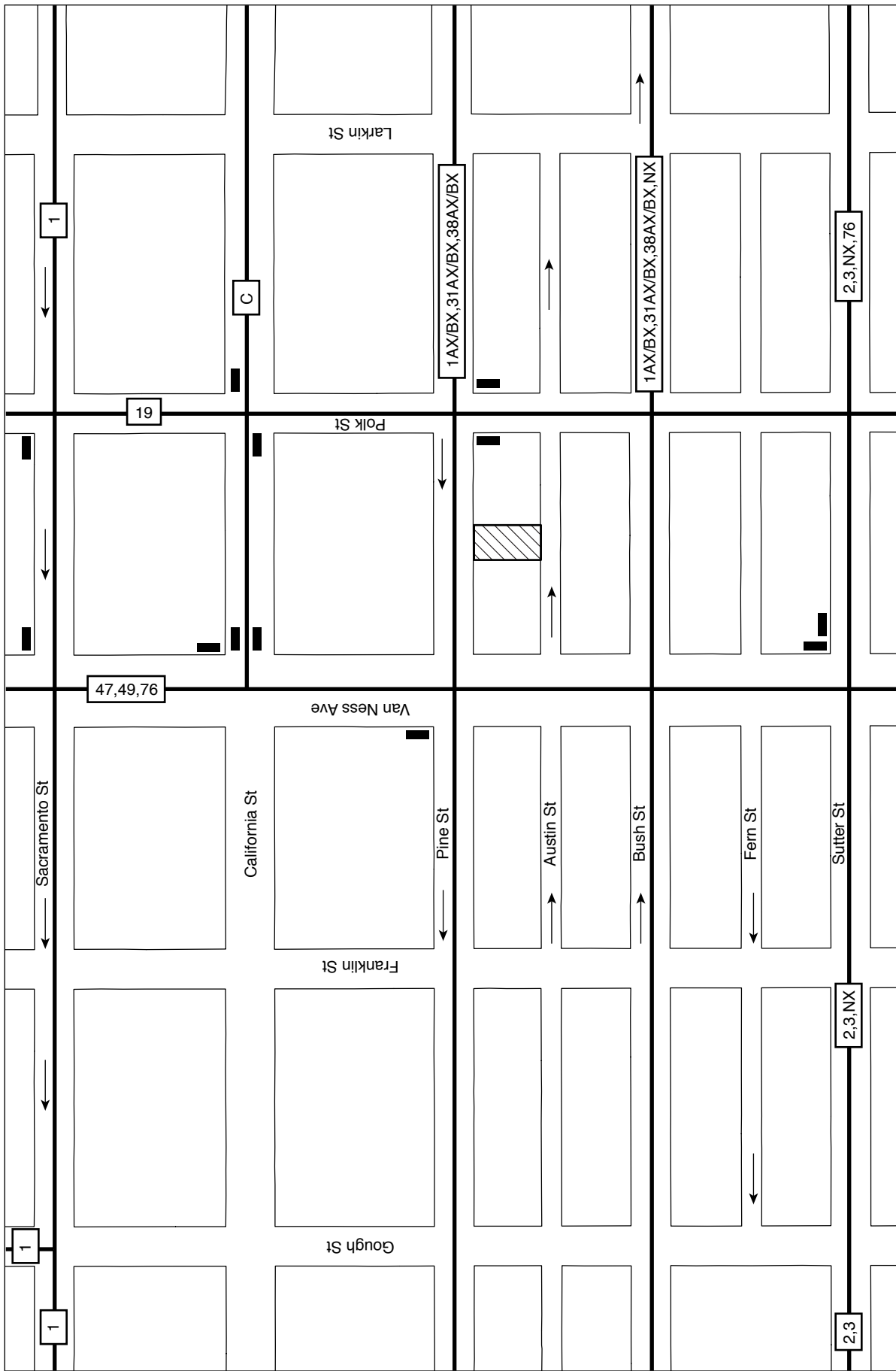
Route	Service Frequency (minutes)		Nearest Stop Location (inbound, outbound)
	AM (7 to 9 AM)	PM (4 to 6 PM)	
C California Cable Car	8	8	California/Van Ness, California/Van Ness
1 California	3.5	3.5	Clay/Polk, Sacramento/Polk
2 Clement	12	12	Post/Van Ness, Sutter/Van Ness
3 Jackson	13.5	12	Post/Van Ness, Sutter/Van Ness
19 Polk	15	15	Polk/Pine, Polk/Pine
47 Van Ness	10	10	Van Ness/Pine, Van Ness/California
49 Van Ness-Mission	8	8	Van Ness/Pine, Van Ness/California

Note:

The 76 Marin Headlands bus route also travels along Van Ness Avenue north of Post Street, and on Post and Sutter streets east of Van Ness Avenue; however, service is only provided on Sundays and on some holidays. In addition, the 1AX/1BX California Expresses, 31AX/BX Balboa Expresses, and the 38AX/BX Geary Expresses travel on Pine and Bush streets in the vicinity of the project site, but do not stop.

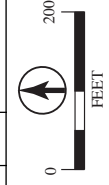
Sources: San Francisco Planning Department Transit Effectiveness Project Draft EIR, July 10, 2013, Case No. 2011.0558E; LCW Consulting, May 2014

⁴ Only alightings are allowed from GGT buses destined to San Francisco from Marin and Sonoma counties. Conversely, only boardings are allowed onto GGT buses destined to Marin and Sonoma counties from San Francisco.



SOURCE: LW Consulting

-  PROJECT SITE
-  NEAREST BUS STOP TO PROJECT SITE
-  MUNI BUS ROUTE
-  ONE-WAY STREET



1527-1545 PINE STREET PROJECT
2006.0383E

FIGURE 4.C.2: EXISTING TRANSIT NETWORK NEAR PROJECT SITE

4. Environmental Setting, Impacts, and Mitigation Measures
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Regional 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 and San Francisco. Within downtown San Francisco, BART operates underground below Market Street. During the weekday PM peak period, frequencies are about 5 to 15 minutes for each line. The Montgomery BART/Muni Metro station is located about 1 mile east of the project site, while the Civic Center BART/Muni Metro station is located about 1 mile south of the project site. The Montgomery BART Station is directly accessible via the 2 Clement and 3 Jackson bus routes, while the Civic Center BART Station is directly accessible via the 19 Polk.

Caltrain provides rail passenger service on the Peninsula between Gilroy and San Francisco. The San Francisco terminal is located at Fourth and Townsend streets, in the South of Market area approximately 2 miles southeast of the project site (accessed via the 47 Van Ness). Caltrain currently operates 92 trains each weekday, with a combination of local, limited stops, and Baby Bullet services. Frequencies during the evening peak period are approximately 5 to 30 minutes.

SamTrans provides bus service between San Mateo County and San Francisco. It operates three bus routes that serve downtown San Francisco: the KX (express weekday peak-hour/peak-direction service), the 292 (all day service), and the 397 (limited overnight service). In general, SamTrans service to downtown San Francisco operates along Mission Street to the temporary Transbay Terminal located on Howard Street between Main and Beale streets, approximately 1.5 miles east of the project site. SamTrans cannot pick up northbound passengers at San Francisco stops, or drop off southbound passengers boarding in San Francisco within San Francisco.

GGT, operated by the Golden Gate Bridge, Highway, and Transportation District (GGBHTD), provides bus service between the North Bay (Marin and Sonoma counties) and San Francisco. GGT operates 18 commuter bus routes and 5 basic bus routes into San Francisco, several of which operate along Van Ness Avenue. Basic bus routes operate at regular intervals of 30 to 90 minutes depending on the time and day of week. Commute routes operate at more frequent intervals in the mornings and evenings. GGT cannot pick up southbound passengers at San Francisco stops, or drop off northbound passengers boarding in San Francisco within San Francisco.

GGBHTD also operates ferry service between the North Bay and San Francisco. Ferries operate between Larkspur and San Francisco, and between Sausalito and San Francisco, all day, seven days a week. The San Francisco terminal is located at the Ferry Building along The Embarcadero at the foot of Market Street, about 1.5 miles east of the project site (accessed via the 2 Clement and 1 California).

4. Environmental Setting, Impacts, and Mitigation Measures
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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. Most Transbay service is peak-hour and peak-direction (to San Francisco during the weekday AM peak period and from San Francisco during the weekday PM peak period), with headways of 15 to 30 minutes per route.

The Water Emergency Transportation Authority (WETA) was charged in 2008 with creating and adopting a Transition Plan for Bay Area ferry service in Senate Bill 1093. As of July 2012, WETA is responsible for operating San Francisco Bay Ferry service that serves Oakland (Jack London Square), Alameda (Harbor Bay and Main Street/Gateway), San Francisco (Downtown Ferry Building and Pier 41), South San Francisco (Oyster Point Marina), and Vallejo. Seasonal service is also provided to Angel Island and AT&T Park.

Capacity Utilization

Muni

Capacity utilization relates the number of passengers per transit vehicle to the design capacity of the vehicle. In contrast to other transit operators, Muni has established a capacity utilization service standard that includes seated and standing capacity, with standing passengers representing somewhere between 30 to 80 percent of seated passengers, depending on the specific configuration of the transit vehicles.⁵

Table 4.C.3: Existing Muni Ridership/Capacity Utilization – Weekday PM Peak Hour presents the ridership and capacity utilization at the maximum load point (MLP) for the nearby routes during the weekday PM peak hour.⁶ For the east-west routes the MLPs are located to the east of the project site (generally east of Polk Street) except for the 1 California, which is located to the west of the project site (at California Street and Presidio Avenue). For the north-south routes the MLPs are located to the south of the project site. As indicated in **Table 4.C.3**, capacity utilization for all routes is less than Muni's 85 percent capacity utilization standard. However, the capacity utilization of the 1 California in the outbound direction is 84.2 percent, which is approaching the 85 percent capacity utilization standard.

⁵ The design capacity of a light rail vehicle is 119 passengers, the capacity of a historic streetcar is 70 passengers, and the capacity of a standard bus is 63 passengers.

⁶ The location(s) along a transit route where the vehicle passenger load is the greatest. The maximum load point(s) generally differ by direction and may also be unique to each of the daily operating periods.

4. Environmental Setting, Impacts, and Mitigation Measures
 C. Transportation and Circulation

Table 4.C.3: Existing Muni Ridership/Capacity Utilization – Weekday PM Peak Hour

Route ^a	Inbound (towards downtown)			Outbound (away from downtown)		
	Ridership	Capacity	Capacity Utilization	Ridership	Capacity	Capacity Utilization
1 California	600	1,080	55.6%	909	1,080	84.2%
2 Clement	170	315	54.0%	260	315	82.5%
3 Jackson	125	315	39.7%	210	315	66.7%
19 Polk	172	252	68.3%	124	252	49.2%
47 Van Ness	276	378	73.0%	258	378	68.3%
49 Van Ness-Mission	353	705	50.1%	375	705	53.2%

Note:

^a Ridership and capacity utilization for the C California cable car not available.

Sources: San Francisco Planning Department Memorandum – Transit Data for Transportation Impact Studies, June 2013; LCW Consulting, May 2014

The six existing Muni routes operating in the vicinity of the project site (excluding the C California cable car line for which ridership information at the MLP is not available) were grouped into two corridors, a north/south corridor and an east/west corridor, and the capacity utilization for each corridor was determined. The Muni routes included in each corridor are as follows:

- For the north/south Corridor: 19 Polk, 47 Van Ness, and 49 Van Ness-Mission
- For the east/west Corridor: 1 California, 2 Clement, and 3 Jackson

Table 4.C.4: Muni Corridor Analysis for Existing Conditions – Weekday PM Peak Hour presents the existing transit passenger load, capacity, and capacity utilization at the MLP for the bus routes within the north/south and east/west corridors during the weekday PM peak hour. During the weekday PM peak hour, all corridors are currently operating below the capacity utilization standard of 85 percent and have available capacity to accommodate additional passengers.

Table 4.C.4: Muni Corridor Analysis for Existing Conditions – Weekday PM Peak Hour

Corridor/Direction of Travel	Hourly Ridership	Hourly Capacity	Capacity Utilization
North/South Corridor ^a			
Northbound (inbound)	801	1,335	60.0%
Southbound (outbound)	757	1,335	56.7%
East/West Corridor ^b			
Eastbound (inbound)	895	1,710	52.3%
Westbound (outbound)	1,379	1,710	80.6%

Notes:

^a The North/South corridor includes the 19 Polk, 47 Van Ness and the 49 Van Ness-Mission.

^b The East/West corridor includes the 1 California, 2 Clement, and 3 Jackson.

Sources: San Francisco Planning Department – Transit Data for Transportation Impact Studies, June 2013; LCW Consulting, May 2014

Regional

Regional transit operations are evaluated at three regional screenlines (East Bay, North Bay, and South Bay) for 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.

Table 4.C.5: Regional Transit Screenline Analysis for Existing Conditions – Weekday PM Peak Hour presents existing weekday PM peak ridership and capacity information for each regional screenline. Approximately 38,300 transit riders currently cross the three regional screenlines during the weekday PM peak hour, with about 60 percent crossing the East Bay screenline, 6 percent crossing the North Bay screenline, and 34 percent crossing the South Bay screenline. All of the regional transit operators have a one-hour load factor standard of 100 percent, which would indicate that all seats are full. As shown in **Table 4.C.5**, during the weekday PM peak hour, all regional transit providers operate at less than their load factor standards, which indicates that seats are generally available.

Table 4.C.5: Regional Transit Screenline Analysis for Existing Conditions – Weekday PM Peak Hour

Screenline/Operator	PM Peak Hour (Outbound)		
	Hourly Ridership	Hourly Capacity	Capacity Utilization
East Bay			
BART	19,716	22,050	89.4%
AC Transit	2,256	3,926	57.5%
Ferry	805	1,615	49.8%
<i>Subtotal</i>	22,777	27,591	82.6%
North Bay			
GGT buses	1,384	2,817	49.1%
Ferry	968	1,959	49.4%
<i>Subtotal</i>	2,352	4,776	49.2%
South Bay			
BART	10,682	14,910	71.6%
Caltrain	2,377	3,100	76.7%
SamTrans	141	320	44.1%
<i>Subtotal</i>	13,200	18,330	72.0%
<i>Total</i>	38,329	50,697	75.6%

Sources: San Francisco Planning Department Memorandum – Transit Data for Transportation Impact Studies, June 2013; LCW Consulting, May 2014

PEDESTRIAN CONDITIONS

A qualitative evaluation of existing pedestrian conditions in the vicinity of the project site was conducted during field visits to the site during the weekday midday and PM peak periods in September and October 2013. Sidewalks widths adjacent to the project site are 10 feet on Pine Street and 7 feet on Austin Street. Pedestrian crosswalks and pedestrian signals are provided at the signalized intersections on the project site block. The intersection of Austin Street at Polk Street is unsignalized with the eastbound Austin Street approach stop-sign controlled.

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On the portion of the project site block bounded by Pine Street, Polk Street, Austin Street and Van Ness Avenue, curb ramps are provided for all crossings, with the exception of the southwest corner at the intersection of Pine/Polk streets crossing Pine Street. A fire call box would need to be relocated in order to make room for a curb ramp crossing at this corner.

On Pine Street the 10-foot-wide sidewalk does not meet the *Better Streets Plan* minimum sidewalk width of 12 feet, or the recommended width of 15 feet, for a commercial thoroughfare).⁷ On Austin Street the 7-foot-wide sidewalk width meets the *Better Streets Plan* minimum width of 6 feet, but not the recommended width of 9 feet, for alleys. Sidewalks on Polk Street in the vicinity of the project site are 12 feet wide, and they meet the *Better Streets Plan* minimum sidewalk width of 12 feet, but not the recommended width of 15 feet, for neighborhood commercial streets. However, Polk Street has a number of transit bulbs⁸ (e.g., on Polk Street between Pine and Austin streets, there is a transit bulb directly south of Pine Street [see **Figure 4.C.2** on p. 4.C.9]), and at these locations the sidewalk widths exceed the 15-foot recommended width. Sidewalks on Van Ness Avenue in the vicinity of the project site are 16 feet wide, and they meet and exceed the *Better Streets Plan* recommended sidewalk width of 15 feet for a commercial thoroughfare. The San Francisco Municipal Transportation Agency (SFMTA) has proposed a series of improvements along the Polk Street corridor between Union and McAllister streets as part of the Polk Street Improvement Project (see discussion below under “Cumulative Impacts Evaluation” on pp. 4.C.50 to 4.C.51).

The sidewalk on Austin Street between Van Ness Avenue and Polk Street is in poor condition at several locations, including the portion adjacent to the project site. East of Van Ness Avenue and west of Polk Street, bollards have been installed to prevent vehicles from parking on the north sidewalk. During field observations, parked vehicles were occasionally observed straddling the sidewalk on the north side of Austin Street while on-street metered parking was available on the south side of the street.

Pedestrian volumes in the vicinity of the project site on Pine and Austin streets are very low and generally related to the on-street parking and the few businesses on these streets. During the weekday midday and PM peak period field observations, few pedestrians were observed walking adjacent to the project site. Pedestrian volumes are higher on Polk Street and on Van Ness Avenue.

⁷ The *San Francisco Better Streets Plan*, which was adopted in 2010, creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. A key goal of the *Better Streets Plan* is to prioritize the needs of walking, bicycling, transit use, and the use of streets as public spaces for social interaction and community life, following San Francisco’s *General Plan*, Transit First Policy, and Better Streets Policy.

⁸ Transit bulbs are sidewalk extensions at the location of a transit stop, typically about the same width as the adjoining parking lane.

During field observations, both crosswalks and sidewalks were observed to be operating at generally unconstrained conditions (i.e., at normal walking speeds and with freedom to bypass other pedestrians). Due to the low pedestrian activity adjacent to the project site, no conflicts between vehicle trips entering and exiting the project site and pedestrians were observed on Pine or Austin streets.

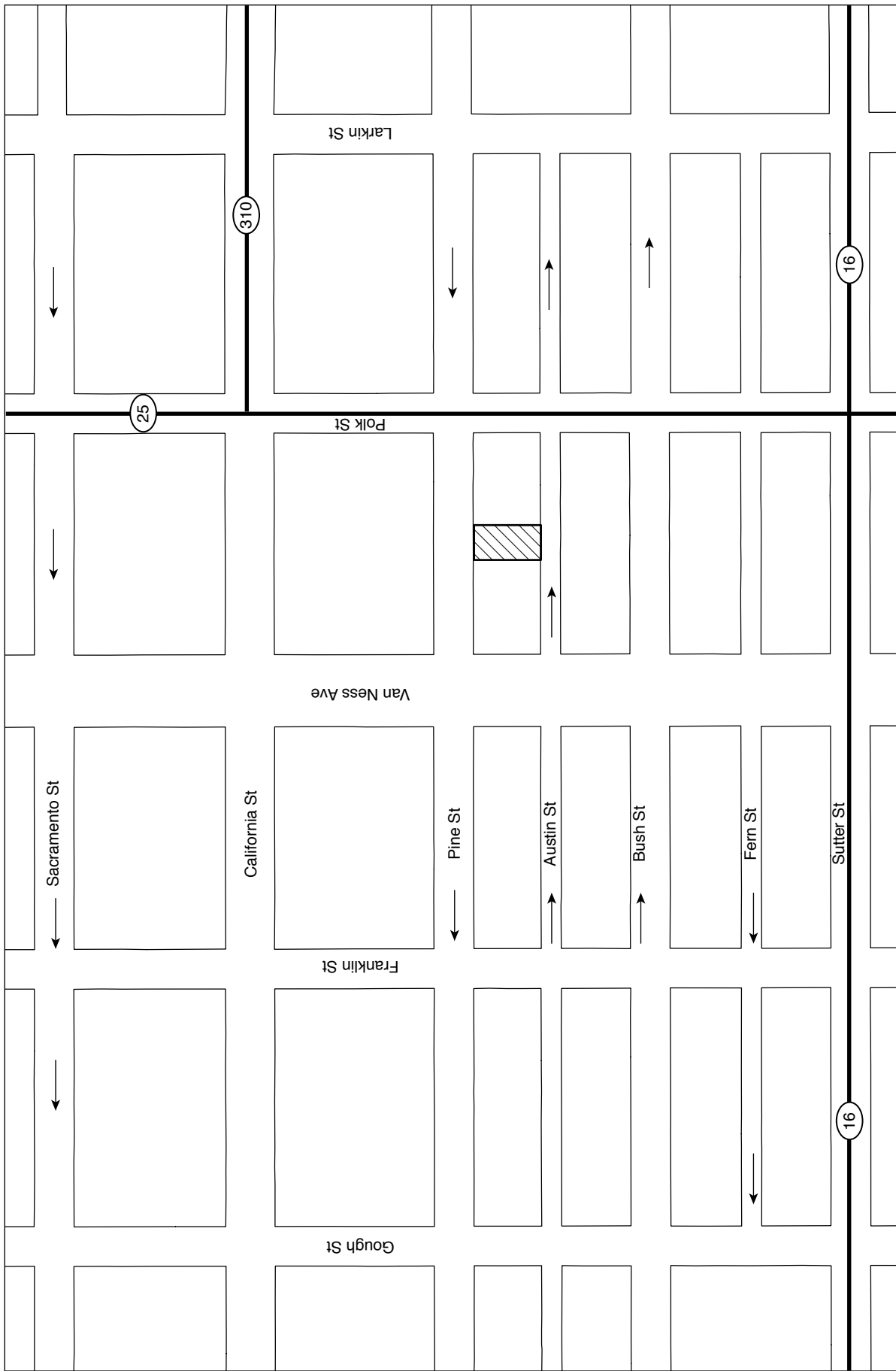
BICYCLE CONDITIONS

In the vicinity of the project site, Sutter, Polk, and California streets are designated Citywide Bicycle Routes. These routes are interconnected to the Citywide Bicycle Network and provide access to and from the study area from locations throughout the city. **Figure 4.C.3: Bicycle Route Network in Study Area** presents the bicycle route network in the vicinity of the project site.

Bikeways are typically classified as Class I, Class II, or Class III facilities.⁹ Class I bikeways are bike paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bike lanes striped with 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 travel lanes with vehicles.

- Bicycle Route 16 runs westbound along Sutter Street and eastbound on Post Street. On Sutter Street, Route 16 is a Class III facility between Market and Steiner streets. On Post Street, Route 16 is a Class II facility in both directions of travel between Presidio Avenue and Steiner Street, and a Class III facility to the east of Steiner Street.
- Bicycle Route 25 runs northbound and southbound along Polk Street between Beach and Market streets with segments running as Class II or Class III facilities. A Class II facility is provided in the southbound direction between Post and Market streets, in the southbound direction between Beach and Lombard streets, and in both directions between Union and Lombard streets. A Class III facility is provided on the remaining segments of Polk Street. The *San Francisco Bicycle Plan* includes implementation of a northbound contraflow bicycle lane on Polk Street between Market and McAllister streets (Project 3-4). In addition, SFMTA efforts for bicycle lane improvements on Polk Street between Union and McAllister streets have been finalized (see discussion of the Polk Street Improvement Project under “Bicycle Impacts” on pp. 4.C.37 to 4.C.38 and “Cumulative Impacts Evaluation” on pp. 4.C.50 to 4.C.51).
- Bicycle Route 310 runs eastbound/westbound on California Street between Polk and Taylor streets as a Class III facility.

⁹ Bicycle facilities are defined in the California Streets and Highway Code §890.4.



SOURCE: LW Consulting

PROJECT SITE

CLASS III (SIGNED ROUTE ONLY)

ONE-WAY STREET

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 4.C.3: BICYCLE ROUTE NETWORK IN STUDY AREA

There are no on-street bicycle racks on the sidewalks on the portion of the project site block bounded by Pine Street, Polk Street, Austin Street, and Van Ness Avenue. In September 2011, the SFMTA counted 373 bicyclists on Polk Street at Grove Street during the two-hour period between 4:30 and 6:30 PM.¹⁰ According to the SFMTA, based on a comparison of previous years, there has been a 66 percent increase in the number of bicyclists on Polk Street between 2006 and 2011; however, there has been only a 2 percent increase between 2010 and 2011. During field observations in September and October 2013, bicyclists were not observed riding on Pine or Austin streets adjacent to the project site.

LOADING CONDITIONS

There are no on-street commercial loading spaces or passenger loading/unloading zones immediately adjacent to the project site on either Pine or Austin streets. On Pine Street, one metered commercial loading space is located about 100 feet to the west of the project site, and on Austin Street three metered commercial loading spaces are located across the street from, and to the east of, the project site on the south side of Austin Street. The three metered commercial loading spaces on Austin Street are subject to a 30-minute limit on weekdays and Saturday, and a four-hour limit on Sunday. As indicated above, bollards have been installed on Austin Street east of Van Ness Avenue and west of Polk Street to prevent vehicles from parking on the sidewalk. During field observations, parked vehicles were occasionally observed straddling the sidewalk on the north side of Austin Street while on-street metered parking was available on the south side of the street.

EMERGENCY VEHICLE ACCESS

The project site has frontages on two streets, Pine and Austin streets. Emergency vehicle access to the project site is primarily from Pine Street, which has three westbound travel lanes. The nearest fire stations are Station 3 at 1067 Post Street between Polk and Larkin streets, Station 41 at 1325 Leavenworth Street between Washington and Clay streets, and Station 38 at 2150 California Street between Laguna and Buchanan streets.

PARKING CONDITIONS

The existing parking conditions were examined within a parking study area generally bounded by Sacramento, Larkin, Sutter and Gough streets (see **Figure 4.C.1** on p. 4.C.2). Parking occupancy conditions were assessed for the weekday midday (1 to 3 PM) and evening (7 to 9 PM) periods.

¹⁰ SFMTA, 2011 Bicycle Count Report, December 2011.

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On-Street Parking Conditions

The project site frontage on Pine Street is 125 feet in length, and there are currently five metered standard parking spaces (two-hour limit on weekdays and Saturday, four-hour limit on Sundays), and one, 23-foot-wide curb cut and driveway into the project site (into 1545 Pine Street). Overall, on the south side of Pine Street between Van Ness Avenue and Polk Street, there is 1 metered commercial loading space, 14 metered standard parking spaces, 1 metered short-term (i.e., 15-minute) parking space, and 2 metered motorcycle parking spaces.

The project site frontage on Austin Street is 125 feet in length, and there are currently two driveways into the project site (i.e., into 1545 Pine Street and 1533-1535 Pine Street). On-street parking is not permitted on the north side of Austin Street (adjacent to the project site) between Van Ness Avenue and Polk Street. However, on the south side of Austin Street there are three metered commercial loading spaces (30-minute limit on weekdays and Saturday, and four-hour limit on Sunday), five metered standard parking spaces (two-hour limit on weekdays and Saturdays, and four-hour limit on Sunday), and four metered short-term (30-minute limit on weekdays and Saturdays, and four-hour limit on Sunday) parking spaces between Van Ness Avenue and Polk Street.

Table 4.C.6: Existing On-Street Parking Supply and Occupancy - Weekday Midday and Evening Conditions presents a summary of the on-street parking supply within the parking study area, and the weekday midday and evening occupancy based on surveys conducted in September 2013. There are about 960 on-street parking spaces within the study area. Overall, during the weekday midday period the on-street parking spaces were about 78 percent occupied and during the evening period the on-street parking spaces were about 90 percent occupied.

Off-Street Parking Conditions

Table 4.C.7: Off-Street Parking Supply and Utilization – Weekday Midday and Evening Conditions presents the three off-street parking facilities within the study area that are publicly accessible 24 hours a day (and therefore would be available for use by residents of the proposed project). Overall, there are about 270 off-street parking spaces within these three facilities, with an average occupancy of about 85 percent during the weekday midday, and about 72 percent during the weekday evening period. In addition to the three garages listed in **Table 4.C.7** offering 24-hour access to parking spaces, there are a few garages that provide off-street parking on weekdays generally between 7 AM and 7 PM (e.g., 1700 California Garage and 1388 Sutter Garage). In addition, the SFMTA's Polk-Bush Garage, the closest public parking garage to the project site, contains 129 parking spaces and has an access driveway on Bush Street east of Polk Street. This garage is generally open between 7 AM and 10 PM on weekdays, and between 7 AM and 2:30 AM on weekends, and has the capacity to accommodate additional vehicles.

Table 4.C.6: Existing On-Street Parking Supply and Occupancy - Weekday Midday and Evening Conditions

Street	Supply	Occupancy ^a	
		Midday	Evening
Sacramento Street – Gough to Larkin streets	97	84%	95%
California Street – Gough to Larkin streets	80	89%	96%
Pine Street – Gough to Larkin streets	117	66%	84%
Austin Street – Gough to Larkin streets	55	58%	84%
Bush Street – Gough to Larkin streets	112	100%	94%
Daniel Burnham Court/Hemlock Street – Gough to Larkin streets	55	71%	58%
Sutter Street – Gough to Larkin streets	91	89%	93%
Gough Street – Sacramento to Sutter streets	85	82%	95%
Franklin Street – Sacramento to Sutter streets	67	64%	85%
Van Ness Avenue – Sacramento to Sutter streets	50	82%	86%
Polk Street – Sacramento to Sutter streets	65	75%	97%
Larkin Street – Ellis to Bush streets	85	81%	95%
Total	959	78%	90%

Note:

^a Midday period between 1 and 3 PM and evening period between 7 and 9 PM.

Source: LCW Consulting, May 2014

Table 4.C.7: Off-Street Parking Supply and Utilization – Weekday Midday and Evening Conditions

Facility	Supply	Occupancy ^a	
		Midday	Evening
1330-1340 Bush Street Garage ^b	100	65%	40%
Old First Garage ^c	80	100%	80%
1776 Sacramento Garage ^c	88	92%	100%
Total	268	85%	72%

Notes:

^a Midday period between 1 and 3 PM, and evening period between 7 and 9 PM.

^b Garage offers monthly permit parking only.

^c Facility offers valet parking, where cars may be parked outside of designated spaces.

Sources: AECOM, 1634 Pine Street Transportation Impact Study, Final Report October 2012, Case No. 2011.1306!;
LCW Consulting, May 2014

REGULATORY FRAMEWORK

TRANSIT FIRST POLICY

In 1998, the San Francisco voters amended the City Charter (Charter Article 8A, Section 8A.115) to include a Transit First Policy, which was first articulated as a City priority policy by the Board of Supervisors in 1973. The Transit First Policy is a set of principles that underscore the City’s commitment to give priority to travel by transit, bicycle, and foot over the private automobile. These principles are embodied in the policies and objectives of the Transportation Element of the

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General Plan. All City boards, commissions, and departments are required, by law, to implement transit-first principles in conducting City affairs.

SAN FRANCISCO GENERAL PLAN

The Transportation Element of the *General Plan* is composed of objectives and policies that relate to the eight aspects of the citywide transportation system: General Regional Transportation, Congestion Management, Vehicle Circulation, Transit, Pedestrian, Bicycles, Citywide Parking, and Goods Management. The Transportation Element references San Francisco's Transit First Policy in its introduction, and contains objectives and policies that are directly pertinent to consideration of the proposed project, including objectives related to locating development near transit facilities, encouraging transit use, and ensuring traffic signals are timed and phased to emphasize transit, pedestrian, and bicycle traffic as part of a balanced multimodal transportation system. The *General Plan* also emphasizes alternative transportation through the positioning of building entrances, making improvements to the pedestrian environment, and providing safe bicycle parking facilities.

SAN FRANCISCO BICYCLE PLAN

The *San Francisco Bicycle Plan (Bicycle Plan)* describes a City program to provide the safe and attractive environment needed to promote bicycling as a transportation mode. The *Bicycle Plan* identifies the citywide bicycle route network and establishes the level of treatment (i.e., Class I, Class II or Class III facility) on each route. The *Bicycle Plan* also identifies near-term improvements that could be implemented within the next five years, as well as policy goals, objectives and actions to support these improvements. It also includes long-term improvements, and minor improvements that would be implemented to facilitate bicycling in San Francisco.

SAN FRANCISCO BETTER STREETS PLAN

The *San Francisco Better Streets Plan (Better Streets Plan)* focuses on creating a positive pedestrian environment through measures such as careful streetscape design and traffic calming measures to increase pedestrian safety. The *Better Streets Plan* includes guidelines for the pedestrian environment, which it defines as the areas of the street where people walk, sit, shop, play, or interact. Generally speaking, the guidelines are for design of sidewalks and crosswalks; however, in some cases, the *Better Streets Plan* includes guidelines for certain areas of the roadway, particularly at intersections.

IMPACTS AND MITIGATION MEASURES

SIGNIFICANCE THRESHOLDS

The significance criteria listed below are organized by mode to facilitate the transportation impact analysis; however, the transportation significance thresholds are essentially the same as those in the environmental checklist (Appendix G of the State CEQA Guidelines). For the purpose of this analysis, the following applicable thresholds were used to determine whether implementing the proposed project would result in a significant impact on transportation and circulation:

- **Traffic** - In San Francisco, the threshold for a significant adverse impact on traffic has been established as deterioration in the LOS at a signalized intersection 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 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 F. For an intersection that operates at LOS E or F under existing conditions, there may be a significant adverse impact 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 LOS to unacceptable levels (i.e., LOS E or LOS F).
- **Transit** - A 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 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 proposed on-site loading facilities or within convenient on-street loading zones, and if it would create potentially hazardous traffic 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.

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- **Construction** - A project's construction-related impacts generally would not be considered significant due to their temporary and limited duration.

As described in the Initial Study (see **Appendix A** to this EIR), on p. 65, the project site is not located within an area covered by an airport land use plan or within two miles of a public airport or public use airport; nor is it within the vicinity of a private airstrip. Therefore, implementation of the proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks, and these issues are not addressed in this EIR.

PROJECT FEATURES

The proposed project would require demolition of all of the existing buildings on the project site. In place of the existing buildings, the project sponsor would construct a 137,712-gsf, 12-story (plus two basement levels) mixed-use building containing residential and retail/art gallery uses. The proposed building would have 101,714 gsf of residential uses, with up to 107 residential units made up of 10 studios, 72 one-bedroom units, and 25 two-bedroom units. There would be 2,844 gsf of ground-floor retail/art gallery space along Pine and Austin streets and 33,154 gsf of parking, storage, mechanical, and circulation space on the ground floor and two below-grade basement levels.

The proposed project would eliminate the existing 23-foot-wide curb cut and driveway into the 1545 Pine Street building on Pine Street, as well as the existing 16-foot-wide curb cut and driveway into the 1533-1535 Pine Street building on Austin Street. The existing 16-foot-wide curb cut and driveway into the 1545 Pine Street building at the west end of the Austin Street frontage would be retained and widened to 20 feet to provide access to the proposed parking garage. The proposed project would provide 80 vehicle parking spaces (including three handicap-accessible spaces for residents) and two car-share spaces, for a total of 82 vehicle parking spaces within two below-grade levels (see **Figures 2.10** and **2.11** on pp. 2.17 to 2.18). Eight parking spaces (two car-share spaces, three standard spaces, and three handicap-accessible spaces) would be provided at Basement Level 1, and 74 parking spaces in six mechanical stacker units would be provided at Basement Level 2. No off-street parking is proposed for the 2,844 gsf of ground-floor retail/art gallery uses.

The proposed project would provide 106 Class 1 and 8 Class 2 bicycle parking spaces.¹¹ All 106 Class 1 bicycle parking spaces would be located in secured rooms on the ground floor. Residents would access these spaces via the centrally located residential entrances along Pine and Austin

¹¹ A Class 1 bicycle space protects the entire bicycle from theft or weather; examples include lockers or monitored parking. A Class 2 bicycle space is located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use.

streets. Eight Class 2 bicycle parking spaces are proposed, subject to SFMTA approval, on the Pine Street and Austin Street sidewalks (two bicycle racks on each street) near the proposed residential entrances (see **Figure 2.3** on p. 2.7).

The proposed project would not include the single, on-site, off-street truck loading space that would be required under the Planning Code.¹² Instead, the project sponsor would use the existing on-street metered commercial loading spaces on Austin Street. In addition, the project sponsor would request that the existing 23-foot-wide curb cut currently allocated to the existing driveway into the 1545 Pine Street building on Pine Street be closed and designated as a metered commercial loading space, subject to approval of the SFMTA Board of Directors. Alternately, the SFMTA has indicated that it may be more desirable to add a metered commercial loading space adjacent to the existing metered commercial loading space on Pine Street approximately 100 feet west of the project site. Adding a commercial loading space adjacent to the existing loading space would make it easier for trucks to maneuver in and out of the spaces and could accommodate larger trucks (i.e., if available, larger trucks would be able to use both spaces). The SFMTA has indicated that the location of the proposed commercial loading space on Pine Street can be determined by the SFMTA after the project sponsor has applied for the commercial loading zone through the SFMTA. The proposed change would need to be approved at a public hearing by the SFMTA Board of Directors.

Trash, recycling, and compost would be stored on-site in a dedicated room on the ground floor and would be accessed via a service corridor from Austin Street.

APPROACH TO ANALYSIS

This section presents the methodology for analyzing transportation impacts and information considered in developing travel demand for the proposed project. The impacts of the proposed project on the surrounding roadways were analyzed using the guidelines set forth in the San Francisco Planning Department's *2002 Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines 2002)*. The *SF Guidelines 2002* provide direction for analyzing transportation conditions and in identifying the transportation impacts of a proposed project in the City of San Francisco.

The analysis of the proposed project was conducted for existing and 2040 cumulative conditions. "Existing plus Project" conditions assess the near-term impacts of the proposed project, while

¹² Preliminary plans included one off-street loading space on the ground floor with access from Austin Street. Following review of the preliminary plans, the Planning Department, in consultation with the SFMTA, recommended that the off-street loading space be removed or relocated to the basement level to reduce pedestrian/vehicular conflicts and to allow for all Class 1 bicycle parking spaces to be located at the ground floor. Due to project site constraints, a below-grade off-street loading space is not feasible.

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“2040 Cumulative plus Project” conditions assess the long-term impacts of the proposed project in combination with other reasonably foreseeable future development.

Senate Bill 743 and Public Resources Code §21099

As discussed in **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, SB 743 amended CEQA by adding Public Resources Code §21099 regarding the analysis of parking impacts for certain urban infill projects in transit priority areas.¹³ Public Resources Code §21099(d), effective January 1, 2014, provides that “... parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.” Accordingly, parking is no longer to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all three criteria established in the statute. The proposed project meets all of the criteria, and thus the transportation impact analysis does not consider the adequacy of parking in determining the significance of project impacts under CEQA. However, the Planning Department acknowledges that parking conditions may be of interest to the public and the decision-makers. Therefore, this EIR presents a parking demand analysis for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce on-site parking spaces that affects the public right-of-way) as applicable in the following transportation impact analysis.

Furthermore, SB 743 requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas that promote a reduction in greenhouse gas emissions and do not use automobile delay (level of service) in determining significance (see below). These provisions of SB 743 are not yet applicable to the proposed project because new CEQA Guidelines will not be effective until sometime in 2015; therefore, this EIR analyzes the traffic-related impacts of the project as they pertain to LOS.

Impacts Analysis Methodology

Intersection Analysis

As with the existing conditions discussed on pp. 4.C.5 to 4.C.7 under “Environmental Setting,” the analysis of the effect of the proposed project on the eight study intersections used the

¹³ A “transit priority area” is defined as an area within one-half mile of an existing or planned major transit stop. A “major transit stop” is defined in California Public Resources Code §21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A map of San Francisco’s Transit Priority Areas is available online at <http://sfmea.sfplanning.org/Map%20of%20San%20Francisco%20Transit%20Priority%20Areas.pdf>.

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2000 HCM operations methodology, which determines the capacity for each lane group approaching an intersection. The operating characteristics of signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of the performance of an intersection based on the average delay per vehicle. LOS is based on delay, defined as the delay directly associated with the traffic control device, such as a traffic signal or stop sign, and includes the initial time slowing to a stop, queue move-up time, time stopped, and time spent accelerating. **Table 4.C.8: LOS Definitions for Signalized and Unsignalized Intersections** presents the relationship between LOS and delay.

Table 4.C.8: LOS Definitions for Signalized and Unsignalized Intersections

Control/ LOS	Description of Operations	Average 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

Note:

≤ means less than or equal to; > means greater than.

Source: 2000 HCM, Transportation Research Board, 2000

Transit Analysis

The impact of additional transit ridership generated by the proposed project was assessed by comparing the projected ridership to the available transit capacity, using the corridor analysis used to describe existing conditions. Muni has established a maximum capacity utilization factor of 85 percent to be used for planning purposes. For service provided by regional transit providers, the analysis assumes a capacity utilization standard of 100 percent, indicating that all seats are full.

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The number of existing weekday PM peak hour transit riders was obtained from the San Francisco Planning Department Memorandum – Transit Data for Transportation Impact Studies.¹⁴ Transit ridership for 2040 cumulative conditions was forecast using the San Francisco County Transportation Authority’s (SFCTA) San Francisco Chained Activity Model Process (SF-CHAMP) travel demand model.

Pedestrian Analysis

Pedestrian conditions were assessed as they relate to the project site, including safety and right-of-way issues, and conflicts with traffic.

Bicycle Analysis

Bicycle conditions were assessed as they relate to the project site, including bicycle routes, safety and right-of-way issues, and conflicts with traffic.

Loading Analysis

Loading was analyzed by comparing the on-site loading spaces supplied by the proposed project to both the required loading by the Planning Code and projected loading demand.

Construction Analysis

The construction impact evaluation addresses the staging and duration of construction activity, estimated daily truck and worker volumes, and street lane and/or sidewalk closures.

Parking Analysis

The parking analysis was conducted by comparing the proposed parking supply to both the amount allowed under the Planning Code and the projected demand that would be generated by the proposed project.

Proposed Project Travel Demand

Project travel demand refers to the new vehicle, transit, pedestrian, and bicycle traffic that would be generated by the proposed project. Parking and freight loading demand for the proposed project are also analyzed. The travel demand, parking demand, and freight/service vehicle loading demand estimates were based on information contained in the *SF Guidelines 2002*.

The travel demand reflects the new demand associated with the new residential (107 residential units) and retail/art gallery uses (2,844 gsf) within the proposed 1527-1545 Pine Street building.

¹⁴ TIS, Table 3, p. 21.

Trip Generation

The daily and PM peak hour person-trip generation for the proposed project includes residents, employees, and visitors to the project site. The person-trip generation rates from the *SF Guidelines 2002* were applied to the residential units (with different rates for the new studio/one-bedroom and two-or-more-bedroom units). The retail trip generation rate was applied to the retail/art gallery uses. An art gallery use would likely have fewer average daily and PM peak hour person trips; however, since the exact use is unknown, the retail trip generation rate was used.

Because the *SF Guidelines 2002* do not provide trip generation rates for weekday AM peak hour conditions, the weekday AM peak hour travel demand for the proposed land uses was based on the weekday PM peak hour trip generation rates provided in the *SF Guidelines 2002*, adjusted based on the ratio of AM to PM peak hour trip generation for the residential and retail/art gallery uses from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Based on the ratios developed from the ITE rates, the following factors were applied to the weekday PM peak hour trip generation rates in order to develop the weekday AM peak hour trip distribution:

- Residential: 86 percent of the weekday PM peak hour.
- Retail/Art Gallery: 11 percent of the weekday PM peak hour.

Similarly, for the weekday AM peak hour the weekday PM peak hour work/non-work split was applied for the residential and retail/art gallery uses; however, the directional distribution of the work trips was adjusted to be outbound for residential uses, and inbound for retail/art gallery uses during the weekday AM peak hour (as compared to inbound for residential uses, and outbound for retail/art gallery uses during the weekday PM peak hour).

Table 4.C.9: Number of Person-Trips Generated by Land Use presents the weekday daily, AM and PM peak hour person trips generated by the proposed uses. The proposed project would generate about 1,292 person-trips (inbound and outbound) on a weekday daily basis, 133 person-trips during the weekday AM peak hour, and 188 person-trips during the weekday PM peak hour.

Mode Split

The project-generated person-trips were allocated among different travel modes in order to determine the number of auto, transit, walk, and other trips going to and from the site. The “Other” category includes bicycle, motorcycle, taxi, and additional modes.

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Table 4.C.9: Number of Person-Trips Generated by Land Use

Land Use	Size	Person Trip Generation Rates	Person-Trips		
			Daily	AM Peak Hour	PM Peak Hour
Residential					
Studio/one bedroom	82 units	7.5 per unit	615	92	107
Two+ bedrooms	25 units	10.0 per unit	250	37	43
Retail/Art Gallery ^a	2,844 gsf	150 per 1,000 gsf	427	4	38
Total			1,292	133	188

Note:

^a The retail trip generation rate was used for the retail/art gallery uses.

Sources: *SF Guidelines 2002*; LCW Consulting, May 2014

Mode split assumptions for work and non-work trips for the residential use are based on data for the census tract where the proposed project is located (Census Tract 111).¹⁵ Mode of travel assumptions for the retail/art gallery uses are based on information contained in the *SF Guidelines 2002* for employee and visitor trips to Superdistrict 1. An average vehicle occupancy rate, as obtained from the census data for residential uses and the *SF Guidelines 2002* for the retail/art gallery uses, was applied to the number of auto person-trips to determine the number of vehicle-trips generated by the proposed project.

Table 4.C.10: Trip Generation by Mode - Weekday AM and PM Peak Hours presents the weekday AM and PM peak hour trip generation by mode for the proposed project. During the weekday AM peak hour, about 29 percent of all person-trips would be by auto, 34 percent by transit, and 37 percent by other modes (including walking and bicycling). During the weekday AM peak hour, the proposed project would generate about 34 vehicle trips, of which 9 vehicle trips (26 percent) would be inbound to the project site and 25 vehicle trips (74 percent) would be outbound from the project site. During the weekday PM peak hour, about 30 percent of all person-trips would be by auto, 30 percent by transit, and 40 percent by other modes (including walking and bicycling). During the weekday PM peak hour, the proposed project would generate about 44 vehicle trips, of which 28 vehicle trips (64 percent) would be inbound to the project site, and 16 vehicle trips (36 percent) would be outbound from the project site. As shown in **Table 4.C.10**, the residential component of the proposed project would generate about 97 percent of the total vehicle trips (33 trips) during the weekday AM peak hour and about 86 percent of the total vehicle trips (38 trips) during the weekday PM peak hour.

¹⁵ TIS, p. 32.

Table 4.C.10: Trip Generation by Mode - Weekday AM and PM Peak Hours

Land Use	Person-Trips				Total	Vehicle Trips
	Auto	Transit	Walk	Other ^a		
Weekday AM Peak Hour						
Residential	36	44	41	8	129	33
Retail	2	1	1	0	4	1
Total	38	45	42	8	133	34
Weekday PM Peak Hour						
Residential	42	51	48	9	150	38
Retail	14	6	13	5	38	6
Total	56	57	61	14	188	44

Note:

^a "Other" mode includes bicycles, motorcycles, and taxis.

Sources: *SF Guidelines 2002*; LCW Consulting, May 2014

Trip Distribution/Assignment

The distribution of trips for the land uses being proposed by the project was obtained from census data for the residential land use and the *SF Guidelines 2002* for the retail/art gallery uses.¹⁶ Trip distribution is based on the origin/destination of the trips and is separated into the four quadrants of San Francisco (Superdistricts 1 through 4), the East Bay, the North Bay, the South Bay, and Out of Region. As shown in **Table 4.C.11: Trip Distribution Patterns by Land Use**, the majority of the trips generated by the residential and retail/art gallery uses would travel to and from greater downtown San Francisco (i.e., trip origins and destinations would be concentrated within Superdistrict 1). These patterns were used as the basis for assigning project-generated vehicle trips to the local streets in the study area and transit trips to the transit corridors.

Table 4.C.11: Trip Distribution Patterns by Land Use

Origin/ Destination	Retail/Art Gallery		Residential
	Non-Work	Work	Non-Work/Work
San Francisco			
Superdistrict 1	19.0%	12.8%	63.6%
Superdistrict 2	7.0%	14.4%	9.1%
Superdistrict 3	8.0%	17.0%	9.1%
Superdistrict 4	3.0%	11.2%	9.1%
East Bay	11.0%	22.4%	3.9%
North Bay	5.0%	6.1%	1.1%
South Bay	8.0%	14.3%	4.1%
Out of Region	39.0%	1.8%	0.0%
Total	100%	100%	100%

Sources: *SF Guidelines 2002*; 1990 U.S. Census; LCW Consulting, May 2014

¹⁶ TIS, p. 33.

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Loading Demand

Freight delivery and service vehicle demand was estimated based on the methodology and truck trip generation rates presented in the *SF Guidelines 2002*. As shown in **Table 4.C.12: Freight Delivery and Service Vehicle Demand by Land Use**, the proposed project would generate about four delivery/service vehicle trips per day. These daily truck trips correspond to a demand for less than one loading space during the average and peak hour of loading activities. It is anticipated that most of the delivery/service vehicles that would be generated by the proposed project would consist of relatively small delivery trucks and vans (i.e., less than 30 feet). In addition, the residential use would generate a demand for large and small moving vans.

Table 4.C.12: Freight Delivery and Service Vehicle Demand by Land Use

Land Use	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
Residential	3.1	0.18	0.14
Retail/Art Gallery	0.6	0.04	0.03
Total	3.7	0.22	0.17

Sources: *SF Guidelines 2002*; LCW Consulting, May 2014

Parking Demand

Parking demand for the new uses associated with the proposed project was determined based on the methodology presented in the *SF Guidelines 2002*. Parking demand consists of both long-term demand (typically residents and employees) and short-term demand (typically visitors). Long-term parking demand for the residential use was estimated assuming 1.1 spaces for every studio/one-bedroom residential unit and 1.5 spaces for every residential unit with two or more bedrooms. For the retail/art gallery uses long-term parking demand was estimated by applying the trip mode split and the average vehicle occupancy from the trip generation calculations to the estimated number of employees. Short-term parking for these uses was estimated based on the total daily visitor trips by private automobiles and average daily parking turnover rate of 5.5 vehicles per space per day.

Table 4.C.13: Weekday Midday and Evening Parking Demand by Land Use presents the estimated weekday midday and evening parking demand for the proposed project. Under the proposed project, the 107 residential units would generate a total weekday midday and evening parking demand for 102 and 127 long-term spaces, respectively. The retail/art gallery uses would generate a total weekday midday parking demand for 7 spaces. Overall, the proposed project would generate a new parking demand for 109 spaces during the weekday midday and 127 spaces during the weekday evening.

Table 4.C.13: Weekday Midday and Evening Parking Demand by Land Use

Period/Land Use	Long-Term Parking Spaces	Short-Term Parking Spaces	Total
Midday			
Residential	102	0	102
Retail/Art Gallery	2	5	7
Total	104	5	109
Overnight			
Residential	127	0	127

Sources: SF Guidelines 2002, LCW Consulting, May 2014

PROJECT-LEVEL IMPACT EVALUATION

This section presents the assessment of transportation impacts due to the travel demand generated by the proposed project. The impacts are grouped into seven areas: traffic, transit, pedestrian, bicycle, loading, emergency vehicle access, and construction. The parking demand analysis is presented for informational purposes and considers any secondary physical impacts associated with constrained supply (e.g., queuing by drivers waiting for scarce on-site parking spaces that affects the public right-of-way) as applicable.

Traffic Impacts

Impact TR-1: The proposed project would not cause a substantial increase in traffic that would cause the level of service to decline from LOS D or better to LOS E or F, or from LOS E to F, at the eight study intersections in the project vicinity. (Less than Significant)

Intersection LOS Analysis

The proposed project would generate about 34 vehicle trips (9 inbound and 25 outbound) during the weekday AM peak hour and about 44 vehicle trips (28 inbound and 16 outbound) during the weekday PM peak hour. Project-generated inbound and outbound vehicle trips were assigned to the local street network and the proposed 20-foot-wide Austin Street driveway. The project-related weekday AM and PM peak hour vehicle trips were added to existing traffic volumes to obtain Existing plus Project traffic volumes.

Table 4.C.14: Existing Plus Project Conditions – Weekday AM and PM Peak Hour

Intersection LOS presents the Existing plus Project intersection LOS for the weekday AM and PM peak hours. In general, the addition of project-generated traffic would result in small increases in the average delay per vehicle at the study intersections during both the weekday AM and PM peak hours, and the intersection LOS designations would remain the same as under existing conditions. At the intersection of Van Ness Avenue/Pine Street, which operates at LOS F during the weekday PM peak hour under existing conditions and would continue to operate at LOS F under Existing plus Project conditions, the proposed project would add 17 vehicle trips

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during the weekday PM peak hour. The proposed project would add five vehicle trips to the southbound through/right critical movement, which represents 0.3 percent of the total weekday PM peak hour southbound through/right volume of 1,525 vehicles. The proposed project’s contribution would not be considerable, and therefore the proposed project’s contribution to the overall intersection LOS F conditions would be less than significant. No mitigation is necessary.

Table 4.C.14: Existing Plus Project Conditions – Weekday AM and PM Peak Hour Intersection LOS

Intersection ^a	Existing		Existing plus Project	
	Delay ^b	LOS ^c	Delay ^b	LOS ^c
Weekday AM Peak Hour				
2. Franklin Street/Bush Street	31.0	C	31.1	C
3. Van Ness Avenue/California Street	28.4	C	28.4	C
4. Van Ness Avenue/Pine Street	36.4	D	36.7	D
5. Van Ness Avenue/Bush Street	23.9	C	24.2	C
Weekday PM Peak Hour				
1. Franklin Street/Pine Street	17.0	B	18.3	B
2. Franklin Street/Bush Street	23.7	C	24.1	C
3. Van Ness Avenue/California Street	31.9	C	32.0	C
4. Van Ness Avenue/Pine Street	>80	F	>80	F
5. Van Ness Avenue/Bush Street	38.1	D	39.9	D
6. Polk Street/Pine Street	18.2	B	18.3	B
7. Polk Street/Austin Street ^d	12.7 (eb)	B	13.8 (eb)	B
8. Polk Street/Bush Street	18.8	B	19.0	B

Notes: eb = eastbound

^a Intersections are numbered to key with **Figure 4.C.1** on p. 4.C.2.

^b Delay is presented in seconds per vehicle.

^c Signalized intersections operating at LOS E or F are highlighted in **bold**.

^d At the intersection of Polk/Austin streets, the eastbound Austin Street approach is stop-sign controlled, and therefore, the delay and LOS is presented for the worst approach, indicated in parentheses ().

Source: LCW Consulting, May 2014

Driveway Operations

As described above under “Project Features,” vehicular access to the below-grade parking garage would be from Austin Street via a 20-foot-wide driveway, and the existing 23-foot-wide driveway on Pine Street (into the 1545 Pine Street building) and 16-foot-wide driveway on Austin Street (into the 1533-1535 Pine Street building) would be removed.

Existing traffic volumes on Austin Street are very low (about 15 vehicles per hour during the weekday PM peak hour), and the addition of the project-generated vehicles would not substantially affect operation of the 35-foot-wide roadway. Given the primarily residential use of the building (i.e., which has a lower trip generation than retail uses and therefore less inbound and outbound vehicle trips throughout the day), minimal, if any, queuing associated with vehicles accessing the proposed parking garage would be expected. At the location of the proposed driveway into the garage, there is no on-street parking on the south side of Austin Street due to existing driveways into the residential buildings. As a result, the wider available roadway right-

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of-way, along with the approximately 10-foot-wide setback, would facilitate left turns into the proposed parking garage. The parking garage access ramps to the first below-grade level would be about 80 feet long (accommodating about four vehicles); therefore, any queues associated with multiple vehicles accessing the site at the same time would be accommodated on site, or on Austin Street, which has limited vehicle traffic. The removal of the existing 23-foot-wide driveway on Pine Street would reduce existing conflicts between Muni bus operations (i.e., the 1AX/BX California Expresses, the 31AX/BX Balboa Expresses, or the 38AX/BX Geary Expresses) and vehicles accessing the driveway.

Conclusion

Overall, under Existing plus Project conditions during both the weekday AM and PM peak hours, seven of the eight study intersections would continue to operate at LOS D or better, the proposed project's contribution to the critical movement at the intersection of Van Ness Avenue/Pine Street, which currently operates at LOS F during the weekday PM peak hour, would not be considerable, and parking garage operations would not affect operations on Austin Street or Van Ness Avenue. Therefore, the impacts of the proposed project on traffic operations would be less than significant. No mitigation is necessary.

While the proposed project's traffic impacts would be less than significant, **Improvement Measure I-TR-A**, shown below, is identified in the TIS to reduce the proposed project's less-than-significant traffic impacts related to vehicular access to the project site.

Improvement Measure I-TR-A: Monitoring and Abatement of Queues

As an improvement measure to reduce the potential for queuing of vehicles accessing the project site, it shall be the responsibility of the project sponsor to ensure that recurring vehicle queues do not occur on Austin Street adjacent to the site. A vehicle queue is defined as one or more vehicles blocking any portion of the Austin Street sidewalk or travel lanes on Austin Street or Van Ness Avenue for a consecutive period of three minutes or longer on a daily and/or weekly basis.

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

Implementation of **Improvement Measure I-TR-A** would not result in any secondary transportation-related impacts.

Transit Impacts

Impact TR-2: The proposed project would not result in a substantial increase in transit demand that could not be accommodated by adjacent local and regional transit capacity; nor would it cause a substantial increase in delays or costs such that significant adverse impacts to local or regional transit service could occur. (*Less than Significant*)

Muni

The proposed project would generate about 57 transit trips (36 inbound and 21 outbound) during the weekday PM peak hour (see **Table 4.C.10** on p. 4.C.29). Transit riders associated with the proposed project would use the nearby Muni routes and would transfer to other Muni routes/lines or regional transit for trips to and from the project site. Based on the location of the project site and the anticipated origins and destinations of the proposed project's residents, employees, and visitors, transit trips were assigned to Muni and the various regional transit operators (e.g., BART, AC Transit, Caltrain, SamTrans, and GGT). Based on the trip distribution patterns, it was estimated that of the 57 Muni transit trips during the weekday PM peak hour, 46 transit trips were assigned to the east/west transit corridor (the 1 California, 2 Clement, and 3 Jackson), and 10 transit trips were assigned to the north/south transit corridor (the 19 Polk, 47 Van Ness, and 49 Van Ness-Mission). The remaining single transit trip to the North Bay was assigned to GGT, and it was assumed that the transit rider would use GGT bus routes on Van Ness Avenue.

Table 4.C.15: Existing Plus Project Muni Capacity Utilization – Weekday PM Peak Hour presents the weekday PM peak hour ridership and capacity utilization for the north/south and east/west corridors for Existing plus Project conditions. With the addition of project-generated transit trips, the capacity utilization at the corridors would increase, but would remain at less than the 85 percent capacity utilization standard. Capacity utilization on the 1 California is close to the 85 percent capacity utilization standard in the outbound direction (see **Table 4.C.3** on p. 4.C.12). The capacity utilization on this transit route may increase to 85 percent or more with the addition of project-generated transit trips; however, because there would be available capacity on other routes in the east/west corridor, and the overall corridor would operate at less than the 85 percent capacity utilization standard, project-generated transit trips would not result in significant impacts. Therefore, the impacts of the proposed project on local transit would be less than significant. No mitigation is necessary.

Table 4.C.15: Existing Plus Project Muni Capacity Utilization – Weekday PM Peak Hour

Corridor/Direction of Travel	Existing Capacity Utilization	Project Trips	Existing plus Project Capacity Utilization
North/South Corridor^a			
Northbound	60.0%	6	60.4%
Southbound	56.7%	4	57.0%
East/West Corridor^b			
Eastbound	52.3%	17	53.3%
Westbound	80.6%	29	82.3%

Notes:

^a The North/South corridor includes the 19 Polk, 47 Van Ness, and 49 Van Ness-Mission.

^b The East/West corridor includes the 1 California, 2 Clement, and 3 Jackson.

Sources: San Francisco Planning Department – Transit Data for Transportation Impact Studies, June 2013; LCW Consulting, May 2014

Regional Transit

Similar to the analysis of Muni capacity utilization, the analysis of regional transit capacity utilization assesses the effect of project-generated transit trips on transit conditions in the outbound direction during the weekday PM peak hour. It was estimated that of the 57 new transit trips during the weekday PM peak hour, eight would be to the East Bay (four trips), North Bay (one trip) and South Bay (three trips). The majority of transit riders from the project site with an East Bay destination would be expected to use the 19 Polk to reach the Civic Center BART station or the 2 Clement or the 3 Jackson to reach the Montgomery Street BART station. South Bay riders would be expected to walk to Van Ness Avenue to take the 47 Van Ness to the Caltrain station at Fourth and Townsend streets. The majority of North Bay riders would be expected to walk to Van Ness Avenue to use Golden Gate Transit. In general, the addition of project-related passengers would not have a substantial effect on the regional transit providers during the weekday PM peak hour, as the capacity utilization would remain similar to that under existing conditions (see **Table 4.C.5** on p. 4.C.13). Capacity utilization for all regional transit providers would be below their capacity utilization standards; thus, there would be a less-than-significant impact on regional transit carriers.

Project Driveway Impacts on Transit Operations

As discussed above under **Impact TR-1**, the proposed project would increase the number of vehicles throughout the day on Van Ness Avenue, Pine Street, and Polk Street on which Muni bus routes travel. Since vehicular access to the project site would be from Austin Street (about 170 feet east of Van Ness Avenue), it is not anticipated that vehicles accessing the project site would conflict with Muni or GGT buses on Van Ness Avenue, or Muni buses on Pine and Polk streets. On Pine Street, the existing driveway would be removed, thereby eliminating any existing conflicts between transit and driveway operations. Therefore, impacts on transit service related to vehicular access to the project site would be less than significant.

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The project-generated transit trips would not substantially affect the capacity utilization of local and regional transit, and would not result in conflicts or vehicle delays due to project-generated vehicles that would affect the operations of the adjacent and nearby Muni bus routes. Therefore, the transit impacts of the proposed project would be less than significant. No mitigation is necessary.

While the proposed project's impacts on transit would be less than significant, **Improvement Measure I-TR-A: Monitoring and Abatement of Queues**, shown above under **Impact TR-1** on p. 4.C.33 and identified in the TIS, would reduce the proposed project's less-than-significant impacts on transit, specifically operations along Van Ness Avenue, Pine Street, and Polk Street where public bus routes operate.

Implementation of **Improvement Measure I-TR-A** would not result in any secondary transportation-related impacts.

Pedestrian Impacts

Impact TR-3: The proposed project would not result in substantial overcrowding on public sidewalks, nor create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility on the site and adjoining areas. (*Less than Significant*)

Pedestrian trips generated by the proposed project would include walk trips to and from the proposed new land uses and to and from transit. The proposed new land uses would add about 95 pedestrian trips (45 trips destined to and from the transit routes and 50 walk/other trips) to the surrounding sidewalks and crosswalks during the weekday AM peak hour. During the weekday PM peak hour, about 132 pedestrian trips (57 trips destined to and from the transit routes and 75 walk/other trips) would be added to the surrounding sidewalks and crosswalks (see **Table 4.C.10** on p. 4.C.29).

Primary pedestrian access to the proposed residential tower would be from Pine Street while secondary access would be from Austin Street. The residential entrances would be centrally located and set back 11 feet and 14 feet from the north and south property lines, respectively. In addition, the existing sidewalk on Austin Street adjacent to the project site would be reconstructed as part of the proposed project. Pedestrian access to the retail spaces would be from Pine Street while access to the art gallery space would be from Austin Street. The art gallery entrance would be set back five feet from the south property line.

As discussed above under "Environmental Setting" on p. 4.C.14, the 10-foot-wide sidewalk on Pine Street does not meet the *Better Streets Plan* minimum sidewalk width of 12 feet or the

recommended width of 15 feet for a commercial thoroughfare. The parking lane on the south curb of Pine Street between Kearny and Gough streets currently has a weekday PM peak period tow-away restriction that provides for an additional travel lane on Pine Street. The tow-away restriction on this segment of Pine Street limits widening of the south sidewalk into the parking lane. However, the proposed project would include a ground floor setback along Pine Street (i.e., a 45-foot-wide-by-11-foot-deep setback), which would provide additional sidewalk area adjacent to the project site.

The 7-foot-wide sidewalk on Austin Street currently meets the *Better Streets Plan* minimum width of 6 feet, but not the recommended width of 9 feet for alleys. Between Van Ness Avenue and Polk Street, the curb-to-curb roadway width of Austin Street is 21 feet, and includes on-street parking on the south side of the street and a 14-foot-wide eastbound travel lane. Widening the Austin Street sidewalk to meet the recommended width of 9 feet for alleys would reduce the travel lane to less than the *Better Streets Plan* guideline of a 14-foot-wide clearance for emergency vehicles for a one-way street.¹⁷ However, the proposed project would include varied ground floor setbacks along Austin Street (i.e., between 5 and 14 feet from the south property line), which would provide additional sidewalk area adjacent to the project site.

Overall, while the addition of project-generated pedestrian trips would incrementally increase pedestrian volumes on Pine, Austin, and Polk streets, and on Van Ness Avenue, the additional trips would not substantially affect pedestrian flows, create potentially hazardous conditions for pedestrians or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Therefore, the proposed project's impacts on pedestrians would be less than significant. No mitigation is necessary.

Bicycle Impacts

Impact TR-4: The proposed project would not result in potentially hazardous conditions for bicyclists, or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (*Less than Significant*)

The proposed project would add up to 107 residential dwelling units, and would provide 106 Class 1 bicycle parking spaces in two secure bicycle storage rooms at the ground floor with access from Pine and Austin streets (see **Figure 2.3** on p. 2.7). In addition, 8 Class 2 bicycle parking spaces would be provided on the Pine Street and Austin Street sidewalks (two bicycle racks at each location) near the proposed residential entrances. The proposed project would exceed the Planning Code bicycle parking requirements (102 Class 1 and 5 Class 2 spaces for the

¹⁷ San Francisco Planning Department, *Better Streets Plan, Policies and Guidelines for the Pedestrian Realm, Final Plan*, December 2010, p. 155.

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107 residential dwelling units, and two Class 2 spaces for the retail/art gallery uses, for a total of 102 Class 1 and 7 Class 2 bicycle parking spaces).

The project site is within convenient bicycling distance of office and retail buildings in the Civic Center and downtown San Francisco. Due to proximity, it is anticipated that a portion of the 8 weekday AM peak hour person trips and the 14 weekday PM peak hour person trips identified as “other” trips would be bicycle trips (see **Table 4.C.10** on p. 4.C.29). As discussed above under “Environmental Setting” on p. 4.C.15, there are three bicycle routes in the vicinity of the project site: Bicycle Route 16 on Post and Sutter streets, Bicycle Route 25 on Polk Street, and Bicycle Route 310 on California Street. The new project-generated bicycle trips would be added to these routes as well as to streets in the project vicinity that are not designated bicycle routes.

The proposed project would result in an increase in the number of vehicles in the vicinity of the project site (44 vehicle trips during the weekday PM peak hour); however, this increase would not be substantial enough to affect bicycle travel in the area. All vehicles exiting the proposed Austin Street driveway would access Polk Street, which is part of northbound/southbound Bicycle Route 25. Given the predominantly residential use of the proposed project, it is not anticipated that the vehicle trips generated by the new uses would substantially affect bicycle travel along Polk Street. Furthermore, the SFMTA has finalized the design for the segment of Polk Street between Union and McAllister streets as part of the Polk Street Improvement Project. Implementation of this project (with construction expected to begin in 2015) will introduce a streetscape design that promotes a thriving and active corridor, enhances the pedestrian experience, complements bicycle and transit mobility, and supports commercial activities.

Although the proposed project would result in an increase in the number of vehicles and bicyclists on roadways in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area. Therefore, impacts on bicyclists would be less than significant. No mitigation is necessary.

Loading Impacts

Impact TR-5: The loading demand for the proposed project would be accommodated within the existing and proposed on-street commercial loading spaces, and would not create potentially hazardous conditions or significant delays for traffic, transit, bicyclists or pedestrians. (*Less than Significant*)

Loading Supply and Demand

San Francisco Planning Code §152 provides requirements for off-street loading spaces. For residential uses greater than 100,000 square feet, one off-street loading space is required. The proposed project would develop 101,714 gsf of residential uses and would be required to provide

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one off-street loading space. No loading spaces would be required for the retail/art gallery uses because there would be less than 10,000 gsf. As described above under “Project Features” on p. 4.C.23, the proposed project would not include the single off-street truck loading space that would be required under the Planning Code. Instead, the existing three on-street metered commercial loading spaces on the south side of Austin Street (across from the project site) and the existing 24-foot-wide metered commercial loading space on Pine Street 100 feet west of the project site would be used. In addition, the project sponsor would request that the 23-foot-wide curb cut currently allocated to the existing driveway for the 1545 Pine Street building be closed and designated as a metered commercial loading space. Alternately, the SFMTA has indicated that it may be more desirable to convert one of the metered standard parking spaces to the west and east of the existing commercial loading space on Pine Street to a metered commercial loading space.¹⁸ Adding a commercial loading space adjacent to the existing loading space would make it easier for trucks to maneuver in and out of the spaces and could accommodate larger trucks (i.e., if available, larger trucks would be able to use both spaces). SFMTA has indicated that the location of the proposed commercial loading space can be determined by the SFMTA after the project sponsor has applied for the commercial loading zone through the SFMTA. As part of project approvals, the project sponsor would request a variance from the on-site loading space requirement.

As discussed above under “Approach to Analysis” on p. 4.C.30, the new uses associated with the proposed project would generate about four delivery/service vehicle-trips to the project site per day, which corresponds to a demand for less than one loading space during the peak hour and average hour of loading activities. The combined loading demand would be accommodated within the existing on-street metered commercial loading spaces on Austin and Pine streets.

Residential Move In and Move Out Activities

Residential move-in and move-out activities are anticipated to occur primarily from the three on-street metered commercial loading spaces on the south side of Austin Street across from the project site. In the event that a very large moving truck (e.g., a 53-foot-long tractor trailer long distance moving van) cannot be accommodated within the existing commercial loading spaces, on-street curb parking on Pine Street could be reserved through SFMTA.

Trash, Recycling and Compost Pick-Up

Trash, recycling, and compost would be stored on-site within a trash/recycling/compost room on the ground floor, which would be accessed via an internal corridor to Austin Street. Trash, recycling, and compost chutes that lead into the ground floor trash/recycling/compost room

¹⁸ Metered standard parking spaces to the west and east of this existing commercial loading space are 22 feet wide and 20 feet wide, respectively.

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would be located on each floor. For trash/recycling/compost pickup, it is anticipated that trash containers would be retrieved by the trash collection company personnel by accessing the building from Austin Street. For the two retail spaces fronting Pine Street, each tenant would be required to provide adequate trash storage within the leased space, and trash collection would be arranged independently by each tenant. It is anticipated that trash would be carted to the curb on Pine 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.

Passenger Loading and Unloading

The proposed project does not anticipate the need for an on-street passenger loading/unloading zone related to residential and retail land uses. Due to the low traffic volumes on Austin Street (about 15 vehicles during the weekday PM peak hour), passengers in taxis could be dropped off at the residential entrance on Austin Street within the travel lane, without substantially affecting traffic conditions on Austin Street. On-street parking is not permitted on the north curb of Austin Street; therefore, passengers would be able to access the vehicle directly from the sidewalk adjacent to the project site.

Conclusion

Since the proposed project's loading demand would be accommodated within existing on-street commercial loading spaces in the immediate project vicinity, the proposed project would have less-than-significant impacts on loading. No mitigation is necessary.

Emergency Vehicle Access Impacts

Impact TR-6: The proposed project would not result in significant impacts on emergency vehicle access. (*Less than Significant*)

Implementation of the proposed project would not result in any changes to adjacent travel lanes. Emergency vehicle access to the project site would remain unchanged from existing conditions; thus, emergency service providers would continue to be able to pull up to the project site from Pine and Austin streets. Therefore, the proposed project would not limit emergency vehicle access to the project site or nearby vicinity and emergency vehicle access impacts would be less than significant.

Construction Impacts

Impact TR-7: The proposed project would not result in construction-related transportation impacts because of their temporary and limited duration. (*Less than Significant*)

The construction impact assessment is based on currently available information from the project sponsor, and professional knowledge of typical construction practices citywide. Prior to construction, as part of the construction application phase, the project sponsor and construction contractor(s) would be required to meet with Department of Public Works (DPW) and SFMTA staff to develop and review truck routing plans for demolition, disposal of excavated materials, materials delivery and storage, as well as staging for construction vehicles. The construction contractor would be required to meet the *City of San Francisco's Regulations for Working in San Francisco Streets* (the Blue Book), including those regarding sidewalk and lane closures, and would meet with SFMTA staff to determine if any special traffic permits would be required.¹⁹ In addition to the regulations in the Blue Book, the contractor would be responsible for complying with all City, State and Federal codes, rules and regulations.

It is anticipated that construction of the proposed project would take approximately 23 months. There would be six primary construction phases, which would partially overlap:

- Demolition – 0.75 months
- Excavation and shoring – three months
- Foundation and below-grade construction – one and a half months
- Base building construction – 15 months
- Exterior finishing – nine months
- Interior finishing – eight months

Construction-related activities would typically occur Monday through Friday, between 7 AM and 4 PM. Construction is not anticipated to occur on Saturdays, 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. The contractor would need to comply with the San Francisco Noise Ordinance and the Blue Book, including requirements to avoid peak hour construction activities on adjacent streets.²⁰

Based on information obtained from the project sponsor, construction staging would occur on-site, and within the adjacent parking lane on Pine Street. The sidewalks on Pine and Austin

¹⁹ The SFMTA Blue Book, 8th Edition, January 2013. Available online at <http://www.sfmta.com/services/streets-sidewalks/construction-regulations>. Accessed March 20, 2014.

²⁰ The San Francisco Noise Ordinance permits construction activities seven days a week, between 7 AM and 8 PM.

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streets adjacent to the project site may need to be closed for a portion of the construction period (e.g., during the excavation and foundation stages, or when the Austin Street sidewalk adjacent to the project site is replaced), and pedestrian traffic would need to be shifted to a protected pedestrian walkway within the parking lane. The parking lane on Pine Street adjacent to the project site is subject to weekday PM peak period (3 to 7 PM) tow-away regulations; therefore, use of this lane for construction activities may be limited. Generally, construction activities may require temporary travel lane closures, which would be coordinated with the City in order to minimize the impacts on local traffic and transit. Construction activities, such as delivery of large construction equipment (e.g., tower crane) and oversized construction materials that would require one or more temporary lane closures on Pine Street, would need to be conducted on weekend days when pedestrian, transit and traffic activity is lower. Any temporary weekday travel lane closures adjacent to the project site on Pine Street could affect the 1AX/BX California Expresses, the 31AX/BX Balboa Expresses, and the 38AX/BX Geary Expresses. 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 on Van Ness Avenue, Pine Street, Polk Street, or other nearby streets. Any temporary sidewalk or traffic lane closures would be required to coordinate 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 SFMTA's Transportation Advisory Staff Committee (TASC), an interdepartmental committee that includes representatives from the DPW, SFMTA, Police Department, Fire Department, and the Planning Department.

There are no bus stops, support poles, or overhead wires located adjacent to the project site on Pine or Austin streets; therefore, Muni facilities on Pine Street would not be affected.

During the construction period, there would be a flow of construction-related trucks into and out of the site. As shown in **Table 4.C.16: Summary of Construction Phases and Duration, and Daily Construction Trucks and Workers by Phase**, there would be an average of between 15 and 35 construction trucks traveling to and from the site on a daily basis (a total of between 30 to 70 truck trips). Construction vehicles would enter the site from Pine and Austin streets. The impact of construction truck traffic would be a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and Muni operations. It is anticipated that a majority of the construction-related truck traffic would use Pine and Bush streets to access Franklin and Gough streets and Van Ness Avenue to connect with U.S. 101 for South Bay and East Bay destinations.

Table 4.C.16: Daily Construction Trucks and Workers by Phase

Phase	Duration (months)	Number of Daily Construction Trucks		Number of Daily Construction Workers	
		Peak	Average	Peak	Average
Demolition	0.75	30	25	10	5
Excavation and Shoring	3	40	35	15	10
Foundation & Below Grade Construction	1.25	60	15	45	35
Base Building	15	30	20	45	30
Exterior Finishing	9	15	8	20	10
Interior Finishing	8	40	25	80	50

Source: Trumark Urban, December 2012

As shown in **Table 4.C.16**, there would be an average of between 5 and 50 construction workers per day at the project site. The trip distribution and mode split of construction workers are not known. 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 and would be temporary in nature. Construction workers who drive to the site would cause a temporary increase in parking demand. The time-limited and residential parking restrictions in the vicinity of the project site limit legal all-day parking by construction personnel. Construction workers would either park in nearby parking facilities such as the Polk-Bush Garage, which currently has availability during the day, or on site once the garage element of the proposed project is completed. As a result, the proposed project would not substantially affect area-wide parking conditions during the 23-month construction period.

It is anticipated that construction activity of the proposed project may overlap with the construction activity of other reasonably foreseeable projects in the vicinity (i.e., the California Pacific Medical Center’s [CPMC] Cathedral Hill Hospital at 1101 Van Ness Avenue/1255 Post Street, 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street/1333 Gough Street projects, and the proposed Van Ness BRT project). The construction activities associated with these nearby projects would affect access, traffic operations and pedestrian movements and are discussed below under the “Cumulative Impacts Evaluation” subsection on pp. 4.C.59 to 4.C.60. It is anticipated that the construction manager for each project would be required to work with the various departments of the City to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control and pedestrian movement adjacent to the construction area for the duration of the overlap in construction activity.

Conclusion

Overall, because construction activities would be temporary and limited in duration and are required to be conducted in accordance with City requirements, the proposed project’s construction-related transportation impacts would be less than significant.

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While the proposed project's construction-related transportation impacts would be less than significant, **Improvement Measure I-TR-B: Construction Measures**, shown below, is identified in the TIS to reduce the less-than-significant impacts related to potential conflicts between construction activities and pedestrians, transit, and autos.

Improvement Measure I-TR-B: Construction Measures

Traffic Control Plan for Construction – As an improvement measure to reduce potential conflicts between construction activities and pedestrians, transit and vehicles at the project site, the contractor shall prepare a traffic control plan for the project construction period. The project sponsor and construction contractor(s) would meet with DPW, SFMTA, the Fire Department, Muni Operations and other City agencies to coordinate feasible measures to reduce traffic congestion, including temporary transit stop relocations (not anticipated, but if determined necessary) and other measures to reduce potential traffic and transit disruption and pedestrian circulation effects during construction of the proposed project. This review would consider other ongoing construction in the project area, such as construction of the 1634-1690 Pine Street project or the planned CPMC Cathedral Hill Hospital. The contractor would be required to comply with the *City of San Francisco's Regulations for Working in San Francisco Streets*, which establish rules and permit requirements so that construction activities can be done safely and with the lowest level of possible conflicts with pedestrians, bicyclists, transit and vehicular traffic. As part of this effort, alternate construction staging locations could be identified and assessed.

Carpool and Transit Access for Construction Workers – As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor should include methods to encourage carpooling and transit access to the project site by construction workers in the Construction Management Plan.

Project Construction Updates for Adjacent Businesses and Residents – As an improvement measure to minimize construction impacts on access to nearby institutions and businesses, the project sponsor would provide existing residential tenants, nearby residences and adjacent businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours), travel lane closures, parking lane and sidewalk closures. A web site could be created by the project sponsor that would provide current construction information of interest to neighbors, as well as contact information for specific construction inquiries or concerns.

Implementation of **Improvement Measure I-TR-B** would not result in any secondary transportation-related impacts.

PARKING DISCUSSION

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. As explained in **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, SB 743 eliminated the analysis of parking, which can no longer be considered in determining significant transportation and circulation effects for infill residential projects in transit priority areas. The San Francisco Planning Department acknowledges, however, that parking conditions may be of

interest to the public and the decision-makers; therefore, parking is analyzed here for informational purposes.

Parking Supply and Demand

The proposed two-level subsurface parking garage would include a total of 82 parking spaces, including three handicap-accessible and two car-share parking spaces. Eight parking spaces (two car-share spaces, three standard spaces, and three handicap-accessible spaces) would be provided at Basement Level 1 and 74 parking spaces in six mechanical stacker units would be provided at Basement Level 2. In order to access the parking spaces, vehicles would enter the project site via the new 20-foot-wide Austin Street driveway at the southwest corner of the project site.

Off-Street Parking Requirements under the Planning Code

Planning Code §151 and §243 require one off-street parking space per dwelling unit for the proposed project. Off-street parking would not be required for the proposed project's retail/art gallery uses because there would be less than 5,000 square feet of occupied floor area. Planning Code §155(i) requires that one handicap-accessible parking space be provided for each 25 off-street parking spaces provided. Planning Code §166 requires one car-share space for 200 or fewer residential dwelling units. The proposed project would include 82 parking spaces, including three handicap-accessible and two car-share parking spaces, within the proposed parking garage. For the portion of the project site within the Van Ness SUD (which contains 97 of the 107 residential units), the project sponsor would seek a variance from the Zoning Administrator to reduce the parking requirement to not less than one space for each four dwelling units (not less than 27 spaces). The proposed project would meet the minimum Planning Code requirements for handicap-accessible parking spaces and exceed the requirements for car-share parking spaces.

Planning Code §167 requires that the sale of parking spaces be unbundled from the sale of the residential units. The proposed project would meet this requirement.

Parking Supply vs. Demand

As discussed on p. 4.C.30 under "Approach to Analysis" and as presented in **Table 4.C.13** on p. 4.C.31, the residential uses would generate a total weekday midday and evening parking demand for 102 and 127 off-street parking spaces, respectively. The retail/art gallery uses would generate a total weekday midday parking demand for 7 off-street parking spaces. Overall, the proposed project would generate a total weekday midday and evening parking demand for 109 and 127 long-term spaces, respectively. **Table 4.C.17: Vehicle Parking Demand and Supply Comparison** presents the proposed project's parking supply and demand comparisons for the midday and overnight periods.

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Table 4.C.17: Vehicle Parking Demand and Supply Comparison

Analysis Period/Land Use	Supply^a	Demand	(Shortfall)/Surplus
Midday			
Residential	80	102	(22)
Retail/Art gallery	0	7	(7)
Midday Total	80	109	(29)
Overnight			
Residential	80	127	(47)

Note:

^a Parking supply does not include the two car-share spaces.

Sources: *SF Guidelines 2002*; LCW Consulting, May 2014

Overnight Demand

The long-term residential parking demand generally occurs during the overnight hours. The residential demand of 127 spaces would not be accommodated within the residential parking supply of 80 parking spaces, which would result in an unmet parking demand of 47 parking spaces. The overnight unmet parking demand could be accommodated by the parking spaces on nearby streets, as existing parking occupancy within the study area during the evening is about 90 percent. If the unmet parking demand associated with the proposed project were met within on-street spaces, the overnight occupancy would increase from 90 to 95 percent. The unmet residential parking demand associated with the proposed project could also be accommodated in nearby off-street facilities that provide 24-hour access, such as the 1330-1334 Bush Street Garage, Old First Garage, or 1776 Sacramento Garage. In addition, the area is well served by public transit, and bicycle and pedestrian facilities; thus, due to difficulty in finding on-street parking in the study area, some drivers may park outside of the study area, switch to transit, carpool, bicycle or other forms of travel.

Midday Demand

During the weekday midday, the residential parking demand is estimated to be about 80 percent of the overnight parking demand, or about 102 spaces. In addition, during the weekday midday, the retail/art gallery uses would generate a parking demand for 7 spaces, for a total combined midday demand of 109 spaces. Since the proposed project would provide 80 residential parking spaces, there would be in an unmet parking demand during the midday of 29 parking spaces.

Drivers would need to park elsewhere in the area (either on-street or within the Polk-Bush Garage), which would increase the midday parking occupancy (currently 78 percent for on-street parking and 85 percent for the closest off-street parking facilities) in the area. Due to difficulty in finding on-street parking in the study area, some drivers may park outside of the study area, switch to transit, carpool, bicycle or other forms of travel.

Conclusion

In summary, parking supply is not considered a permanent physical condition in San Francisco, and changes in the parking supply would not be a significant environmental impact under CEQA. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to some drivers, who are aware of constrained parking conditions in a given area, shifting to transit, bicycling, and walking. Hence, any secondary environmental impacts that may result from the proposed project's unmet parking demand have been addressed in the transportation analysis conducted for the proposed project and would not be a considerable environmental effect.

While the proposed project would not result in substantial unmet parking demand, **Improvement Measure I-TR-C: Transportation Demand Management Plan**, shown below, is identified in the TIS to encourage use of transit and other travel modes through implementation of a Transportation Demand Management Plan.²¹

Improvement Measure I-TR-C: Transportation Demand Management Plan

As an improvement measure to reduce the project's unmet parking demand and encourage use of alternate modes, the project sponsor would develop and implement a Transportation Demand Management ("TDM") Plan that would be designed to reduce use of single-occupant vehicles and to increase the use of rideshare, transit, bicycle, and walk modes for trips to and from the proposed project. The TDM plan would include such measures as the following to reduce single occupancy vehicles and encourage alternate modes of travel:

- Designate and train an on-site or on-call TDM contact/coordinator. Provide TDM training for property managers.
- Provide a transportation insert for the move-in packet that would provide up-to-date information on transit service (e.g., nearby Muni and regional transit routes, Muni routes used to access regional transit, Muni routes to nearby parks, supermarkets, and other attractions), information on where Clipper Cards or FastPasses could be purchased, and information on the 511 Regional Rideshare Program. Provide similar information for new and existing tenants and employees.
- Offer employee, visitor, and customer incentives to increase use of alternate modes.
- Establish a "ride board" through which residents can offer/request rides.
- Provide ongoing local and regional transportation information (e.g., transit maps and schedules, maps of bicycle routes, internet links), including updates for all users, including residents, employers, and employees. This can be accomplished on the Homeowners Association (HOA) website and/or lobby bulletin board and directly with other tenants.
- Ensure that bicycle parking is located at a central site within the building, and provide signage indicating the location of bicycle parking.

²¹ TIS, pp. 51 to 52.

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- Provide information and/or signage indicating path of access to bicycle routes and facilities (particularly to Polk Street bicycle route).
- Ensure that bicycle safety strategies are developed, thus avoiding conflicts between bicyclists, private autos, and transit vehicles.
- Create a project-wide program to allow for bulk purchasing of transit passes (Muni FastPass, etc.), car-share or bike-share memberships. The HOA shall contribute no less than \$20 per month, per unit, to subsidize the program and provide each unit with free or discounted passes or memberships for its occupants. Notice of the project's participation in a bulk transit, car-share or bike-share program shall be provided as part of the information packet given to every resident.
- Assure the proper and efficient use of on-site vehicle and bicycle parking.
- Actively encourage alternative mode choice and rideshares by monitoring above efforts effectiveness and fostering local deliveries from nearby businesses, where appropriate.

Implementation of **Improvement Measure I-TR-C** would not result in any secondary transportation-related impacts.

CUMULATIVE IMPACT EVALUATION

The geographic context for the analysis of cumulative transportation impacts includes the sidewalks and roadways adjacent to the project site, and the local roadway and transit network in the vicinity of the project site. The discussion of cumulative transportation impacts assesses the degree to which the proposed project would affect the transportation network in conjunction with overall citywide growth and other reasonably foreseeable future projects within a ¼-mile radius of the project site (i.e., 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street / 1333 Gough Street, 1101 Van Ness Avenue / 1255 Post Street, 1800 Van Ness Avenue / 1749 Clay Street). See **Section 4.A, Introduction**, pp. 4.A.5 to 4.A.6, for more detailed descriptions of these projects.

In addition to the reasonably foreseeable future projects, the cumulative analysis includes the following transportation network changes.

Transit Effectiveness Project

The Transit Effectiveness Project (TEP) presents a thorough review of San Francisco's public transit system, initiated by the 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 Planning Department published a Draft EIR on July 12, 2013; the Final EIR was certified by the Planning Commission on March 27, 2014. The SFMTA Board of Directors approved the TEP on

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March 28, 2014. The TEP components will be implemented based on funding and resource availability. It is anticipated that the first group of service improvements will be implemented in Fiscal Year 2015 and the second group in a subsequent phase.²² TEP recommendations include new routes and route realignments, more service on busy routes, and elimination or consolidation of certain routes or route segments with low ridership. The following changes are proposed by the TEP for routes in the vicinity of the project site:

- 1AX/BX California Express, 31AX/BX Balboa Express, and 38AX/BX Geary Express – New transit stops will be added on Pine Street (for weekday PM peak period service) and on Bush Street (for weekday AM peak period service) at Van Ness Avenue to improve transit connections.
- 2 Clement – The AM and PM peak period frequencies east of Presidio Avenue will change from 12 to 7.5 minutes.
- 3 Jackson – The AM peak period frequency will change from 13.5 to 15 minutes, while the PM peak period frequency will change from 12 to 15 minutes.
- 19 Polk – Route will be realigned. It will continue to operate between Van Ness Avenue and North Point Street, but service to the south will be cut back to San Francisco General Hospital at 23rd Street and Potrero Avenue. The route segment south of 24th Street will be replaced with the rerouted 48 Quintara-24th Street route. With this change, passengers will be required to transfer to reach the Civic Center, but will have a more direct connection to Potrero Avenue, the Mission (including the 24th Street BART Station), Noe Valley and the Sunset District. In addition, the route will be modified in the Civic Center area to simplify route structure and reduce travel times in both directions. Changes to the service frequency are not proposed, and the 19 Polk will continue to run with 15-minute headways between buses.
- 47 Van Ness – Route will be realigned. Route will terminate at Van Ness Avenue and North Point Street and will share a terminal with the 49L Van Ness-Mission Limited. A common terminal for both routes serving Van Ness Avenue will improve reliability by allowing route management from a single point; the North Point segment will be covered by the new 11 Downtown Connector. The midday frequency will change from 10 to 9 minutes, and the proposed route change will coordinate with the Van Ness Avenue BRT project (see description of the Van Ness Avenue BRT project below).
- 49L Van Ness-Mission Limited – The existing route will be redesigned and rebranded as the 49L Van Ness-Mission Limited (as proposed in the Van Ness Avenue BRT project), making local stops on Van Ness Avenue and on Ocean Avenue and limited stops on Mission Street.

In addition, the TEP includes a program-level Travel Time Reduction Proposal (TTRP) proposal along the 1 California route. The program-level TTRP.1 corridor extends from the intersection of Geary Boulevard/33rd Avenue in the Richmond District to the intersection of Clay Street/Drumm

²² San Francisco Planning Department, Transit Effectiveness Project Draft EIR, July 10, 2013, Case File No. 2011.0558E. Available online at <http://www.sf-planning.org/index.aspx?page=2970#downloads>. Accessed February 5, 2014.

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Street in the Financial District. The program-level TTRP.1 will apply Transit Preferential Streets (TPS) Toolkit elements (e.g. transit stop changes, lane modifications, parking and turn restrictions) along the following streets: Drumm, Sacramento, Steiner, and California streets, 32nd Avenue and Geary Boulevard (outbound), and along Geary Boulevard, 33rd Avenue, Clement Street, 32nd Avenue, California, Steiner, Sacramento, Gough and Clay streets (inbound).

Van Ness Avenue Bus Rapid Transit Project

The San Francisco County Transportation Authority (SFCTA) and the SFMTA are currently conducting the *Van Ness Avenue Bus Rapid Transit Study*.²³

The Van Ness Avenue BRT Project is a program to improve Muni bus service along Van Ness Avenue between Mission and Lombard streets through the implementation of operational and physical improvements. The operational improvements consist of designating bus-only lanes to allow buses to travel with fewer impediments, adjusting traffic signals to give buses more green light time at intersections, and providing real-time bus arrival and departure information to passengers to allow them to manage their time more efficiently. The physical improvements consist of building high-quality and well-lit bus stations to improve passenger safety and comfort, and providing streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations. As indicated above, the existing 49 Van Ness-Mission would be redesigned and rebranded as the 49L Van Ness-Mission Limited, making local stops on Van Ness Avenue and on Ocean Avenue and limited stops on Mission Street. On December 20, 2013 the Federal Transit Administration issued a Record of Decision for the Van Ness Avenue BRT Project, determining that the requirements of the National Environmental Policy Act (NEPA) have been met through the Final Environmental Impact Statement (EIS) document and process.²⁴ BRT service is expected to begin on Van Ness Avenue by early 2018.

Polk Street Improvement Project

The Polk Street Improvement Project is currently being designed by SFMTA with input from the community. The Polk Street Improvement Project will develop and implement a streetscape design that creates a thriving and active corridor, enhance the pedestrian experience, complement bicycle and transit mobility, and support commercial activities. The project extends between Union and McAllister streets, with these two project segments designed to reflect different rights-

²³ Bus Rapid Transit refers to a transportation system that, through improvements to infrastructure, vehicles and scheduling, attempts to use buses to provide a service that is of a higher quality than an ordinary bus route.

²⁴ SFCTA, *Van Ness Avenue Bus Rapid Transit Project Final Environmental Impact Statement/Environmental Impact Report*, July 2013 (State Clearinghouse Number 2007092059). Available online at <http://www.sfcta.org/van-ness-avenue-bus-rapid-transit-environmental-review>. Accessed February 5, 2014.

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of-way, grades, and identified needs (i.e., Polk Street between Union and California streets, and Polk Street between California and McAllister streets). Recommendations to date include cycle tracks, buffered bicycle lanes, green bicycle lanes, tow-away regulations to provide space for cars and bicycles to share the road, removing on-street parking, and restricting parking at intersections to improve visibility of pedestrians. Designs for two segments are being reviewed and refined based on a community meeting in July 2013, and ongoing meetings with merchants along Polk Street. Design and approvals will continue through 2014, and construction of improvements is currently anticipated for sometime in 2015.²⁵

Methodology

Future 2040 cumulative traffic volumes were estimated based on cumulative development and growth identified by the SFCTA's San Francisco Chained Activity Model Process (SF-CHAMP) travel demand model, using model output that represents existing conditions and model output that represent 2040 cumulative conditions. In order to estimate 2040 cumulative conditions, the projected traffic volume growth between existing and 2040 cumulative conditions at the study intersections was added to the traffic volumes to yield 2040 Cumulative plus Project conditions. The 2040 traffic volumes take into consideration implementation of the Van Ness Avenue BRT project, which would, in addition to service changes on the 49L Van Ness Limited, remove one travel lane in both the northbound and southbound directions of Van Ness Avenue as well as left-turn pockets in order to accommodate two transit-only lanes and a center median, with stations located on the right side of buses. With implementation of the Van Ness Avenue BRT project, as analyzed in the SF-CHAMP model, some drivers would be expected to change routes, or divert, from Van Ness Avenue to parallel streets due to the reduction in overall travel lane capacity, as well as the reduction of left-turn opportunities from Van Ness Avenue.

As discussed above, the SFMTA is planning the design of streetscape improvements on Polk Street between Union and McAllister streets. The proposed improvements have not been defined, and were therefore not included as part of the 2040 cumulative traffic analysis of the study intersections along Polk Street. The Polk Street Improvement Project is described in this report for informational purposes only.

²⁵ SFMTA, Polk Street Improvement Project. Information available online at <https://www.sfmta.com/projects-planning/projects/polk-street-improvement-project>. San Francisco Planning Department, Polk Streetscape Project. Information available online at <http://www.sf-planning.org/index.aspx?page=3579#boards>. Accessed March 31, 2014.

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Cumulative Traffic Impacts

Impact C-TR-1: The proposed project, in combination with past, present and reasonably foreseeable future development, would not contribute considerably to significant cumulative traffic impacts. (*Less than Significant*)

Table 4.C.18: Intersection LOS for Existing and 2040 Cumulative Conditions – Weekday AM and PM Peak Hours presents the existing and 2040 cumulative intersection LOS for the weekday AM and PM peak hour conditions. During the weekday AM peak hour, one of the four study intersections would operate poorly (i.e., the Van Ness Avenue/Pine Street intersection would operate at LOS E). During the weekday PM peak hour, two of the eight study intersections would operate poorly (i.e., the Van Ness Avenue/Pine Street and Van Ness Avenue/Bush Street intersections would operate at LOS E).

Table 4.C.18: Intersection LOS for Existing and 2040 Cumulative Conditions – Weekday AM and PM Peak Hours

Intersection ^a	Existing		2040 Cumulative	
	Delay ^b	LOS ^c	Delay ^b	LOS ^c
Weekday AM Peak Hour				
2. Franklin Street/Bush Street	31.0	C	31.2	C
3. Van Ness Avenue/California Street	28.4	C	30.8	C
4. Van Ness Avenue/Pine Street	36.4	D	75.2	E
5. Van Ness Avenue/Bush Street	23.9	C	22.3	C
Weekday PM Peak Hour				
1. Franklin Street/Pine Street	17.0	B	46.7	D
2. Franklin Street/Bush Street	23.7	C	27.9	C
3. Van Ness Avenue/California Street	31.9	C	21.3	C
4. Van Ness Avenue/Pine Street	>80	F	80.0	E
5. Van Ness Avenue/Bush Street	38.1	D	59.2	E
6. Polk Street/Pine Street	18.2	B	25.6	C
7. Polk Street/Austin Street ^d	12.7 (eb)	B	16.2 (eb)	C
8. Polk Street/Bush Street	18.8	B	23.4	C

Notes: eb = eastbound

^a Intersections are numbered to key with **Figure 4.C.1** on p. 4.C.2.

^b Delay is presented in seconds per vehicle.

^c Signalized intersections operating at LOS E or F are highlighted in **bold**.

^d At the intersection of Polk/Austin streets, the eastbound Austin Street approach is stop-sign controlled, and therefore, the delay and LOS is presented for the worst approach, indicated in parentheses ().

Source: LCW Consulting, May 2014

The proposed project’s contributions to the cumulative traffic volumes at the critical movements for the Van Ness Avenue/Pine Street and Van Ness Avenue/Bush Street intersections during weekday AM and PM peak hours were calculated to determine whether the contributions to the critical movements that would operate at LOS E or F in 2040 would be considered significant.

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At the intersection of Van Ness Avenue/Pine Street the proposed project would add about 13 vehicle trips during the weekday AM peak hour and about 17 vehicle trips during the weekday PM peak hour. Under 2040 Cumulative conditions for the weekday AM and PM peak hours, the southbound through movement would be the critical movement that would operate at LOS E or F. During the weekday AM and PM peak hours, the proposed project would not contribute any vehicles to the southbound through movement; thus, the proposed project's contribution to the movement operating at LOS E or F during the weekday AM and PM peak hours would not be considered significant. Therefore, the proposed project's contribution to this approach would not be considerable, and the contribution to the overall intersection LOS E during the weekday AM and PM peak hours would be less than significant.

At the intersection of Van Ness Avenue/Bush Street the proposed project would add 28 vehicle trips during the weekday PM peak hour. Under 2040 Cumulative conditions for the weekday PM peak hour, the northbound through movement would be the critical movement that would operate at LOS F. The proposed project would contribute six vehicles to the northbound through movement, which would represent 0.5 percent of the total weekday PM peak hour northbound through movement volume of 1,215 vehicles. The proposed project would not contribute considerably to this approach; therefore, the contribution to the overall intersection LOS E during the weekday PM peak hour would be less than significant.

Overall, the poor operating conditions during the weekday AM and PM peak hours at the intersections of Van Ness Avenue/Pine Street (weekday AM and PM peak hours) and Van Ness Avenue/Bush Street (weekday PM peak hour only) under 2040 cumulative conditions would be primarily due to the reduction in travel lanes along Van Ness Avenue to accommodate the Van Ness Avenue BRT project and background traffic growth along Pine and Bush streets. Because the proposed project would not result in a considerable contribution to the poor operating conditions, the cumulative traffic impacts of the proposed project at these intersections would be considered less than significant. No mitigation is necessary.

Implementation of **Improvement Measures I-TR-A: Monitoring and Abatement of Queues**, shown under **Impact TR-1** on p. 4.C.33 and identified in the TIS, would ensure that vehicular access to and from the project site via Austin Street would not affect traffic or transit operations on Van Ness Avenue, Pine Street, or Polk Street.

Cumulative Transit Impacts

Impact C-TR-2: **The proposed project, in combination with past, present and reasonably foreseeable future development, would not contribute to significant cumulative transit impacts on local or regional transit capacity. (*Less than Significant*)**

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Muni

The 2040 cumulative transit screenline analysis accounts for ridership and/or capacity changes associated with the TEP, the Central Subway Project (which is scheduled to open in 2019), the new Transbay Transit Center, the electrification of Caltrain, and expanded WETA ferry service. Existing and 2040 cumulative conditions for the weekday PM peak hour for the Muni screenlines are presented in **Table 4.C.19: Muni Screenline Analysis for Existing and 2040 Cumulative Conditions – Weekday PM Peak Hour**. The 2040 cumulative transit screenline analysis was developed by SFMTA based on the SFCTA travel demand model analysis conducted as part of the ongoing Central SoMa Plan EIR.

Table 4.C.19: Muni Screenline Analysis for Existing and 2040 Cumulative Conditions – Weekday PM Peak Hour

Screenline/Corridor	Existing			2040 Cumulative		
	Ridership	Capacity	Utilization	Ridership	Capacity	Utilization
Northeast						
Kearny/Stockton	2,158	3,291	65.6%	6,295	8,329	75.6%
Other	570	1,078	52.9%	1,229	2,065	59.5%
<i>Subtotal</i>	<i>2,728</i>	<i>4,369</i>	<i>62.4%</i>	<i>7,524</i>	<i>10,394</i>	<i>72.4%</i>
Northwest						
Geary	1,814	2,528	71.8%	2,996	3,621	82.7%
California	1,366	1,686	81.0%	1,766	2,021	87.4%
Sutter/Clement	470	630	74.6%	749	756	99.1%
Fulton/Hayes	965	1,176	82.1%	1,762	1,878	93.8%
Balboa	637	929	68.6%	776	974	79.7%
<i>Subtotal</i>	<i>5,252</i>	<i>6,949</i>	<i>75.6%</i>	<i>8,049</i>	<i>9,250</i>	<i>87.0%</i>
Southeast						
Third	550	714	77.0%	2,300	5,712	40.3%
Mission	1,529	2,789	54.8%	2,673	3,008	88.9%
San Bruno/Bayshore	1,320	2,134	61.9%	1,817	2,134	85.1%
Other	1,034	1,712	60.4%	1,582	1,927	82.1%
<i>Subtotal</i>	<i>4,433</i>	<i>7,349</i>	<i>60.3%</i>	<i>8,372</i>	<i>12,781</i>	<i>65.5%</i>
Southwest						
Subway	4,747	6,294	73.1%	5,692	6,804	83.7%
Haight/Noriega	1,105	1,651	66.9%	1,265	1,596	79.3%
Other	276	700	39.4%	380	840	45.2%
<i>Subtotal</i>	<i>6,128</i>	<i>8,645</i>	<i>70.9%</i>	<i>7,337</i>	<i>9,240</i>	<i>79.4%</i>
Total All Screenlines	18,541	27,312	67.9%	31,282	41,665	75.1%

Source: SF Planning Department Memorandum – Transit Data for Transportation Impact Studies, June 2013/March 2014

As indicated in **Table 4.C.19** for 2040 cumulative conditions during the weekday PM peak hour, the capacity utilization of the Northeast and Southwest screenlines and corridors within the screenlines would be less than Muni’s 85 percent capacity utilization standard. However, under 2040 cumulative conditions, the capacity utilization on the California, Sutter/Clement, and Fulton/Hayes corridors within the Northwest screenline, and on the Mission and San

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Bruno/Bayshore corridors within the Southeast screenline, would increase and exceed the 85 percent capacity utilization standard during the weekday PM peak hour.

The proposed project would generate about 57 transit trips during the weekday PM peak hour, and would contribute to ridership on the California and Sutter/Clement corridors within the Northwest screenline as well as the Mission corridor within the Southeast screenline. The proposed project's contribution to ridership on the Northwest and Southeast screenlines and corridors operating at greater than the 85 percent capacity utilization standard would not be considerable and would not contribute to any significant cumulative transit impacts on the Northwest and Southeast screenlines. Furthermore, SFMTA would, over time and as part of their operational practices, continue to monitor Muni service citywide and report on meeting service goals and capacity utilization standards, with the goal of providing additional capacity or other service changes which would thereby reduce peak hour capacity utilization to less than the performance standard, where feasible.

Regional Transit

Table 4.C.20: Regional Screenline Analysis for Existing and 2040 Cumulative Conditions – Weekday PM Peak Hour provides a comparison of the existing and 2040 cumulative transit ridership and capacity utilization for each of the regional transit screenlines and regional transit service providers. All regional transit service providers are projected to operate under the capacity utilization standard of 100 percent in 2040 during the weekday PM peak hour. The proposed project would add eight transit trips to the regional transit providers (four trips to the East Bay, one trip to the North Bay, and three trips to the South Bay). The proposed project's contribution to the regional transit screenlines would not be considerable and would not contribute to any significant cumulative regional transit impacts.

Conclusion

For the above reasons, the proposed project, in combination with past, present and reasonably foreseeable future development, would not contribute considerably to any significant cumulative impacts on local and regional transit capacity.

Implementation of **Improvement Measures I-TR-A: Monitoring and Abatement of Queues**, shown under **Impact TR-1** on p. 4.C.33 and identified in the TIS, would ensure that vehicular access to and from the project site via Austin Street would not affect Muni operations on Van Ness Avenue, Pine Street, or Polk Street.

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Table 4.C.20: Regional Screenline Analysis for Existing and 2040 Cumulative Conditions – Weekday PM Peak Hour

Screenline/Corridor	Existing			2040 Cumulative		
	Ridership	Capacity	Utilization	Ridership	Capacity	Utilization
East Bay						
BART	19,716	22,050	89.4%	30,383	33,170	91.6%
AC Transit	2,256	3,926	57.5%	7,000	12,000	58.3%
Ferries	805	1,615	49.8%	5,319	5,940	89.5%
<i>Subtotal</i>	<i>22,777</i>	<i>27,591</i>	<i>82.6%</i>	<i>42,702</i>	<i>51,110</i>	<i>83.5%</i>
North Bay						
GGT buses	1,384	2,817	49.1%	2,070	2,817	73.5%
Ferries	968	1,949	49.4%	1,619	1,959	82.6%
<i>Subtotal</i>	<i>2,352</i>	<i>4,776</i>	<i>49.2%</i>	<i>3,689</i>	<i>4,776</i>	<i>77.2%</i>
South Bay						
BART	10,682	14,910	71.6%	13,971	24,182	57.8%
Caltrain	2,377	3,100	76.7%	2,529	3,600	70.3%
SamTrans	141	320	44.1%	150	320	46.9%
Ferries	0	0	0%	59	200	29.5%
<i>Subtotal</i>	<i>13,200</i>	<i>18,330</i>	<i>72.0%</i>	<i>16,709</i>	<i>28,302</i>	<i>59.0%</i>
Total All Screenlines	38,329	50,697	75.6%	63,100	84,188	75.0%

Source: SF Planning Department Memorandum – Transit Data for Transportation Impact Studies, June 2013/March 2014

Cumulative Pedestrian Impacts

Impact C-TR-3: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative pedestrian impacts. (Less than Significant)

Pedestrian impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. The proposed project would not result in overcrowding of sidewalks or create new potentially hazardous conditions for pedestrians under existing or 2040 cumulative conditions. On the contrary, the proposed project would improve pedestrian circulation adjacent to the project site by reconstructing the Austin Street sidewalk, thereby improving the poor sidewalk conditions that exist now. Walk trips may increase between the completion of the proposed project and 2040 due to growth in the project vicinity and implementation of the proposed project, including **Improvement Measure I-TR-C: Transportation Demand Management Plan**, which is identified in the TIS to reduce project-generated vehicle trips. Because transit users would walk between the transit stops and the project site, Transportation Demand Management (TDM) measures such as promoting effective use of transit could, over time, increase the number of pedestrians accessing the project site, although not to the level which would induce overcrowding of sidewalks under 2040 cumulative conditions.

At most of the study intersections, there is a projected increase in background vehicle traffic between Existing plus Project and 2040 cumulative conditions, although with implementation of the planned Van Ness Avenue BRT project, which would eliminate one mixed-flow travel lane in each direction on Van Ness Avenue, traffic volumes on Van Ness Avenue would be similar to, or less than, under existing conditions. The overall increase in traffic volumes under 2040 cumulative conditions would result in an increase in the potential for vehicle-pedestrian conflicts at intersections in the study area. While a general increase in vehicle traffic through 2040 is expected due to cumulative development, the proposed project would not create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Therefore, the proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative pedestrian impacts.

Cumulative Bicycle Impacts

Impact C-TR-4: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative bicycle impacts. (*Less than Significant*)

Bicycle impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. The proposed project would not contribute considerably to significant cumulative bicycle circulation impacts in the area; although some of the project-related travel demand would occur by bicycle. Bicycle trips in the vicinity of the project site may increase between project implementation and 2040 due to general growth in the area and implementation of **Improvement Measure I-TR-C: Transportation Demand Management Plan**, which is identified in the TIS to reduce project-generated vehicle trips. In particular, elements of the proposed project and implementation of improvement measures that would require that the points of access to bicycle parking include signage indicating the location of these facilities, avoiding conflicts with private cars accessing the parking garage, and facilitating access to the Class III bicycle route on Polk Street through on-site signage, would all serve to increase bicycling trips over time, although not to the level that would create potentially hazardous conditions for bicycles. In addition, implementation of the proposed Polk Street Improvement Project by SFMTA would enhance conditions for bicyclists on the segment of Polk Street between Union and McAllister streets. Preliminary designs of the improvements are currently being developed, and the improvements are projected to be implemented around 2015. While there are no *Bicycle Plan* projects planned on streets in the immediate vicinity of the project site, as part of the *Bicycle Plan* the SFMTA will upgrade the Class III bicycle route on Broadway between Polk and Webster streets (Route 210) to a Class II facility, and will provide a northbound contraflow bicycle lane on Polk Street between Market and McAllister streets. The

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proposed project would not conflict with these plans.

The projected increase in vehicles at many of the study intersections in the vicinity of the project site under 2040 cumulative conditions may result in an increase in vehicle-bicycle conflicts at intersections and driveways in the study area. While a general increase in vehicle traffic is expected by 2040, the proposed project would not create potentially hazardous conditions for bicycles, or otherwise interfere with bicycle accessibility to the site and adjoining areas, or substantially affect the Class III bicycle route on Polk Street. Therefore, the proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative impacts on bicyclists.

Cumulative Loading Impacts

Impact C-TR-5: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative loading impacts. (*Less than Significant*)

Loading impacts, like pedestrian and bicycle impacts, are by their nature localized and site-specific, and would not contribute to impacts from other reasonably foreseeable future projects in the vicinity of the project site. Moreover, the proposed project would not result in loading impacts, as the estimated loading demand would be met through on-street commercial loading spaces on Austin and Pine streets. In addition to the existing metered commercial loading space on Pine Street west of the project site, the project sponsor would request that the curb cut on Pine Street, made available through elimination of the existing driveway into the 1545 Pine Street building, be closed and designated as a metered commercial loading space. Therefore, the proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative loading impacts.

Cumulative Emergency Vehicle Access Impacts

Impact C-TR-6: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative emergency vehicle access impacts. (*Less than Significant*)

Emergency vehicle access impacts by their nature are site-specific and generally do not contribute to impacts from other development projects. The proposed project would not contribute considerably to cumulative emergency vehicle access impacts in the area. With implementation of the proposed project, emergency vehicle access to the project site would remain unchanged from existing conditions. With implementation of the Van Ness Avenue BRT project, transit-

only lanes would be added to Van Ness Avenue in the vicinity of the project site, which would result in a reduction of one mixed-flow lane in each direction. With implementation of transit-only lanes and turn restrictions in the vicinity of the project site, emergency service providers may adjust travel routes to respond to incidents; however, emergency vehicle access in the area would not be substantially affected. Emergency vehicles would be permitted full use of transit-only lanes and would not be subject to any turn restrictions. Therefore, the proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative emergency vehicle access impacts.

Cumulative Construction Impacts

Impact C-TR-7: The proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would not contribute considerably to any significant cumulative construction-related transportation impacts. (*Less than Significant*)

The construction of the proposed project may overlap with the construction of the reasonably foreseeable projects listed on pp. 4.A.5 to 4.A.6, including the 1634-1690 Pine Street, 1433 Bush Street, and 1481 Post Street/1333 Gough Street projects, although the timing of construction for those projects is not currently known. The CPMC's Cathedral Hill Hospital project at 1101 Van Ness Avenue/1255 Post Street and the 1800 Van Ness Avenue/1749 Clay Street project are currently under construction. In addition, streetscape improvements associated with the Polk Street Improvement Project and the Van Ness BRT project will be implemented, with improvements along Polk Street expected in 2015 and BRT service expected to begin on Van Ness Avenue by early 2018.

Overall, localized cumulative construction-related transportation impacts could occur as a result of reasonably foreseeable future projects in the vicinity of the project site that generate increased construction-related traffic at the same time and on the same roads as the proposed project. The construction manager for each reasonably foreseeable project would work with the various departments of the City to develop a detailed and coordinated plan that would address construction vehicle routing, traffic control, and pedestrian movement adjacent to the construction area for the duration of any overlap in construction activity. **Improvement Measure I-TR-B: Construction Measures** (see **Impact TR-7**, p. 4.C.44) is identified in the TIS to reduce the proposed project's less-than-significant impacts related to potential conflicts between construction activities and pedestrians, transit, and autos, and includes provisions for construction truck traffic management, project construction updates for adjacent businesses and residents, and carpool and transit access for construction workers.

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The cumulative impacts of multiple nearby construction projects would not be cumulatively considerable, as the construction would be of temporary duration, and the project sponsor would coordinate with various City departments such as SFMTA and DPW through the TASC to develop coordinated plans that would address construction-related vehicle routing and pedestrian movements adjacent to the construction area for the duration of construction overlap. Therefore, the proposed project, in combination with past, present and reasonably foreseeable future development in the project vicinity, would result in less-than-significant cumulative construction-related transportation impacts.

5. OTHER CEQA ISSUES

A. GROWTH-INDUCING IMPACTS

As required by CEQA Guidelines §15126.2(d), an EIR must consider the ways in which the proposed project could directly or indirectly foster economic or population growth, or the construction of additional housing. Growth-inducing impacts can result from the elimination of obstacles to growth; through increased stimulation of economic activity that would, in turn, generate increased employment or demand for housing and public services; or as a result of policies or measures that do not effectively minimize premature or unplanned growth. Examples of projects likely to have substantial or adverse growth-inducing effects include expansion of infrastructure systems beyond what is needed to serve current demand in the project vicinity, and development of new residential uses in areas that are currently sparsely developed or undeveloped.

The following discussion considers whether implementation of the proposed project could potentially affect growth elsewhere in San Francisco and in the region.

The proposed project would change the mix and types of uses, and intensify development on the site by introducing new residential, retail/art gallery, and parking uses to the project site. Population growth in the project vicinity would be a direct impact of the proposed project. The basic premise of the proposed project is to alter the density and character of the project site by developing in-fill, high-density residential development with ground floor retail uses in the Van Ness Special Use District and Polk Street Neighborhood Commercial District. As discussed in more detail on pp. 3.4 to 3.5 in **Chapter 3, Plans and Policies**, the proposed project would be developed in conformance with the zoning controls that govern density, height, and bulk. As discussed in the Initial Study on p. 52 under **Impact PH-1** (see **Appendix A** to this EIR), if implemented, the proposed project would add approximately 244 new residents and 7 new employees to the project site. The proposed project would increase the City's overall housing stock. However, implementation of the proposed project would not represent significant growth in housing in the context of the City as a whole, which is projected to have an increase of 68,320 households between 2010 and 2035.¹ The maximum of 107 housing units proposed by the project would represent less than 1 percent (0.16 percent) of the projected household growth in the City between 2010 and 2035, and a negligible percentage (0.017 percent) of the projected household growth in the region (635,440 households) between 2010 and 2035.

¹ Association of Bay Area Governments, *Building Momentum: Projections and Priorities 2009*, August 2009, p. 92.

5. Other CEQA Issues

The project site is located in an urban area that is already served by the City's municipal infrastructure and public services as well as retail and other services for residential uses. No expansion to municipal infrastructure or public services is included and none would be required to accommodate new development associated with the proposed project, either directly or indirectly. The proposed project would not result in development of new public services that would accommodate significant growth in the City or the region.

The proposed project would provide for high-density residential growth supported by existing community facilities, public services, transit service and infrastructure, and public utilities. To the extent that this growth would have been otherwise accommodated at other Bay Area locations, the proposed project would focus growth on an underused infill site near existing regional employment centers and existing and planned transit facilities, infrastructure, retail services, and cultural and recreational facilities.

The proposed project would contribute to meeting the Association of Bay Area Governments' (ABAG's) regional housing objectives and would conform with ABAG's regional goals to focus growth and development by creating compact communities with a diversity of housing, jobs, activities, and services; increasing housing supply; improving housing affordability by meeting the City's inclusionary affordable housing requirements; and increasing transportation efficiency and choices through the development of a Transportation Demand Management Plan and the incorporation of improvement measures that improve local traffic conditions and that encourage and promote transit use and bicycling, thereby helping the overall transportation system move more people more efficiently.²

As discussed in more detail in the Initial Study on pp. 54 to 56 under **Impact C-PH-1** (see **Appendix A** to this EIR), population increases attributable to the implementation of the proposed project in combination with past, present, and reasonably foreseeable future projects would not result in substantial population growth in the City that has not already been accounted for in ABAG projections for the City and the region. Based on the preceding discussion and analysis, the proposed project would not have a substantial growth-inducing impact, and no mitigation measures are necessary.

B. SIGNIFICANT UNAVOIDABLE IMPACTS

In accordance with §21067 of CEQA and with §15126(b) and §15126.2(b) of the CEQA Guidelines, the purpose of this section is to identify significant environmental impacts that could not be eliminated or reduced to less-than-significant levels by implementation of mitigation

² ABAG administers the FOCUS program, in partnerships with MTC, BCDC, and BAAQMD. FOCUS is a regional development and conservation strategy that promotes more compact land use patterns in the Bay Area.

measures included in the proposed project or identified in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**. The findings of significant impacts are subject to final determination by the San Francisco Planning Commission as part of the certification process for this EIR. If necessary, this chapter will be revised in the Final EIR to reflect the findings of the Planning Commission.

As identified in **Section 4.B, Historic Architectural Resources**, under **Impact CP-1**, demolition of the 1545 Pine Street building under the proposed project would result in a significant and unavoidable impact to the individual historic architectural resource at 1545 Pine Street, which is identified as a historical resource under CEQA. Implementation of **Mitigation Measures M-CP-1a: Documentation** and **M-CP-1b: Interpretation** would reduce this adverse impact on the historical resource, but not to a less-than-significant level. There is no feasible mitigation measure that could avoid this project-related historic architectural resource impact. Therefore, the impact to the historical resource on the project site would remain significant and unavoidable.

As identified in **Section 4.B**, under **Impact C-CP-1**, demolition of the 1545 Pine Street building in combination with other past, present, and reasonably foreseeable future projects in the project vicinity would result in a significant cumulative impact on buildings constructed as temporary commercial structures in the aftermath of the 1906 Earthquake and Fire, and the project's contribution to the significant cumulative impact would be cumulatively considerable. Implementation of **Mitigation Measures M-CP-1a: Documentation** and **M-CP-1b: Interpretation** would reduce the adverse effect of the proposed project on these historical resources, but not to a less-than-significant level.

C. AREAS OF KNOWN CONTROVERSY AND ISSUES TO BE RESOLVED

An Environmental Evaluation Application for the 1527-1545 Pine Street project was submitted to the Planning Department on May 10, 2012. This application was revised on July 15, 2013 to accommodate revisions to the proposed project's program and design. The Planning Department prepared an Initial Study and published a Notice of Preparation of an EIR on November 6, 2013, announcing its intent to prepare and distribute a focused EIR (the NOP/IS is presented as **Appendix A** to this EIR). Publication of the NOP/IS initiated a 30-day public review and comment period that began on November 7, 2013, and ended on December 6, 2013. Individuals and agencies that received these notices included owners of properties within 300 feet of the project site, and potentially interested parties, including regional and State agencies. During the public review and comment period, five comment letters were submitted to the Planning Department by interested parties.

5. Other CEQA Issues

On the basis of public comments on the NOP/IS, potential areas of controversy for the proposed project include the following:

- **Land Use and Land Use Planning:** Potential changes to the skyline; potential conflict with scale, character, and density of neighborhood.
- **Transportation and Circulation:** Potential effects of increased density on traffic congestion in the project vicinity, especially in light of the Polk Street Improvement Project.
- **Noise:** Potential effects of construction noise and noise from outdoor terraces and rooftop deck.
- **Wind:** Potential contribution to already heightened winds on Pine Street exceeding the pedestrian wind comfort criterion.
- **Shadow:** Loss of sunlight and potential shadow impacts on the neighborhood, nearby buildings, and nearby private residence.

An additional area of controversy may emerge regarding the provisions of Senate Bill (SB) 743 as they relate to the proposed project and this EIR. SB 743, which amended the Public Resources Code to add §21099, was signed by Governor Brown on September 27, 2013. This was subsequent to publication of the NOP/IS, which had indicated that this EIR would include a discussion of aesthetics-related impacts of the proposed project (except for light and glare). Public Resources Code §21099(d) directs that the aesthetic and parking impacts of mixed-use residential infill projects located in transit priority areas are not considered impacts on the environment under CEQA. The proposed project meets the definition of a mixed-use residential infill project in a transit priority area. Accordingly, this EIR does not contain a separate discussion of the topic of Aesthetics. The EIR nonetheless provides visual simulations for informational purposes as part of **Chapter 2, Project Description**. Similarly, this EIR discusses parking for informational purposes in **Section 4.C, Transportation and Circulation**. (See **Section 4.A, Introduction**, pp. 4.A.1 to 4.A.3, for further discussion of SB 743 and Public Resources Code §21099.)

6. ALTERNATIVES

A. INTRODUCTION

This chapter identifies alternatives to the proposed project and compares the environmental effects associated with them to those of the proposed project. CEQA Guidelines §15126.6(a) requires that an EIR evaluate “a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic project objectives but would avoid or substantially lessen any of the significant effects, and evaluate the comparative merits of the alternatives.” The alternatives considered should focus on elimination or reduction of significant adverse impacts caused by the proposed project. An EIR need not consider every conceivable alternative to the project. Rather, it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are infeasible. The final determination of feasibility will be made by City decision-makers based on substantial evidence in the record, which includes, but is not limited to, information presented in the EIR, comments received on the Draft EIR, and responses to those comments.

As identified in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, the EIR concludes that the project, if implemented as proposed, would result in significant and unavoidable impacts related to Historic Architectural Resources. The intent of the alternatives discussed below is to consider building design and development programs that could avoid or lessen any of the significant impacts resulting from development (demolition and new construction) under the proposed project while addressing most of the project objectives.

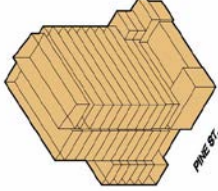
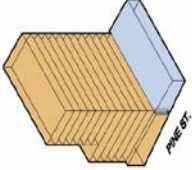
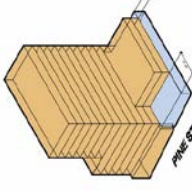
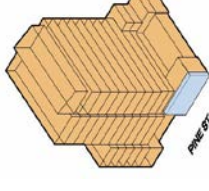
Four alternatives are evaluated in this chapter:

- No Project Alternative
- Preservation Alternative
- Partial Preservation Alternative
- Façade Retention Alternative

Table 6.1: Comparison of Significant Impacts of Proposed Project Impacts to Impacts of Alternatives compares the main features of the proposed project to those of the alternatives, and contrasts each of the proposed project’s significant and unavoidable impacts to the level of significance with each alternative.

6. Alternatives
A. Introduction

Table 6.1: Comparison of Significant Impacts of the Proposed Project to Impacts of the Alternatives

		No Project Alternative [assumes no change to the site]			
Description					
High-Rise Tower Height ^a	128 feet; 65 feet	-	130 feet; 65 feet	130 feet; 65 feet	128 feet; 65 feet
Number of Stories	12 stories, 6 stories	-	13 stories, 6 stories	13 stories, 6 stories	12 stories, 6 stories
Number of Residential Units	107 units	-	56 units	54 units	107 units
GSF by Use					
Residential	101,714 gsf	None	81,509 gsf	83,448 gsf	101,473 gsf
Retail	2,070 gsf	None	6,630 gsf	6,262 gsf	2,070 gsf
Art Gallery	774 gsf	None	-	-	774 gsf
Parking ^b	33,154 gsf		18,221 gsf	18,536 gsf	33,395 gsf
Total GSF	137,712 gsf		106,360 gsf	108,246 gsf	137,712 gsf
Parking					
Residential Spaces ^c	80 (3)	-	47 (2)	52 (2)	80 (3)
Car-share Spaces ^d	2	-	2	2	2
Commercial Spaces	0	-	0	0	0
Total Parking Spaces	82		49	54	82
Bicycle Parking					
Class 1	106		56	54	106
Class 2	8		5	6	8
Loading					
Off-street spaces	0	-	1	1	1

Legend: NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable

6. Alternatives
A. Introduction

		Proposed Project	No Project Alternative [assumes no change to the site]	Preservation Alternative 	Partial Preservation Alternative 	Façade Retention Alternative
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Legend: NI = No Impact; LS = Less than Significant; S = Significant; SU = Significant and unavoidable; SUM = Significant and unavoidable impact with mitigation; NA = Not Applicable

Ability to Meet Project Sponsor's Objectives

		Yes	None	Some	Some	Most
Cultural and Paleontological Resources						
Historic Architectural Resources	CP-1: The proposed demolition of the existing 1545 Pine Street building would have a substantial adverse effect on an individual historical resource. (SUM)	Not Applicable	Not Applicable	Less than the Proposed Project (LS)	Less than the Proposed Project (LS)	Same as Proposed Project (SUM)
Cumulative - Historic Architectural Resources	C-CP-1: The proposed project, in combination with other past, present and reasonably foreseeable future projects in the project vicinity, would result in a cumulatively considerable contribution to a significant cumulative impact on an historic architectural resource. (SUM)	Not Applicable	Not Applicable	Less than the Proposed Project (LS)	Less than the Proposed Project (LS)	Same as Proposed Project (SUM)

Notes:

- ^a For the proposed project and Façade Retention Alternative, the proposed building would be 128 feet 3 inches tall in the Van Ness Special Use District (Van Ness SUD) and 65 feet tall in the Polk Street Neighborhood Commercial District (Polk Street NCD). For the Preservation and Partial Preservation Alternatives, the proposed building would be about 130 feet tall in the Van Ness SUD and 65 feet tall in the Polk Street NCD.
- ^b Includes space devoted to loading, storage, mechanical space, and circulation for the Preservation, Partial Preservation, and Façade Retention Alternatives. An on-site loading area is not included in the proposed project.
- ^c For each 25 off-street parking spaces provided, one space must be designed and designated for persons with disabilities per San Francisco Planning Code §155(i), as indicated by the number in parentheses.
- ^d One space is required per San Francisco Planning Code §166.

Source: Arquitectonica, December 2013

- 6. Alternatives
- B. No Project Alternative

B. NO PROJECT ALTERNATIVE

CEQA Guidelines §15126.6(e) requires that, among the project alternatives, a “no project” alternative be evaluated. CEQA Guidelines §15126.6(e)(2) requires that the no project alternative analysis “discuss the existing conditions...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and policies and consistent with the available infrastructure and community services.” As noted in CEQA Guidelines §15126.6, an EIR on “a development project on identifiable property” typically analyzes a no project alternative, i.e., “the circumstance under which the project does not proceed. Such a discussion would compare the environmental effects of the property remaining in its existing state against environmental effects that would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this ‘no project’ consequence should be discussed.”

DESCRIPTION

Under the No Project Alternative, the existing conditions at the 1527-1545 Pine Street project site would not change. The five existing buildings on the project site (Lots 16, 17, 18, 18A, and 19) would be retained in their current conditions, and none would be demolished. The past and current uses of the existing buildings on the project site are listed in **Chapter 2, Project Description**, on p. 2.6. Unlike with the proposed project, there would be no lot merger and no construction of a new, approximately 128-foot-tall, 137,712-gross-square-foot (gsf) mixed-use high-rise building containing 107 market rate units, approximately 2,844 gsf of retail/art gallery use, and 82 below-grade parking spaces. It is unlikely that four of the five existing buildings on the project site, all of which are currently vacant, would be reoccupied given the current conditions of the buildings. However, the temporary off-street parking use accommodated at the 1545 Pine Street building would likely continue. The No Project Alternative would not preclude potential future development of the project site with a range of land uses that are principally permitted at the project site; however, for the purposes of this analysis, it is assumed that under the No Project Alternative the existing buildings would remain vacant, with the 1545 Pine Street building continuing its current use as temporary off-street parking.

IMPACTS

This environmental analysis assumes that the existing structures and uses on the project site would not change and that the existing physical conditions, as described in detail for each environmental topic in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, and in Section E, Evaluation of Environmental Effects, in the Initial Study (see **Appendix A** to this EIR), would remain the same.

If the No Project Alternative were implemented, none of the impacts associated with the proposed project, as described in **Chapter 4** of the EIR and Section E of the Initial Study, would occur. Without the proposed project, incremental changes would be expected to occur in the vicinity of the project site as nearby projects are approved, constructed, and occupied. These projects would contribute to cumulative impacts in the vicinity, but under the No Project Alternative, land use activity on the project site would not contribute to these cumulative impacts.

Cultural and Paleontological Resources

Under the No Project Alternative, the existing buildings on the project site would not be demolished. The 1545 Pine Street building, which has been determined to be eligible for listing on the California Register of Historical Resources (CRHR), would be retained. Therefore, compared to the proposed project, which would have significant and unavoidable project-level and cumulative impacts on historic architectural resources, as described in **Section 4.B, Historic Architectural Resources**, the No Project Alternative would not have any impacts related to historic architectural resources.

Transportation and Circulation

Under the No Project Alternative, existing conditions would continue. The curb cuts on Pine and Austin streets, which provide access to the existing 1545 and 1533-1535 Pine Street buildings, would remain. The Pine Street and Austin Street driveways to the 1545 Pine Street building would continue to be used under the existing short-term lease arrangement that allows for a local automobile dealership to store approximately 4 to 5 cars within the building. The driveway from Austin Street to the rear of the 1533-1535 Pine Street building is not currently used and it is expected that it will remain unused. Bicycle and pedestrian conditions would remain unchanged. There would be no increase in traffic or transit trips. Unlike the proposed project, under the No Project Alternative there would be no changes to traffic, transit, pedestrian, bicycle, loading, emergency vehicle access, or parking conditions compared to existing conditions. Therefore, compared to the proposed project, which would have less-than-significant transportation and circulation impacts, the No Project Alternative would not have any impacts related to transportation and circulation. The suggested transportation and circulation improvement measures identified for the proposed project in **Section 4.C, Transportation and Circulation (Improvement Measures I-TR-A, p. 4.C.33; I-TR-B, p. 4.C.44; and I-TR-C, pp. 4.C.47 to 4.C.48)** would not be applicable.

Other Topics

The Notice of Preparation/Initial Study (NOP/IS) concluded that the proposed project would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation in the

6. Alternatives
B. No Project Alternative

following analysis areas: Land Use and Land Use Planning, Aesthetics (Light and Glare only), Population and Housing, Cultural and Paleontological Resources (Archeological and Paleontological Resources only), Transportation and Circulation (Air Traffic Patterns only), Noise, Air Quality, Greenhouse Gas Emissions, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards/Hazardous Materials, Mineral/Energy Resources, and Agricultural and Forest Resources.

The No Project Alternative would result in no impacts related to any of the above-listed environmental topics, because this alternative would result in no changes to existing site conditions. Therefore, mitigation measures presented in the NOP/IS (**Mitigation Measure M-CP-2: Archeological Monitoring Program, Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program, Mitigation Measure M-CP-4: Treatment of Human Remains, and Mitigation Measure M-NO-2: General Construction Noise Control Measures**) would not be required under the No Project Alternative.

CONCLUSION

Under the No Project Alternative, existing conditions at the 1527-1545 Pine Street project site would not change. The existing buildings would be retained in their current condition and no high-rise, mixed-use residential building would be constructed on the site. The No Project Alternative would have no significant and unavoidable impacts related to historic architectural resources; would have no impacts related to transportation and circulation; would have no impacts on topics determined in the NOP/IS to be either less than significant or less than significant with mitigation under the proposed project; would not require mitigation measures; and would not meet any of the project sponsor's objectives (see **Chapter 2, Project Description**, p. 2.2).

C. PRESERVATION ALTERNATIVE

DESCRIPTION

Under the Preservation Alternative, four of the five existing buildings on the project site (Lots 17, 18, 18A, and 19) would be demolished and the remaining building at 1545 Pine Street (Lot 16) would remain. The past and current uses of the existing buildings on the project site are listed in **Chapter 2, Project Description**, p. 2.6. Under the Preservation Alternative, the existing 1545 Pine Street building would be retained and rehabilitated in conformance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards). The rehabilitated structure would be developed with retail space along Pine Street and an off-street loading area along Austin Street. A new, 13-story, mixed-use building with residences above ground floor retail space and one below-grade parking level (one fewer than under the proposed

project) would be constructed adjacent to the rehabilitated 1545 Pine Street building. Similar to the proposed project, the new building under the Preservation Alternative would vary in height from 130 feet in the Van Ness Special Use District (Van Ness SUD) (Lots 17, 18, and 18A) to 65 feet in the Polk Street Neighborhood Commercial District (Polk Street NCD) (Lot 19) in response to the existing zoning regulations. The below-grade parking level would have an estimated depth of excavation of up to 20 feet (20 feet shallower than under the proposed project).

Under the Preservation Alternative, new construction would be separate and distinct from the rehabilitated 1545 Pine Street building, with no internal connection between the two structures. As part of the demolition and excavation activities for the below-grade basement level, the existing foundation in the 1545 Pine Street building would be removed, and the building would be temporarily shored while the basement-level foundation and structure are constructed. The provision of a new foundation mat slab as part of the Preservation Alternative would require structural ties between any existing column footings and exterior wall footings in the 1545 Pine Street building. As with the proposed project, the Maher Ordinance would be applicable to the Preservation Alternative, requiring the removal/treatment of the underlying contaminated soils as described in NOP/IS Topic E.16, Hazards and Hazardous Materials, on pp. 172 to 174 (see **Appendix A** to this EIR). The overall development program for the Preservation Alternative, as shown in **Table 6.1** on pp. 6.2 to 6.3, reflects all of the new uses on the project site in both the new mixed-use residential building and the 1545 Pine Street building, which would be retained and rehabilitated.

The Preservation Alternative's building program would have a total area of 106,360 gsf and would include 56 new residential units (51 fewer than under the proposed project). This alternative would have a total of 81,509 gsf of residential space, 6,630 gsf of retail space, and 18,221 gsf of space devoted to parking, loading, storage, mechanical space, and circulation at the ground floor and below-grade parking level. Under the Preservation Alternative, 5 studio units, 13 one-bedroom units, 28 one-bedroom + den units, and 10 two-bedroom units would be provided, along with 49 parking spaces (33 fewer than under the proposed project), including 2 handicap-accessible spaces and 2 car share spaces. Along Pine Street, the new building would be developed to the property line with a centrally located, 989-gsf residential lobby and a 2,413-gsf retail space to the east of the residential lobby entrance. The new building would be set back 5 feet from the property line at the second floor along Pine Street. This setback would be continued to the top of the new building. Along Austin Street at the southeast corner of the project site, the new building would be set back 15 feet from the property line at the second floor (within the Polk Street NCD).

The rehabilitated 1545 Pine Street building would be developed with a 4,217-gsf retail space fronting Pine Street and a 1,803-gsf off-street loading area at the rear along the Austin Street

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C. Preservation Alternative

frontage. The off-street loading area would serve both the existing and new buildings but would not be connected to the new building; therefore, materials for the new building would be delivered via hand truck along Austin Street to the rear entrance of the new building.

Figure 6.1: Preservation Alternative - Massing Diagrams presents massing diagrams of the new building and the retained and rehabilitated 1545 Pine Street building from the southeast, the southwest, the northwest, and the northeast for this alternative. **Figure 6.2: Preservation Alternative - Representative Floor Plans and Below-Grade Parking Level** presents representative floor plans and the below-grade parking level.

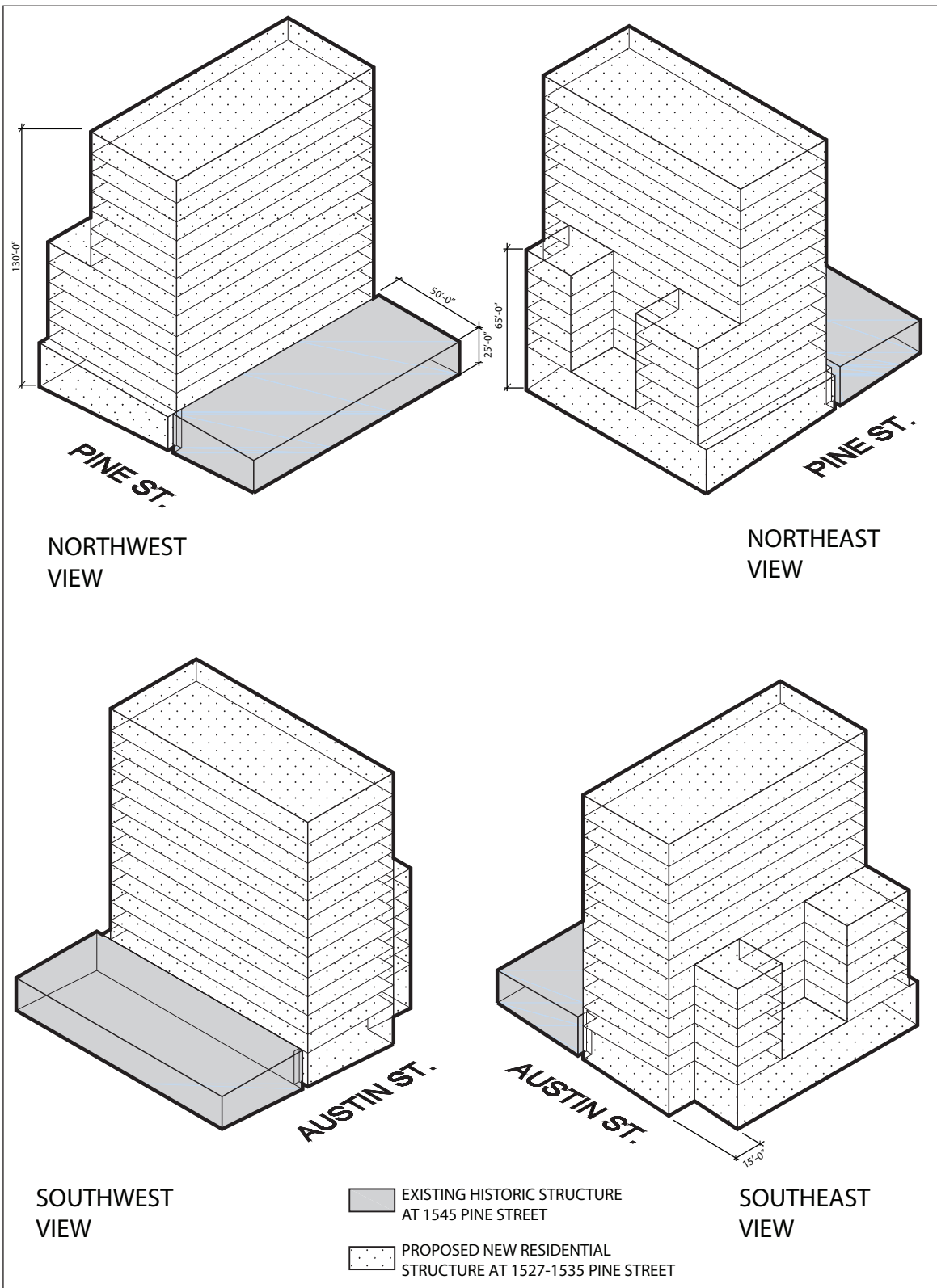
Parking and Site Access

Under the Preservation Alternative, direct access from Austin Street to the 49 off-street, below-grade parking spaces would be provided via a single ramp located at the southeast corner of the proposed new building. Unlike the proposed project, a new 20-foot-wide curb cut would be developed at that location to provide access to the below-grade parking level. As with the proposed project, the existing 16-foot-wide curb cut at the rear of the 1533-1535 Pine Street building (Lot 17) would be removed. Direct access to the 1,418-gsf ground floor bicycle storage facility (with space for 56 Class 1 bicycle parking spaces) would also be provided along Austin Street. Five Class 2 bicycle parking spaces would be provided on the Pine Street sidewalk.

The 1,803-gsf off-street loading area that would be developed at the rear of the rehabilitated 1545 Pine Street building would have direct access from Austin Street using the existing 16-foot-wide curb cut and driveway. As with the proposed project, the existing 23-foot-wide curb cut along Pine Street at the front of the 1545 Pine Street building would be closed and an on-street commercial loading space would be applied for and designated at that location, if approved by the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors.

Required Approvals

As with the proposed project, the Preservation Alternative would require the project sponsor to seek Conditional Use authorization from the Planning Commission to construct a building exceeding a height of 50 feet in the Van Ness SUD; an exemption from the Planning Commission to exceed the pedestrian wind comfort criterion of 11 mph in certain locations near the project site; a parking reduction exception and a rear yard modification or waiver from the Zoning Administrator; and other discretionary approvals from City agencies, including, but not limited to, the approval of a lot merger (limited to Lots 17, 18 18A, and 19, unlike the proposed project), a site permit, and demolition, grading, and building permits. Unlike the proposed project, off-street loading and dwelling unit exposure variances from the Zoning Administrator would not be required under this alternative.



SOURCE: Arquitectonica, March 2014

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 6.1: PRESERVATION ALTERNATIVE – MASSING DIAGRAMS

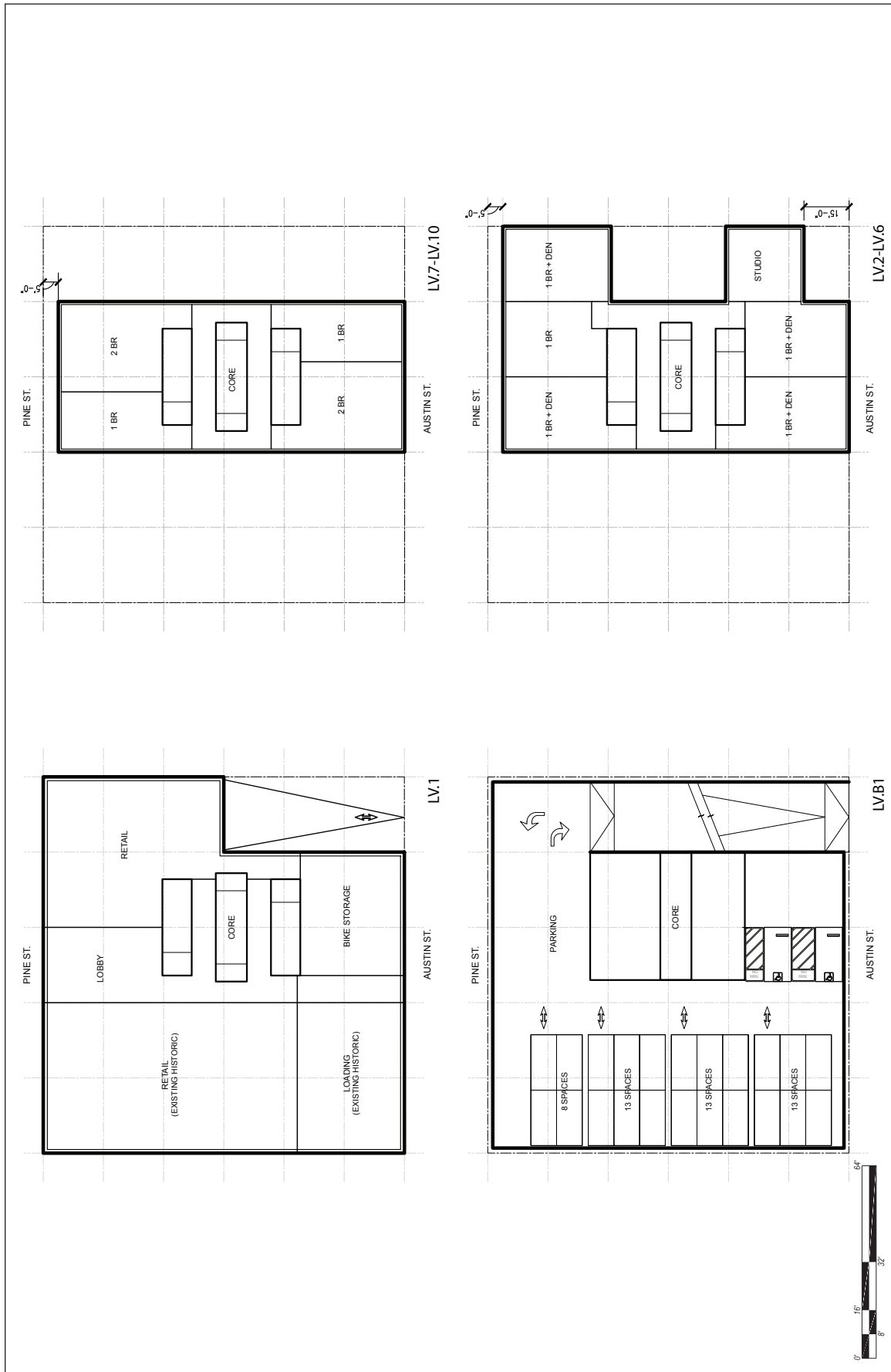


FIGURE 6.2: PRESERVATION ALTERNATIVE – REPRESENTATIVE FLOOR PLANS AND BELOW-GRADE BASEMENT LEVEL

SOURCE: Architectonica, March 2014

1527-1545 PINE STREET PROJECT

2006.0383E

IMPACTS

Cultural and Paleontological Resources (Historic Architectural Resources)

The NOP/IS concluded that the proposed project would have less-than-significant impacts on archeological and paleontological resources with implementation of **Mitigation Measures M-CP-3** and **M-CP-4** (see NOP/IS Topic E.4, Cultural and Paleontological Resources, on pp. 61 to 63 in **Appendix A** to this EIR). This conclusion is applicable to the Preservation Alternative. Therefore, **Section 4.B of Chapter 4, Environmental Setting, Impacts and Mitigation Measures**, and this subsection both focus on historic architectural resources impacts.

Under the Preservation Alternative, the retention of the 1545 Pine Street building, the rehabilitation and reuse of the building in conformity with the Secretary's Standards, and construction of a new, adjacent 13-story building to the east of 1545 Pine Street would result in a less-than-significant impact on 1545 Pine Street as an individual historical resource.

Section 15064.5(b)(3) of the CEQA Guidelines includes a presumption that a project that conforms to the Secretary's Standards would generally have a less-than-significant impact on an historical resource.

The adjacent, new 13-story building under this alternative would result in a less-than-significant impact on the significance of the 1545 Pine Street historical resource. The integrity and significance of this resource is not premised on its possession of an intact visual setting or a cohesive visual relationship with its surroundings. Rather, the historic visual setting of the area has been transformed by newer development. Additionally, like the proposed project, the adjacent, new building under this alternative would include features that are intended to relate to the scale and character of nearby older construction. Therefore, the adjacent new 13-story building under this alternative is not a project that "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by the lead agency for purposes of CEQA" (CEQA Guidelines §15064.5(b)(2)(C)).

Unlike the proposed project, the Preservation Alternative would not contribute to an adverse cumulative impact on the collective historical significance of a type of historic architectural resource, buildings constructed as temporary commercial structures in the aftermath of the 1906 Earthquake and Fire.

The Preservation Alternative would avoid the significant impact of the proposed project on the 1545 Pine Street individual historic architectural resource and would avoid the significant cumulative impact of the proposed project on the collective historical significance of post 1906

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 C. Preservation Alternative

Earthquake and Fire temporary commercial structures. No mitigation measures would be required for this alternative.

Transportation and Circulation

This subsection summarizes and incorporates by reference the *1527-1545 Pine Street Project – Alternatives Assessment Memorandum*, prepared by the transportation consultant.¹ Under the Preservation Alternative, there would be a reduction in the number of residential units (from 107 units to 56) and an increase in the amount of retail space (from 2,844 gsf under the proposed project to 6,630 gsf). As a result, the number of weekday AM and PM peak hour person and vehicle trips under the Preservation Alternative would be substantially less than with the proposed project. See **Table 6.2: Trip Generation by Mode, Weekday AM and PM Peak Hours, Proposed Project and Preservation Alternative**. Vehicular access into and out of the proposed subsurface parking garage would be from Austin Street under the Preservation Alternative, as for the proposed project; however, the proposed garage access would be located at the southeast corner of the project site (closer to Polk Street) rather than at the southwest corner (closer to Van Ness Avenue) as under the proposed project. Unlike the proposed project, this alternative would include an off-street loading space at the rear of the rehabilitated 1545 Pine Street building with access via the existing 16-foot-wide curb cut and driveway. As with the proposed project, the project sponsor would request that the existing 23-foot-wide curb cut and driveway on Pine Street, which provides access to the 1545 Pine Street building, be closed and designated as a metered commercial loading space.

Table 6.2: Trip Generation by Mode – Weekday AM and PM Peak Hours, Proposed Project and Preservation Alternative

Project/Alternative	Person Trips				Total	Vehicle Trips
	Auto	Transit	Walk	Other ^a		
Weekday AM Peak Hour						
Proposed Project	38	45	42	8	133	34
Preservation Alternative	22	25	24	5	76	18
Weekday PM Peak Hour						
Proposed Project	56	57	61	14	188	44
Preservation Alternative	54	41	56	15	166	33

Note:

^a Other mode includes bicycles, motorcycles, and taxis.

Sources: *SF Guidelines 2002*; 2000 U.S. Census; LCW Consulting, April 2014

¹ LCW Consulting, Memo to Andrea Contreras Re: 1527-1545 Pine Street Project – Alternatives Assessment, April 2014 (hereinafter “1527-1545 Pine Street Project – Alternatives Assessment”). A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

Traffic Impacts

As shown in **Table 6.2**, the Preservation Alternative would generate fewer vehicle trips than the proposed project. During the weekday AM peak hour, the new uses associated with the Preservation Alternative would generate about 18 vehicle trips compared to about 34 vehicle trips under the proposed project. During the weekday PM peak hour, the Preservation Alternative would generate about 33 vehicle trips compared to about 44 vehicle trips under the proposed project. With a reduction in the number of vehicles added to the study intersections, which operate at an acceptable level of service (LOS) under existing conditions and Existing plus Project conditions, the traffic impacts of the Preservation Alternative at these study intersections would be similar to, but less than, those with the proposed project. As with the proposed project, this alternative's contribution to the critical movement at the Van Ness Avenue and Pine Street intersection, which operates at LOS E under existing conditions and Existing plus Project conditions, would not be considerable. Furthermore, vehicular access to the proposed garage from Austin Street under this alternative would not affect traffic operations on Austin Street or Van Ness Avenue similar to the proposed project. Therefore, the impact on traffic operations under this alternative would be less than significant, as with the proposed project.

While the Preservation Alternative, like the proposed project, would result in a less-than-significant impact at the studied intersections, **Improvement Measure I-TR-A: Monitoring and Abatement of Queues**, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on p. 4.C.33, would also be applicable to this alternative to lessen its effect on traffic.

Transit Impacts

As shown in **Table 6.2**, the Preservation Alternative would generate fewer transit trips than the proposed project. During the weekday AM peak hour, the new uses associated with the Preservation Alternative would generate about 25 transit trips compared to about 45 transit trips under the proposed project. During the weekday PM peak hour, the Preservation Alternative would generate about 41 transit trips compared to about 57 transit trips under the proposed project. With a reduction in the number of transit riders added to the local and regional transit screenlines and corridors, the impacts of the Preservation Alternative on local and regional transit capacity utilization and Muni operations on adjacent streets would be less than significant, as with the proposed project.

Pedestrian Impacts

The Preservation Alternative would generate fewer pedestrian trips than the proposed project. During the weekday AM peak hour, the new uses associated with the Preservation Alternative

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would generate about 54 pedestrian trips compared to about 95 pedestrian trips under the proposed project. During the weekday PM peak hour, the new uses associated with the Preservation Alternative would generate about 112 pedestrian trips compared to 132 pedestrian trips under the proposed project. With a reduction in the number of pedestrians added to the local pedestrian network compared to the proposed project, the impacts of this alternative on pedestrian circulation on Pine, Austin, and Polk streets and Van Ness Avenue would be less than significant, as with the proposed project.

Bicycle Impacts

The Preservation Alternative would provide 56 Class 1 and 5 Class 2 bicycle parking spaces and, like the proposed project, would meet the Planning Code requirements. Under the Preservation Alternative, similar to the proposed project, all Class 1 bicycle parking spaces would be located on the ground floor with access from either Austin or Pine streets. Similar to the proposed project, the Preservation Alternative would result in an increase in the number of vehicles and bicycles in the vicinity of the project site; however, this increase would not be substantial enough to affect bicycle travel or facilities in the area. The Preservation Alternative would not substantially change bicycle travel in the vicinity of the project site, and, therefore, similar to the proposed project, impacts on bicyclists would be less than significant.

Loading Impacts

As described above, the Preservation Alternative would provide an off-street loading space with access from Austin Street, unlike the proposed project. Similar to the proposed project, the project sponsor would request that the existing curb cut on Pine Street be closed and converted to a metered commercial loading space. Under this alternative, there would be fewer residential units and a greater amount of retail than under the proposed project. Therefore, loading demand would be reduced under this alternative compared to the proposed project. Since the Preservation Alternative would provide an off-street loading space, and since the loading demand could be accommodated on site or at nearby existing and proposed metered commercial loading spaces, loading impacts under this alternative would be less than significant, as with the proposed project.

Emergency Access Impacts

As with the proposed project, the Preservation Alternative would not change the configuration or capacity of the travel lanes adjacent to the project site. Therefore, it would not affect emergency vehicle access to the project site or project vicinity. Similar to the proposed project, emergency access impacts under this alternative would be less than significant.

Construction Impacts

Construction activities associated with the Preservation Alternative would be similar to those described for the proposed project. Overall, the construction-related transportation impacts of this alternative would be less than significant due to their temporary and limited duration, as with the proposed project. Therefore, the construction-related transportation impacts under this alternative would be less than significant, particularly since this alternative would involve less on-site development compared to the proposed project.

Improvement Measure I-TR-B: Construction Measures, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on p. 4.C.44, would also be applicable to this alternative to reduce its less-than-significant transportation-related effects.

Parking Information

Table 6.3: Comparison of Vehicle Parking Supply and Demand, Proposed Project and Preservation Alternative presents the parking supply and demand comparisons for the overnight and midday periods for the proposed project and the Preservation Alternative. As shown in **Table 6.3**, the Preservation Alternative would result in an unmet parking demand of 23 spaces during the midday period and 18 spaces during the overnight period. The unmet parking demand for the Preservation Alternative would be similar to, but less than, that for the proposed project during the midday period because, while this alternative would include fewer residential units than the proposed project, it would also include a greater amount of retail space. The unmet parking demand for the Preservation Alternative would be less than that for the proposed project during the overnight period due to the smaller number of residential units proposed under this alternative.

Table 6.3: Comparison of Vehicle Parking Supply and Demand, Proposed Project and Preservation Alternative

Project/Alternative and Period	Supply	Demand	(Shortfall)/Surplus
Midday			
Proposed Project	80	109	(29)
Preservation Alternative	47	70	(23)
Overnight			
Proposed Project	80	127	(47)
Preservation Alternative	47	65	(18)

Source: *SF Guidelines 2002*, LCW Consulting, April 2014

As with the proposed project, drivers would need to park elsewhere in the area (either on-street or within the Polk-Bush Garage), which would increase the midday parking occupancy in the area. Due to difficulty in finding on-street parking in the study area, some drivers may park outside of the study area or switch to transit, carpool, bicycle or other forms of travel. As with the proposed project, the Preservation Alternative’s unmet parking demand would not be substantial and could

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be accommodated on-street or in other off-street parking facilities, and the area is well served by public transit and other modes. Therefore, similar to the proposed project, the unmet parking demand would not create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

To encourage transit use and reduce parking demand, **Improvement Measure I-TR-C: Transportation Demand Management Plan**, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on pp. 4.C.47 to 4.C.48, would also be applicable to the Preservation Alternative.

2040 Cumulative Conditions

As shown in **Table 6.2** on p. 6.12, the Preservation Alternative would generate fewer vehicle trips than the proposed project. Under 2040 cumulative conditions, vehicle delays under the Preservation Alternative would increase at the study intersections compared to existing conditions, and, as under the proposed project, all study intersections would operate at LOS D or better during the weekday AM and PM peak hours except the Van Ness Avenue/Pine Street (weekday AM and PM peak hour) and Van Ness Avenue/Bush Street (weekday PM peak hour only) intersections, which would operate at LOS E or LOS F under 2040 cumulative conditions. Like the proposed project, this alternative would result in a less than cumulatively considerable contribution to significant cumulative impacts at the intersections that operate at LOS E or LOS F under 2040 cumulative conditions, based on consideration of the alternative's contribution to critical movements. Therefore, the Preservation Alternative's traffic impacts under 2040 cumulative conditions at the study intersections would be less than cumulatively considerable since its contribution to critical movements would be less than for the proposed project.

In summary, similar to the proposed project, under the Preservation Alternative there would be less-than-significant project-level impacts and no cumulatively considerable contribution to significant cumulative impacts related to transportation and circulation.

Other Topics

The NOP/IS concluded that the proposed project would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation in the following analysis areas: Land Use and Land Use Planning, Aesthetics (Light and Glare only), Population and Housing, Cultural and Paleontological Resources (Archeological and Paleontological Resources only), Transportation and Circulation (Air Traffic Patterns only), Noise, Air Quality, Greenhouse Gas Emissions, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards/Hazardous Materials, Mineral/Energy Resources, and Agricultural and Forest Resources.

The Preservation Alternative would occupy the same building site as the proposed project and would include the same mix of land uses, with the residential land use at a similar, but reduced, residential density on the site. More retail space (approximately 3,786 additional gsf) than under the proposed project would be developed, and with a reduction in the number of residential units on the project site (from 107 to 56), fewer vehicle and bicycle parking spaces would be provided under this alternative. Impacts under this alternative for each of the above-noted environmental topics would be substantially similar to (but less than) those of the proposed project except for the project-level and cumulative historic architectural resource impacts, which would be reduced from significant and unavoidable impacts to less-than-significant impacts. The new building's massing would differ slightly from that of the proposed project. Under this alternative, the high-rise residential tower would be set back approximately 50 feet from the west property line of the project site (25 feet deeper than under the proposed project and the same as under the Partial Preservation Alternative). The wind impacts of the Preservation Alternative would be less than, or equal to, the effects anticipated for the proposed project and the Partial Preservation Alternative, both of which were analyzed in the wind tunnel, due to the depth of the building setback from the west property line and the reduced height on the western 50 feet of the project site (i.e., 1545 Pine Street).² The Preservation Alternative would not result in any new potentially significant impacts for the environmental topics fully analyzed in the Initial Study for the proposed project. Therefore, the conclusions in the Initial Study for these environmental topics would remain applicable to the Preservation Alternative. The mitigation measures presented in the Initial Study for the proposed project (**Mitigation Measure M-CP-2: Archeological Monitoring Program, Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program, Mitigation Measure M-CP-4: Treatment of Human Remains, and Mitigation Measure M-NO-2: General Construction Noise Control Measures**) would be applicable to the Preservation Alternative.

CONCLUSION

By retaining the eligible historical resource at 1545 Pine Street, the Preservation Alternative, unlike the proposed project, would result in less-than-significant project-level and cumulative impacts on historic architectural resources. Like the proposed project, this alternative would not generate significant impacts related to transportation and circulation or any other significant impacts beyond those identified in the Initial Study for the proposed project.

The Preservation Alternative would further some of the project sponsor's objectives presented in **Chapter 2, Project Description**, on p. 2.2. This alternative would increase the City's housing supply (but not to the same level as the proposed project), would develop ground floor retail to

² Rowan Williams Davies & Irwin, Inc. (RWDI), Pedestrian Wind Conditions Memorandum - 1545 Pine Street, January 20, 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

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encourage and enliven pedestrian activity, would improve the architectural and urban design character of the project site, and would provide adequate parking and vehicular access for project residents and visitors. However, this alternative would not include a public amenity space along Austin Street (i.e., the art gallery space under the proposed project) and would provide fewer units than would the proposed project, resulting in a smaller increase in the City's below market rate and market rate housing supply and a less desirable real estate opportunity for the project sponsor and its investors.

D. PARTIAL PRESERVATION ALTERNATIVE

DESCRIPTION

Under the Partial Preservation Alternative, the 1545 Pine Street building (Lot 16) would be retained, and the four buildings on the remainder of the project site (Lots 17, 18, 18A, and 19) would be demolished. The past and current uses of the existing buildings on the project site are listed in **Chapter 2, Project Description**, on p. 2.6. Under the Partial Preservation Alternative, the existing 1545 Pine Street building would be rehabilitated in conformance with the Secretary's Standards so as not to result in the *de facto* demolition of the existing structure as that term is defined in Planning Code §1005(f).³ The 1545 Pine Street building would be reused and developed with a two-story, approximately 20-foot-tall residential addition constructed on top of the existing building, retail space along Pine Street, and an off-street loading area along Austin Street. A new 13-story, mixed-use building with residences above ground floor retail space and one below-grade parking level (one fewer than under the proposed project) would be constructed adjacent to the rehabilitated 1545 Pine Street building. Similar to the proposed project, the new building under the Partial Preservation Alternative would vary in height from 130 feet in the Van Ness SUD (Lots 17, 18, and 18A) to 65 feet in the Polk Street NCD (Lot 19) in response to existing zoning regulations. The below-grade parking level would have an estimated depth of excavation of up to 20 feet (20 feet shallower than under the proposed project). The rehabilitated 1545 Pine Street building with the new two-story addition (on Lot 16) would be approximately 45 feet tall.

Under the Partial Preservation Alternative, the new building would be connected to the two new floors above the rehabilitated 1545 Pine Street building but would not connect at the ground floor. As part of the demolition and excavation activities for the below-grade basement level, the

³ Demolition is defined in Planning Code §1005 as any one of the following: (1) removal of more than 25 percent of the surface of all external walls facing a public street(s); (2) removal of more than 50 percent of all external walls from their function as all external walls; (3) removal of more than 25 percent of external walls from function as either external or internal walls; or (4) removal of more than 75 percent of the building's existing internal structural framework or floor plates unless the City determines that such removal is the only feasible means to meet the standards for seismic load and forces of the latest adopted version of the San Francisco Building Code and the State Historical Building Code.

existing foundation in the 1545 Pine Street building would be removed, and the building would be temporarily shored while the basement level foundation and structure are constructed. The provision of a new foundation mat slab as part of the Partial Preservation Alternative would require structural ties between any existing column footings and exterior wall footings in the 1545 Pine Street building as well as the strengthening and stiffening of exterior walls to better accommodate the new load that would be imposed by the new two-story addition. Any potential seismic deficiencies associated with the existing structure would also be addressed as part of its rehabilitation and reuse. As with the proposed project, the Maher Ordinance would be applicable to the Partial Preservation Alternative, requiring the removal/treatment of the underlying contaminated soils as described in NOP/IS Topic E.16, Hazards and Hazardous Materials, on pp. 172 to 174 (see **Appendix A** to this EIR). The overall development program for the Partial Preservation Alternative, as shown in **Table 6.1** on pp. 6.2 to 6.3, reflects all of the new uses on the project site.

The Partial Preservation Alternative's building program would have a total area of 108,246 gsf and would include 54 new residential units (53 fewer than under the proposed project). This alternative would have a total of 83,448 gsf of residential space, 6,262 gsf of retail space, and 18,536 gsf of space devoted to parking, loading, storage, mechanical space, and circulation at the ground floor and below-grade parking level. Under the Partial Preservation Alternative, 5 studio units, 3 one-bedroom units, 8 one-bedroom + den units, and 38 two-bedroom units would be provided along with 54 parking spaces (28 fewer than under the proposed project), including 2 handicap-accessible spaces and 2 car share spaces. Along Pine Street, the new building would be developed to the property line at the ground floor and would include a centrally located, 1,913-gsf residential lobby and a 2,045-gsf retail space to the east of the residential lobby entrance. The new building would include a five-foot-deep setback on floors 2-13 along Pine Street. Along the full length of Austin Street the new building would be set back 10 feet from the property line at the second floor except at the southeast corner of the project site, where it would be set back 15 feet from the property line (within the Polk Street NCD).

The rehabilitated 1545 Pine Street building would be developed with two new floors of residential uses, a 4,217-gsf retail space fronting Pine Street, and a 1,803-gsf off-street loading area at the rear along the Austin Street frontage. The two-story addition would be set back 20 feet from Pine Street and 10 feet from Austin Street at the second floor. The two-story addition, which would have four residential units per floor, would be supported by beams or structures that would be placed within the existing building and integrated with the new building foundation. Access to these residential floors would be provided from the adjacent new construction via a central corridor connected to the elevators and stairwells at the new building's central core. If elevators and stairwells are required within the 1545 Pine Street building to provide access to the two new residential floors, any such changes would be minimal and would not be intended to

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result in the *de facto* demolition of the 1545 Pine Street building. A small amount of the existing square footage would be devoted to additional structural support on the interior of the building. The off-street loading area would serve both the existing and new buildings but would not be connected to the new building; therefore, materials for the new building would be delivered via hand truck along Austin Street to the rear entrance of the new building.

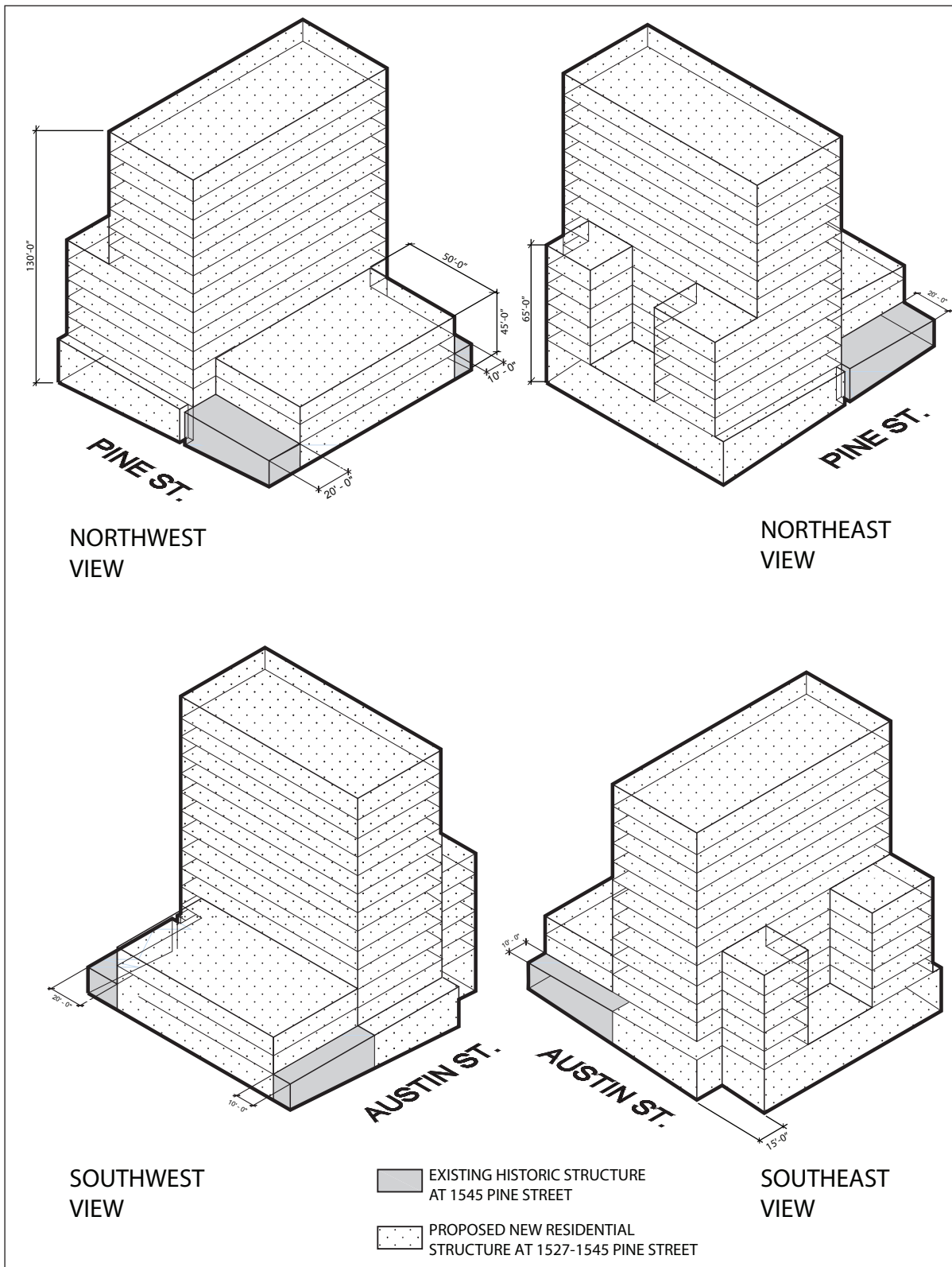
Figure 6.3: Partial Preservation Alternative - Massing Diagrams presents massing diagrams of the new building and the retained and rehabilitated 1545 Pine Street building from the southeast, the southwest, the northwest, and the northeast for this alternative. **Figure 6.4: Partial Preservation Alternative - Representative Floor Plans and Below-Grade Parking Level** presents representative floor plans and the below-grade parking level.

Parking and Site Access

Under the Partial Preservation Alternative, direct access from Austin Street to the 54 off-street, below-grade parking spaces would be provided via a single ramp located at the southeast corner of the new building. Unlike the proposed project, a new, 20-foot-wide curb cut would be developed at that location to provide access to the below-grade parking level. As with the proposed project, the existing 16-foot-wide curb cut at the rear of the 1533-1535 Pine Street building (Lot 17) would be removed. Direct access to the 1,733-gsf ground floor bicycle storage facility (with space for 54 Class 1 bicycle parking spaces) would also be provided along Austin Street. Six Class 2 bicycle parking spaces would be provided on the Pine Street sidewalks. The 1,803-gsf off-street loading area that would be developed at the rear of the rehabilitated 1545 Pine Street building would have direct access from Austin Street using the existing 16-foot-wide curb cut and driveway. As with the proposed project, the existing 23-foot-wide curb cut along Pine Street at the front of the 1545 Pine Street building would be closed and an on-street commercial loading space would be applied for and designated at that location, if approved by the SFMTA Board of Directors.

Required Approvals

As with the proposed project, the Partial Preservation Alternative would require the project sponsor to seek Conditional Use authorization from the Planning Commission to construct a building exceeding a height of 50 feet in the Van Ness SUD; an exemption from the Planning Commission to exceed the pedestrian wind comfort criterion of 11 mph in certain locations near the project site; a rear yard modification or waiver from the Zoning Administrator; and other discretionary approvals from City agencies, including, but not limited to, the approval of a lot merger, a site permit, and demolition, grading, and building permits. Unlike the proposed project, a parking reduction exception and off-street loading and dwelling unit exposure variances from the Zoning Administrator would not be required for this alternative.



SOURCE: Arquitectonica, March 2014

1527-1545 PINE STREET PROJECT

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FIGURE 6.3: PARTIAL PRESERVATION ALTERNATIVE – MASSING DIAGRAMS



SOURCE: Architectonica, March 2014

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 6.4: PARTIAL PRESERVATION ALTERNATIVE – REPRESENTATIVE FLOOR PLANS AND BELOW-GRADE BASEMENT LEVEL

IMPACTS

Cultural and Paleontological Resources (Historic Architectural Resources)

The NOP/IS concluded that the proposed project would have less-than-significant impacts on archeological and paleontological resources with implementation of **Mitigation Measures M-CP-3** and **M-CP-4** (see NOP/IS Topic E.4, Cultural and Paleontological Resources, on pp. 61 to 63 in **Appendix A** to this EIR). This conclusion is applicable to the Partial Preservation Alternative. Therefore, **Section 4.B** of **Chapter 4, Environmental Setting, Impacts and Mitigation Measures**, and this subsection both focus on historic architectural resources impacts.

Under the Partial Preservation Alternative, the retention of the 1545 Pine Street building, the rehabilitation and reuse of the building in conformity with the Secretary's Standards, construction of a 2-story addition (set back 20 feet from the Pine Street façade and 10 feet from the Austin Street façade), and construction of a new, adjacent 13-story building to the east of 1545 Pine Street would result in a less-than-significant impact on 1545 Pine Street as an individual historical resource.

Section 15064.5(b)(3) of the CEQA Guidelines includes a presumption that a project that conforms to the Secretary's Standards would generally have a less-than-significant impact on an historical resource. The 2-story vertical addition to 1545 Pine Street under this alternative would not materially impair historic materials that characterize the property precluding it from being eligible for listing in the California Register as an individual historical resource. The addition's setbacks from the front and rear façades would minimize its visual presence from Pine and Austin streets and would spatially differentiate it from the existing 1545 Pine Street building. It is assumed that the addition under this alternative would be contemporary in design to further differentiate the vertical addition. Where visible from the surrounding streets, the addition would be modest in scale and would not visually overwhelm the 1545 Pine Street building. The addition to the existing 1545 Pine Street building would conform to the Secretary's Standards and therefore would not have a significant impact on the 1545 Pine Street individual historic architectural resource.

The adjacent, new 13-story building under this alternative would result in a less-than-significant impact on the significance of the 1545 Pine Street historical resource. The integrity and significance of this resource is not premised on its possession of an intact visual setting or a cohesive visual relationship with its surroundings. Rather, the historic visual setting of the area has been transformed by newer development. Additionally, like the proposed project, the adjacent, new building under this alternative would include features that are intended to relate to the scale and character of nearby older construction. Therefore, the adjacent new 13-story building under this alternative is not a project that "demolishes or materially alters in an adverse

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manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by the lead agency for purposes of CEQA” (CEQA Guidelines §15064.5(b)(2)(C)).

The scale and character of the vertical addition to 1545 Pine Street under this alternative would allow the building to continue to convey its historic significance. Unlike the proposed project, the Partial Preservation Alternative would not contribute to an adverse cumulative impact on the collective historical significance of a type of historic architectural resource, buildings constructed as temporary commercial structures in the aftermath of the 1906 Earthquake and Fire.

The Partial Preservation Alternative would avoid the significant impact of the proposed project on the 1545 Pine Street individual historic architectural resource and would avoid the significant cumulative impact of the proposed project on the collective historical significance of post 1906 Earthquake and Fire temporary commercial structures. No mitigation measures would be required for this alternative.

Transportation and Circulation

This subsection summarizes and incorporates by reference the *1527-1545 Pine Street Project – Alternatives Assessment Memorandum*, prepared by the transportation consultant.⁴ Under the Partial Preservation Alternative, there would be a reduction in the number of residential units (from 107 units to 54) and an increase in the amount of retail space (from 2,844 gsf under the proposed project to 6,262 gsf). As a result, the number of weekday AM and PM peak hour person and vehicle trips under the Partial Preservation Alternative would be substantially less than with the proposed project. See **Table 6.4: Trip Generation by Mode, Weekday AM and PM Peak Hours, Proposed Project and Partial Preservation Alternative**. Vehicular access into and out of the proposed subsurface parking garage would be from Austin Street under the Partial Preservation Alternative, as for the proposed project; however, the proposed garage access would be located at the southeast corner of the project site (closer to Polk Street) rather than at the southwest corner (closer to Van Ness Avenue) as under the proposed project. Unlike the proposed project, this alternative would include an off-street loading space at the rear of the rehabilitated 1545 Pine Street building with access via the existing 16-foot-wide curb cut and driveway. As with the proposed project, the project sponsor would request that the existing 23-foot-wide curb cut and driveway on Pine Street, which provides access to the 1545 Pine Street building, be closed and designated as a metered commercial loading space.

⁴ LCW Consulting, *1527-1545 Pine Street Project – Alternatives Assessment*.

Table 6.4: Trip Generation by Mode – Weekday AM and PM Peak Hours, Proposed Project and Partial Preservation Alternative

Project/Alternative	Person Trips				Total	Vehicle Trips
	Auto	Transit	Walk	Other ^a		
Weekday AM Peak Hour						
Proposed Project	38	45	42	8	133	34
Partial Preservation Alternative	24	27	27	5	83	20
Weekday PM Peak Hour						
Proposed Project	56	57	61	14	188	44
Partial Preservation Alternative	55	44	57	15	171	35

Note:

^a Other mode includes bicycles, motorcycles, and taxis.

Sources: SF Guidelines 2002; 2000 U.S. Census; LCW Consulting, April 2014

Traffic Impacts

As shown in **Table 6.4**, the Partial Preservation Alternative would generate fewer vehicle trips than the proposed project. During the weekday AM peak hour, the new uses associated with the Partial Preservation Alternative would generate about 20 vehicle trips compared to about 34 vehicle trips under the proposed project. During the weekday PM peak hour, the Preservation Alternative would generate about 35 vehicle trips compared to about 44 vehicle trips under the proposed project. With a reduction in the number of vehicles added to the study intersections, which operate at acceptable LOS under existing conditions and Existing plus Project conditions, the traffic impacts of the Partial Preservation Alternative at these study intersections would be similar to, but less than, those with the proposed project. As with the proposed project, this alternative’s contribution to the critical movement at the Van Ness Avenue and Pine Street intersection, which operates at LOS E under existing conditions and Existing plus Project conditions, would not be considerable. Furthermore, vehicular access to the proposed garage from Austin Street under this alternative would not affect traffic operations on Austin Street or Van Ness Avenue similar to the proposed project. Therefore, the impact on traffic operations under this alternative would be less than significant, as with the proposed project.

While the Partial Preservation Alternative, like the proposed project, would result in a less-than-significant impact at the studied intersections, **Improvement Measure I-TR-A: Monitoring and Abatement of Queues**, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on p. 4.C.33, would also be applicable to this alternative to lessen its effect on traffic.

Transit Impacts

As shown in **Table 6.4**, the Partial Preservation Alternative would generate fewer transit trips than the proposed project. During the weekday AM peak hour, the new uses associated with the Preservation Alternative would generate about 27 transit trips compared to about 45 transit trips

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under the proposed project. During the weekday PM peak hour, the Preservation Alternative would generate about 44 transit trips compared to about 57 transit trips under the proposed project. With a reduction in the number of transit riders added to the local and regional transit screenlines and corridors, the impacts of the Partial Preservation Alternative on local and regional transit capacity utilization and Muni operations on adjacent streets would be less than significant, as with the proposed project.

Pedestrian Impacts

The Partial Preservation Alternative would generate fewer pedestrian trips than the proposed project. During the weekday AM peak hour, the new uses associated with the Partial Preservation Alternative would generate about 59 pedestrian trips compared to about 95 pedestrian trips under the proposed project. During the weekday PM peak hour, the new uses associated with the Partial Preservation Alternative would generate about 116 pedestrian trips compared to 132 pedestrian trips under the proposed project. With a reduction in the number of pedestrians added to the local pedestrian network compared to the proposed project, the impacts of this alternative on pedestrian circulation on Pine, Austin, and Polk streets and Van Ness Avenue would be less than significant, as with the proposed project.

Bicycle Impacts

The Partial Preservation Alternative would provide 54 Class 1 and 6 Class 2 bicycle parking spaces and, like the proposed project, would meet the Planning Code requirements. Under the Partial Preservation Alternative, similar to the proposed project, all Class 1 bicycle parking spaces would be located on the ground floor with access from either Austin or Pine streets. Similar to the proposed project, the Partial Preservation Alternative would result in an increase in the number of vehicles and bicycles in the vicinity of the project site; however, this increase would not be substantial enough to affect bicycle travel or facilities in the area. The Partial Preservation Alternative would not substantially change bicycle travel in the vicinity of the project site, and, therefore, similar to the proposed project, impacts on bicyclists would be less than significant.

Loading Impacts

As described above, the Partial Preservation Alternative would provide an off-street loading space with access from Austin Street, unlike the proposed project. Similar to the proposed project, the project sponsor would request that the existing curb cut on Pine Street be closed and converted to a metered commercial loading space. Under this alternative, there would be a fewer residential units and a greater amount of retail than under the proposed project. Therefore, loading demand would be reduced under this alternative compared to the proposed project. Since

the Partial Preservation Alternative would provide an off-street loading space, and since the loading demand could be accommodated on site or at nearby existing and proposed metered commercial loading spaces, loading impacts under this alternative would be less than significant, as with the proposed project.

Emergency Access Impacts

As with the proposed project, the Partial Preservation Alternative would not change the configuration or capacity of the travel lanes adjacent to the project site. Therefore, it would not affect emergency vehicle access to the project site or project vicinity. Similar to the proposed project, emergency access impacts under this alternative would be less than significant.

Construction Impacts

Construction activities associated with the Partial Preservation Alternative would be similar to those described for the proposed project. Overall, the construction-related transportation impacts of this alternative would be less than significant due to their temporary and limited duration, as with the proposed project. Therefore, the construction-related transportation impacts under this alternative would be less than significant, particularly since this alternative would involve less on-site development compared to the proposed project.

Improvement Measure I-TR-B: Construction Measures, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on p. 4.C.44, would also be applicable to this alternative to reduce its less-than-significant transportation-related effects.

Parking Information

Table 6.5: Comparison of Vehicle Parking Supply and Demand, Proposed Project and Partial Preservation Alternative presents the parking supply and demand comparisons for the overnight and midday periods for the proposed project and the Preservation Alternative. As shown in **Table 6.5**, the Partial Preservation Alternative would result in an unmet parking demand of 26 spaces during the midday period and 24 spaces during the overnight period. The unmet parking demand for the Partial Preservation Alternative would be similar to, but less than, that for the proposed project during the midday period because, while this alternative would include fewer residential units than the proposed project, it would also include a greater amount of retail space. The unmet parking demand for the Partial Preservation Alternative would be less than that for the proposed project during the overnight period due to the smaller number of residential units proposed under this alternative.

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Table 6.5: Comparison of Vehicle Parking Supply and Demand, Proposed Project and Partial Preservation Alternative

Project/Alternative and Period	Supply	Demand	(Shortfall)/Surplus
Midday			
Proposed Project	80	109	(29)
Partial Preservation Alternative	50	76	(26)
Overnight			
Proposed Project	80	127	(47)
Partial Preservation Alternative	50	74	(24)

Source: *SF Guidelines 2002*, LCW Consulting, April 2014

As with the proposed project, drivers would need to park elsewhere in the area (either on-street or within the Polk-Bush Garage), which would increase the midday parking occupancy in the area. Due to difficulty in finding on-street parking in the study area, some drivers may park outside of the study area or switch to transit, carpool, bicycle or other forms of travel. As with the proposed project, the Partial Preservation Alternative’s unmet parking demand would not be substantial and could be accommodated on-street or in other off-street parking facilities, and the area is well served by public transit and other modes. Therefore, similar to the proposed project, the unmet parking demand would not create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

To encourage transit use and reduce parking demand, **Improvement Measure I-TR-C: Transportation Demand Management Plan**, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on pp. 4.C.47 to 4.C.48, would also be applicable to the Partial Preservation Alternative.

2040 Cumulative Conditions

As shown in **Table 6.4** on p. 6.25, the Partial Preservation Alternative would generate fewer vehicle trips than would the proposed project. Under 2040 cumulative conditions, vehicle delays under the Partial Preservation Alternative would increase at the study intersections compared to existing conditions, and, as under the proposed project, all study intersections would operate at LOS D or better during the weekday AM and PM peak hours except the Van Ness Avenue/Pine Street (weekday AM and PM peak hour) and Van Ness Avenue/Bush Street (weekday PM peak hour only) intersections, which would operate at LOS E or LOS F under 2040 cumulative conditions. Like the proposed project, this alternative would result in a less than cumulatively considerable contribution to significant cumulative impacts at the intersections that operate at LOS E or LOS F under 2040 cumulative conditions, based on consideration of the alternative’s contribution to critical movements. Therefore, the Partial Preservation Alternative’s traffic impacts under 2040 cumulative conditions at the study intersections would be less than cumulatively considerable since its contribution to critical movements would be less than for the proposed project.

In summary, similar to the proposed project, under the Partial Preservation Alternative there would be less-than-significant project-level impacts and no cumulatively considerable contribution to significant cumulative impacts related to transportation and circulation.

Other Topics

The NOP/IS concluded that the proposed project would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation in the following analysis areas: Land Use and Land Use Planning, Aesthetics (Light and Glare only), Population and Housing, Cultural and Paleontological Resources (Archeological and Paleontological Resources only), Transportation and Circulation (Air Traffic Patterns only), Noise, Air Quality, Greenhouse Gas Emissions, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards/Hazardous Materials, Mineral/Energy Resources, and Agricultural and Forest Resources.

The Partial Preservation Alternative would occupy the same building site as the proposed project and would include the same mix of land uses with the residential land use at a similar, but reduced, residential density on the site. More retail space (approximately 3,418 additional gsf) than under the proposed project would be developed, and with a reduction in the number of residential units on the project site (from 107 to 54), fewer vehicle and bicycle parking spaces would be provided under this alternative. Impacts under this alternative for each of the above-noted environmental topics would be substantially similar to (but less than) those of the proposed project except for the project-level and cumulative historic architectural resource impacts, which would be reduced from significant and unavoidable impacts to less-than-significant impacts. The new building's massing would differ slightly from that of the proposed project. Under this alternative, the two-story addition to the 1545 Pine Street building would be developed to the west property line and would be set back from Pine and Austin streets, and the high-rise residential tower would be set back approximately 50 feet from the west property line of the project site (25 feet deeper than under the proposed project). The wind impacts of this alternative were analyzed in the wind tunnel; the results show that wind impacts would be similar to or less than those for the proposed project due to the depth of the building setback from the west property line and the reduced height on the western 50 feet of the project site (i.e., the two-story addition to the 1545 Pine Street building).⁵ The Partial Preservation Alternative would not result in any new potentially significant impacts for the environmental topics fully analyzed in the Initial Study for the proposed project. Therefore, the conclusions in the Initial Study for these environmental topics would remain applicable to the Partial Preservation Alternative. The mitigation measures presented in the Initial Study for the proposed project (**Mitigation Measure**

⁵ RWDI, 1545 Pine Street Pedestrian Wind Study, October 8, 2013. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

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M-CP-2: Archeological Monitoring Program, Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program, Mitigation Measure M-CP-4: Treatment of Human Remains, and Mitigation Measure M-NO-2: General Construction Noise Control Measures) would be applicable to the Partial Preservation Alternative.

CONCLUSION

The Partial Preservation Alternative, unlike the proposed project, would result in less-than-significant project-level and cumulative impacts on historic architectural resources. Like the proposed project, this alternative would not generate significant impacts related to transportation and circulation or any other significant impacts beyond those identified in the Initial Study for the proposed project.

The Partial Preservation Alternative would further some of the project sponsor's objectives presented in **Chapter 2, Project Description**, on p. 2.2. This alternative would increase the City's housing supply (though not to the same degree as anticipated for the proposed project), would develop ground floor retail to encourage and enliven pedestrian activity, would improve the architectural and urban design character of the project site, and would provide adequate parking and vehicular access for project residents and visitors. However, this alternative would not include a public amenity space along Austin Street (i.e., the art gallery space under the proposed project) and would provide fewer units than would the proposed project, resulting in a smaller increase in the City's below market rate and market rate housing supply and a less desirable real estate opportunity for the project sponsor and its investors.

E. FAÇADE RETENTION ALTERNATIVE

DESCRIPTION

Under the Façade Retention Alternative, the majority of the existing 1545 Pine Street building (Lot 16) and the four buildings on the remainder of the project site (Lots 17, 18, 18A, and 19) would be demolished. The past and current uses of the existing buildings on the project site are listed in **Chapter 2, Project Description**, on p. 2.6. Under the Façade Retention Alternative, the Pine Street façade (the front 8 feet of the existing 1545 Pine Street building) would be retained and incorporated into the Pine Street façade of the new building. In most respects (i.e., the new land uses and the building design), this alternative would be identical to the proposed project described in **Chapter 2**, as shown on **Table 6.1** on pp. 6.2 to 6.3. This alternative would differ from the proposed project because it would provide an on-site loading area with access from Austin Street and a portion of the Class 1 bicycle parking spaces would be located in a storage room at the first basement level.

Figure 6.5: Façade Retention Alternative - Massing Diagrams presents massing diagrams of the new building from the southeast, the southwest, the northwest, and the northeast for this alternative. **Figure 6.6: Façade Retention Alternative - Representative Floor Plans and Below-Grade Parking Level** presents representative floor plans and the below-grade parking level.

Parking and Site Access

As with the proposed project, direct access to the 82 parking spaces in the two below-grade parking levels would be provided from Austin Street at the southwest corner of the project site. Unlike the proposed project, a 1,520-gsf off-street loading area would be provided, with separate access provided from Austin Street immediately east of the proposed parking garage driveway. Access to the 66 Class 1 bicycle spaces at the ground floor would be provided from both the Pine Street and Austin Street residential entrances, and access to the 40 Class 1 bicycle parking spaces at the first basement level would be provided via elevators from the ground floor residential lobby.

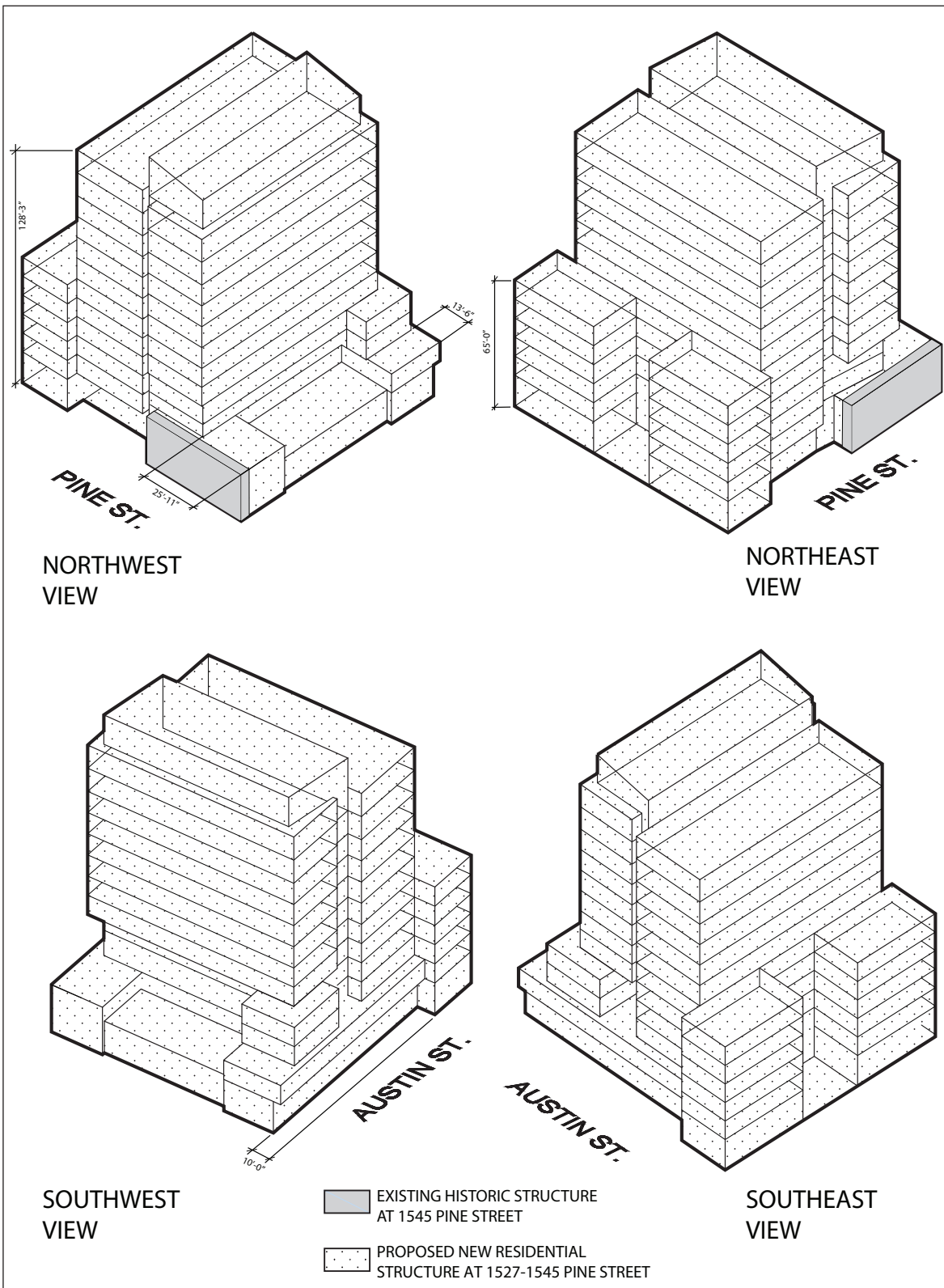
Required Approvals

As with the proposed project, the Façade Retention Alternative would require the project sponsor to seek Conditional Use authorization from the Planning Commission to construct a building exceeding a height of 50 feet in the Van Ness SUD; an exemption from the Planning Commission to exceed the pedestrian wind comfort criterion of 11 mph in certain locations near the project site; a rear yard modification or waiver from the Zoning Administrator; and other discretionary approvals from City agencies, including, but not limited to, the approval of a lot merger, a site permit, and demolition, grading, and building permits. Unlike the proposed project, an off-street loading variance from the Zoning Administrator would not be required for this alternative.

IMPACTS

Cultural and Paleontological Resources (Historic Architectural Resources)

The NOP/IS concluded that the proposed project would have less-than-significant impacts on archeological and paleontological resources with implementation of **Mitigation Measures M-CP-3** and **M-CP-4** (see NOP/IS Topic E.4, Cultural and Paleontological Resources, on pp. 61 to 63 in **Appendix A** to this EIR). This conclusion is applicable to the Façade Retention Alternative. Therefore, **Section 4.B** of **Chapter 4, Environmental Setting, Impacts and Mitigation Measures**, and this subsection both focus on historic architectural resources impacts.



SOURCE: Arquitectonica, March 2014

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FIGURE 6.5: FAÇADE RETENTION ALTERNATIVE – MASSING DIAGRAMS



FIGURE 6.6: FAÇADE RETENTION ALTERNATIVE – REPRESENTATIVE FLOOR PLANS AND BELOW-GRADE BASEMENT LEVEL

SOURCE: Architectonica, March 2014

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E. Façade Retention Alternative

Under the Façade Retention Alternative, the Pine Street façade and the front 8 feet of the existing 1545 Pine Street building would be retained. The remainder of the building would be demolished. The façade would be incorporated as part of the ground floor façade of a new, 12-story building similar to the new building under the proposed project.

The original massing of the 1545 Pine Street building is currently discernible and plays an important role in conveying the building's historical significance as a temporary commercial building constructed in the aftermath of the 1906 Earthquake and Fire. The remaining, rehabilitated portion of the 1545 Pine Street building under this alternative would no longer convey the original massing, scale, and proportions of the 1545 Pine Street building, such that the building would no longer convey its historic significance. The demolition of the majority of the 1545 Pine Street building and construction of a new 12-story building behind the retained façade, would result in a material impairment of significance of the individual historical resource by rendering the remnant façade ineligible for individual listing in the California Register.

By preserving the most significant and prominent portion of the building, its Pine Street façade, the impact of this alternative on the 1545 Pine Street building would be reduced somewhat from that of complete demolition under the proposed project. However, like the proposed project, the Façade Retention Alternative would result in a significant impact on the 1545 Pine Street historical resource. Implementation of **Mitigation Measure M-CP-1a: Documentation** and **Mitigation Measure M-CP-1b: Interpretation**, identified for the proposed project and described in **Section 4.B, Historic Architectural Resources**, on pp. 4.B.18 to 4.B.19, would reduce the impact on historic architectural resources, but not to a less-than-significant level. This alternative would also contribute to a significant cumulative impact on the collective historical significance of post-1906 Earthquake and Fire temporary commercial structures. Thus, the project-level and cumulative impacts on historical resources under the Façade Retention Alternative would remain significant and unavoidable.

Transportation and Circulation

This subsection summarizes and incorporates by reference the *1527-1545 Pine Street Project – Alternatives Assessment Memorandum*, prepared by the transportation consultant.⁶ Under the Façade Retention Alternative, there would be no change to the type or amount of land uses compared to the proposed project. As a result, the number of weekday AM and PM peak hour person and vehicle trips under the Façade Retention Alternative would be the same as the proposed project. Vehicular access into and out of the proposed subsurface parking garage would be from the southwest corner of Austin Street under the Façade Retention Alternative, as for the proposed project. Unlike the proposed project, this alternative would include an off-street

⁶ LCW Consulting, *1527-1545 Pine Street Project – Alternatives Assessment*.

loading space in the new building with access from a separate Austin Street driveway. As with the proposed project, the project sponsor would request that the existing 23-foot-wide curb cut and driveway on Pine Street, which provides access to the 1545 Pine Street building, be closed and designated as a metered commercial loading space.

Traffic Impacts

Under the Façade Retention Alternative, the same number of vehicles would be added to the study intersections during the weekday AM and PM peak hours (i.e., 34 and 44, respectively) as under the proposed project; thus, the traffic impacts of the Façade Retention Alternative at these study intersections would be the same as those with the proposed project. As with the proposed project, this alternative's contribution to the critical movement at the Van Ness Avenue and Pine Street intersection, which operates at LOS E under existing conditions and Existing plus Project conditions, would not be considerable. Furthermore, vehicular access to the proposed garage and on-site loading area from Austin Street under this alternative would not affect traffic operations on Austin Street or Van Ness Avenue, similar to the proposed project. Therefore, the impact on traffic operations under this alternative would be less than significant, as with the proposed project.

While the Façade Retention Alternative, like the proposed project, would result in a less-than-significant impact at the studied intersections, **Improvement Measure I-TR-A: Monitoring and Abatement of Queues**, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on p. 4.C.33, would also be applicable to this alternative to lessen its effect on traffic.

Transit Impacts

Under the Façade Retention Alternative, the same number of transit riders during the weekday AM and PM peak hours (i.e., 45 and 57 transit trips, respectively) as under the proposed project would be added to the local and regional transit screenlines and corridors; thus, the impacts of the Façade Retention Alternative on local and regional transit capacity utilization and Muni operations on adjacent streets would be less than significant, as with the proposed project.

Pedestrian Impacts

Under the Façade Retention Alternative, the same number of pedestrians during the weekday AM and PM peak hours (i.e., 95 and 132, respectively) as under the proposed project would be added to the local pedestrian network; thus, the impacts of this alternative on pedestrian circulation on the Pine Street, Austin Street, Polk Street, and Van Ness Avenue sidewalks and crosswalks would be less than significant, as with the proposed project.

6. Alternatives
E. Façade Retention Alternative

Bicycle Impacts

The Façade Retention Alternative would provide 106 Class 1 and 8 Class 2 bicycle parking spaces, and like the proposed project, would meet the Planning Code requirements. Under the Façade Retention Alternative, unlike the proposed project which provides ground floor access to all 106 Class 1 bicycle spaces, 40 Class 1 bicycle parking spaces would be located in a secure storage room on the first basement level with access from either Austin or Pine streets via the centrally located elevator or via the parking garage driveway. Similar to the proposed project, the Façade Retention Alternative would result in an increase in the number of vehicles and bicycles in the vicinity of the project site; however, this increase would not be substantial enough to affect bicycle travel or facilities in the area. The Façade Retention Alternative would not substantially change bicycle travel in the vicinity of the project site, and, therefore, as with the proposed project, impacts on bicyclists would be less than significant.

Loading Impacts

As described above, the Façade Retention Alternative would provide an off-street loading space with access from Austin Street, unlike the proposed project. Similar to the proposed project, the project sponsor would request that the existing 23-foot-wide curb cut on Pine Street be closed and converted to a metered commercial loading space. Under this alternative, the type and amount of land uses do not change; therefore, loading demand would be the same as with the proposed project. Since the Façade Retention Alternative would provide an off-street loading space, and since the loading demand could be accommodated on site or at nearby existing and proposed metered commercial loading spaces, loading impacts under this alternative would be less than significant, as with the proposed project.

Emergency Access Impacts

As with the proposed project, the Façade Retention Alternative would not change the configuration or capacity of the travel lanes adjacent to the project site. Therefore, it would not affect emergency vehicle access to the project site or project vicinity. Similar to the proposed project, emergency access impacts under this alternative would be less than significant.

Construction Impacts

Construction activities associated with the Façade Retention Alternative would be similar to those described for the proposed project. Overall, the construction-related transportation impacts of this alternative would be less than significant due to their temporary and limited duration, as with the proposed project. Therefore, the construction-related transportation impacts under this alternative would be less than significant as with the proposed project.

Improvement Measure I-TR-B: Construction Measures, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on p. 4.C.44, would also be applicable to this alternative to reduce its less-than-significant transportation-related effects.

Parking Information

The Façade Retention Alternative would result in the same unmet parking demand as the proposed project during both the midday and overnight periods (i.e., 29 and 47, respectively.) As with the proposed project, drivers would need to park elsewhere in the area (either on-street or within the Polk-Bush Garage), which would increase the midday parking occupancy in the area. Due to difficulty in finding on-street parking in the study area, some drivers may park outside of the study area or switch to transit, carpool, bicycle or other forms of travel. As with the proposed project, the Façade Retention Alternative's unmet parking demand would not be substantial and could be accommodated on-street or in other off-street parking facilities, and the area is well served by public transit and other modes. Therefore, as with the proposed project, the unmet parking demand would not create hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

To encourage transit use and reduce parking demand, **Improvement Measure I-TR-C: Transportation Demand Management Plan**, identified for the proposed project and described in **Section 4.C, Transportation and Circulation**, on pp. 4.C.47 to 4.C.48, would also be applicable to the Façade Retention Alternative.

2040 Cumulative Conditions

Under 2040 cumulative conditions, the Façade Retention Alternative would add the same number of vehicles to the study intersections during the weekday AM and PM peak hours (i.e., 34 and 44, respectively) as under the proposed project; thus, the cumulative traffic impacts of the Façade Retention Alternative at these study intersections would be the same as those with the proposed project. Under 2040 cumulative conditions, vehicle delays under this alternative would increase at the study intersections compared to existing conditions, and, as under the proposed project, all study intersections would operate at LOS D or better during the weekday AM and PM peak hours except the Van Ness Avenue/Pine Street (weekday AM and PM peak hour) and Van Ness Avenue/Bush Street (weekday PM peak hour only) intersections, which would operate at LOS E or LOS F under 2040 cumulative conditions. Like the proposed project, this alternative would result in a less than cumulatively considerable contribution to significant cumulative impacts at the intersections that operate at LOS E or LOS F under 2040 cumulative conditions. Therefore, the Façade Retention Alternative's traffic impacts under 2040 cumulative conditions at the study intersections would be less than cumulatively considerable since its contribution to critical movements would be same as for the proposed project.

6. Alternatives
E. Façade Retention Alternative

In summary, similar to the proposed project, under the Façade Retention Alternative there would be less-than-significant project-level impacts and no cumulatively considerable contribution to significant cumulative impacts related to transportation and circulation.

Other Topics

The NOP/IS concluded that the proposed project would have no impacts, less-than-significant impacts, or less-than-significant impacts with mitigation in the following analysis areas: Land Use and Land Use Planning, Aesthetics (Light and Glare only), Population and Housing, Cultural and Paleontological Resources (Archeological and Paleontological Resources only), Transportation and Circulation (Air Traffic Patterns only), Noise, Air Quality, Greenhouse Gas Emissions, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards/Hazardous Materials, Mineral/Energy Resources, and Agricultural and Forest Resources.

The Façade Retention Alternative would occupy the same building site as the proposed project and would include the same mix of land uses. Impacts under this alternative for each of the above-noted environmental topics would be the same as those of the proposed project including the project-level and cumulative historic architectural resource impacts, which would remain significant and unavoidable. The new building's massing would be the same as that of the proposed project; thus the wind impacts of this alternative would be the same as those for the proposed project.⁷ The Façade Retention Alternative would not result in any new potentially significant impacts for the environmental topics fully analyzed in the Initial Study for the proposed project. Therefore, the conclusions in the Initial Study for these environmental topics would remain applicable to the Façade Retention Alternative. The mitigation measures presented in the Initial Study for the proposed project (**Mitigation Measure M-CP-2: Archeological Monitoring Program, Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program, Mitigation Measure M-CP-4: Treatment of Human Remains, and Mitigation Measure M-NO-2: General Construction Noise Control Measures**) would be applicable to the Façade Retention Alternative.

CONCLUSION

The Façade Retention Alternative would not reduce the project-level and cumulative significant and unavoidable impacts on historic architectural resources to less-than-significant levels. This alternative would generate the same impacts as those identified for the proposed project, as described in **Chapter 4, Environmental Setting, Impacts, and Mitigation Measures**, and in the

⁷ Rowan Williams Davies & Irwin, Inc. (RWDI), Pedestrian Wind Conditions Memorandum - 1545 Pine Street, January 20, 2014. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

Initial Study in Section E, Evaluation of Environmental Effects. As with the proposed project, the Façade Retention Alternative would further the project sponsor's objectives presented in **Chapter 2, Project Description**, on p. 2.2.

F. ENVIRONMENTALLY SUPERIOR ALTERNATIVE

Pursuant to CEQA Guidelines §15126.6(e)(2), an EIR is required to identify the environmentally superior alternative from among the alternatives evaluated if the proposed project has significant impacts that cannot be mitigated to a less-than-significant level. The Environmentally Superior Alternative is the alternative that best avoids or lessens any significant effects of the proposed project, even if the alternative would impede to some degree the attainment of the project objectives. The No Project Alternative is considered the overall environmentally superior alternative, because the significant impacts associated with implementation of the proposed project would not occur with the No Project Alternative. The No Project Alternative, however, would not meet any of the objectives of the project sponsor.

If the No Project Alternative is environmentally superior, CEQA requires selection of the “environmentally superior alternative other than the no project alternative” from among the proposed project and the other alternatives evaluated. The proposed project would result in significant and unavoidable project-level and cumulative impacts related to historic architectural resources. The Preservation Alternative would be the environmentally superior alternative because, unlike the proposed project, it would result in less-than-significant impacts related to historic architectural resources. Moreover, of the alternatives studied, the Preservation Alternative would require the least amount of physical alteration to the 1545 Pine Street historical architectural resource: it would not include new construction (a two-story addition) above the 1545 Pine Street roofline in contrast to the Partial Preservation Alternative, and a new 12-story building would not be constructed behind the 1545 Pine Street façade as proposed under the Façade Retention Alternative. Further, the Preservation Alternative would not conflict with those policies in the *General Plan's* Urban Design Element and *Van Ness Avenue Area Plan* that call for the preservation of buildings identified as historical resources. Thus, the Preservation Alternative would be the environmentally superior alternative.

G. ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to CEQA Guidelines §15126.6(c), an EIR should “identify any alternatives that were considered by the lead agency but rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination.” The screening process for identifying viable EIR alternatives included consideration of the following criteria: ability to meet the project objectives; potential ability to substantially lessen or avoid significant environmental effects associated with the proposed project; and potential feasibility. The discussion below

6. Alternatives

G. Alternatives Considered but Rejected

describes the alternatives considered, and provides the reasons for eliminating these alternatives from detailed consideration in the EIR.

Off-Site Alternative. An Off-Site Alternative would consist of a similar project design and programming, but in a different though comparable infill location within the City and County of San Francisco. The project sponsor has seven active projects in San Francisco that are in varying stages of planning/environmental review or construction. Development is either under construction on those sites or plans/applications for development on those sites are currently being processed. An off-site alternative was considered and rejected because the project sponsor does not have any site under its control that does not already have an application pending.

Preliminary Project Design. The May 2012 Environmental Evaluation Application included a preliminary project design and program that was initially evaluated as the proposed project. As with each of the proposed designs (including the proposed project), the new building under the preliminary project design was approximately 130 feet tall in the Van Ness SUD and 65 feet tall in the Polk Street NCD. It incorporated the retained façade and front 15-foot portion of the 1545 Pine Street building and set the new building back 15 feet from Pine Street at the second floor as part of a historic preservation effort. This proposal did not include a 25-foot setback along the western property line at the second floor, unlike the proposed project. It included 123 residential units and 3,664 gsf of retail/art gallery space at the ground floor along Pine and Austin streets. This alternative was considered and rejected because the design was tested in a wind tunnel and was found to generate a net increase in hazardous ground-level wind currents.

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APPENDIX A: NOTICE OF PREPARATION AND INITIAL STUDY



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Preparation of an Environmental Impact Report

Date: November 6, 2013
Case No.: 2006.0383E
Project Title: 1527-1545 Pine Street Mixed-Use Project
BPA Nos.:
Zoning: Residential-Commercial Combined, High Density Use District (RC-4)
Van Ness Avenue Special Use District
130-V Height and Bulk District
Polk Street Neighborhood Commercial District
65-A Height and Bulk District
Block/Lot: 667/16, 17, 18, 18A, and 19
Lot Size: 15,000 square feet
Project Sponsor: Christopher Davenport, Trumark Companies
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Lead Agency: San Francisco Planning Department
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PROJECT DESCRIPTION

The 1527-1545 Pine Street project site is located mid-block on the south side of Pine Street between Polk Street and Van Ness Avenue / U.S. Highway 101, to the east and west, respectively, in San Francisco's Lower Nob Hill neighborhood. The block on which the project site is located is bisected by Austin Street, a one-way, east-west minor street, and is bounded by Pine Street to the north, Polk Street to the east, Bush Street to the south, and Van Ness Avenue to the west. The project site has two frontages – one on Pine Street and one on Austin Street – and shares its east and west property lines with adjacent retail and residential development.

The project site consists of five lots on Assessor's Block 667 and is completely developed with five buildings: 1545 Pine Street, a 7,035-gross-square-foot (gsf), one-story building on Assessor's Block 667 / Lot 16; 1533-1535 Pine Street, an approximately 5,992-gsf, two-story building on Assessor's Block 667 / Lot 17; 1529 Pine Street, an approximately 3,492-gsf, two-story building on Assessor's Block 667 / Lot 18A; an approximately 2,490-gsf, two-story building on Assessor's Block 667 / Lot 18 that is connected to the 1529 Pine Street building; and 1527 Pine Street, an approximately 5,992-gsf, two-story building on Assessor's Block 667 / Lot 19. These buildings range in height from 20 to 25 feet above street grade. The building at 1545 Pine Street is considered an historical resource for purposes of environmental review.

Trumark Companies, the project sponsor, proposes demolition of each of the buildings on the project site and, in their place, construction of a 137,712-gsf, 12-story (plus two basement levels) mixed-use building. The proposed building would have 101,473 gsf of residential uses, with up to 107 residential units, and 2,844 gsf of ground-floor retail/art gallery space along Pine and Austin streets and 33,395 gsf of parking, loading, storage, mechanical, and circulation space on the ground floor and two basement levels. The

proposed project would provide 82 subsurface vehicle parking spaces, including 3 handicap-accessible spaces and 2 car-share spaces; 106 Class 1 bicycle parking spaces, and one ground-floor off-street loading space. The main entrance to the residential portion of the proposed building would be through a lobby entrance located in the middle of the project site along the Pine Street frontage. Pedestrian access to the residential units would also be available from Austin Street. Retail spaces would be located on Pine Street, to the east and west of the residential entrance on Pine Street, and a public/private art gallery space would be located on Austin Street at the southeast corner of the project site. Vehicular access would be provided from two separate vehicular exit/entries on Austin Street; a 22-foot-wide driveway would provide access to the subsurface automobile and bicycle parking spaces, and a 15-foot-wide driveway would provide access to the ground-floor off-street loading space.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the State CEQA Guidelines, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and for the reasons documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

ALTERNATIVES

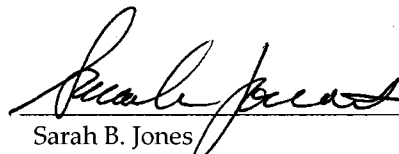
Alternatives to be considered for this project will include, but not be limited to, the No Project Alternative and one or more alternatives that preserve all or most of the historic structure at 1545 Pine Street. This determination is based upon the criteria of the State CEQA Guidelines, Section 15126.6 (Consideration and Discussion of Alternatives to the Proposed Project).

PUBLIC SCOPING PROCESS

Written comments will be accepted until 5:00 p.m. on December 6, 2013. Written comments should be sent to Sarah B. Jones, Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103.

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

October 31, 2013
Date


Sarah B. Jones
Environmental Review Officer

INITIAL STUDY TABLE OF CONTENTS

1527-1545 Pine Street Mixed-Use Project

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ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ADRP	archeological data recovery plan
ALS	advanced life support
AMP	Archeological Monitoring Program
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
bgs	below ground surface
BLS	basic life support
BMP	best management practice
BMR	below market rate
BRT	Bus Rapid Transit
CAA	Clean Air Act
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH ₄	methane
CHHSL	California Human Health Screening Level
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO ₂	carbon dioxide
CO ₂ E	carbon dioxide-equivalent
CPMC	California Pacific Medical Center
CRHR	California Register of Historical Resources
CSO	combined sewer overflow
dB	decibel
dBA	A-weighted decibel
DBI	Department of Building Inspection
DPH	San Francisco Department of Public Health
DPH SAM	San Francisco Department of Public Health, Site Assessment and Mitigation
DPM	diesel particulate matter
DPW	Department of Public Works
EIR	Environmental Impact Report
EMS	emergency medical services
ERO	Environmental Review Officer
ESA	Environmental Site Assessment
FAR	Floor Area Ratio
FARR	Final Archeological Resources Report
FEMA	Federal Emergency Management Agency
FIRMs	Flood Insurance Rate Maps
GHG	greenhouse gas
gpf	gallons per flush
gpm	gallons per minute
gsf	gross square feet
HVAC	heating, ventilation, and air conditioning

lbs	pounds
Ldn	day-night noise level
LEED	Leadership in Energy and Environmental Design
Leq (24)	steady-state acoustical energy level measured over a 24-hour period
mgd	million gallons per day
MLD	Most Likely Descendant
MMTCO ₂ E	million gross metric tons of CO ₂ E
mph	miles per hour
MPOs	Metropolitan Planning Organizations
Muni	San Francisco Municipal Transportation Agency
Mw	Moment magnitude
MRZ-4	Mineral Resource Zone 4
NAHC	Native American Heritage Commission
NC-3	Moderate Scale Neighborhood Commercial District
NCD	Neighborhood Commercial District
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NFIP	National Flood Insurance Program
NOP	Notice of Preparation
NO ₂	nitrogen dioxide
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NSR	New Source Review
N ₂ O	nitrous oxide
NWIC	Northwest Information Center
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PAR	Preliminary Archeological Review
PCB	polychlorinated biphenyls
PG&E	Pacific Gas & Electric
PM	particulate matter
PM ₁₀	PM composed of particulates that are 10 microns in diameter or less
PM _{2.5}	PM composed of particulates that are 2.5 microns in diameter or less
PRMMP	Paleontological Resources Monitoring and Mitigation Program
RC-4	Residential-Combined, High Density Zoning District
RHND	Regional Housing Needs Determination
RTPs	regional transportation plans
RWQCB	Regional Water Quality Control Board
ROG	reactive organic gases
SB	Senate Bill
SFBAAB	San Francisco Bay Area Air Basin
SFFD	San Francisco Fire Department
SFPD	San Francisco Police Department
SFPUC	San Francisco Public Utilities Commission
SFRPD	San Francisco Recreation and Park Department
SFUSD	San Francisco Unified School District
SMP	Site Mitigation Plan
SO ₂	sulfur dioxide
sq. ft.	square feet
SUD	Special Use District

TAC	toxic air contaminant
TEP	Transit Effectiveness Project
TBACT	Best Available Control Technology for Toxics
TPH	Total Petroleum Hydrocarbon
USEPA	United States Environmental Protection Agency
UWMP	Urban Water Management Plan
VOC	Volatile Organic Compounds
WET	Waste Extraction Test
$\mu\text{g}/\text{m}^3$	micrograms per cubic meter

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Initial Study

1527-1545 Pine Street Mixed-Use Project

Planning Department Case No. 2006.0383E

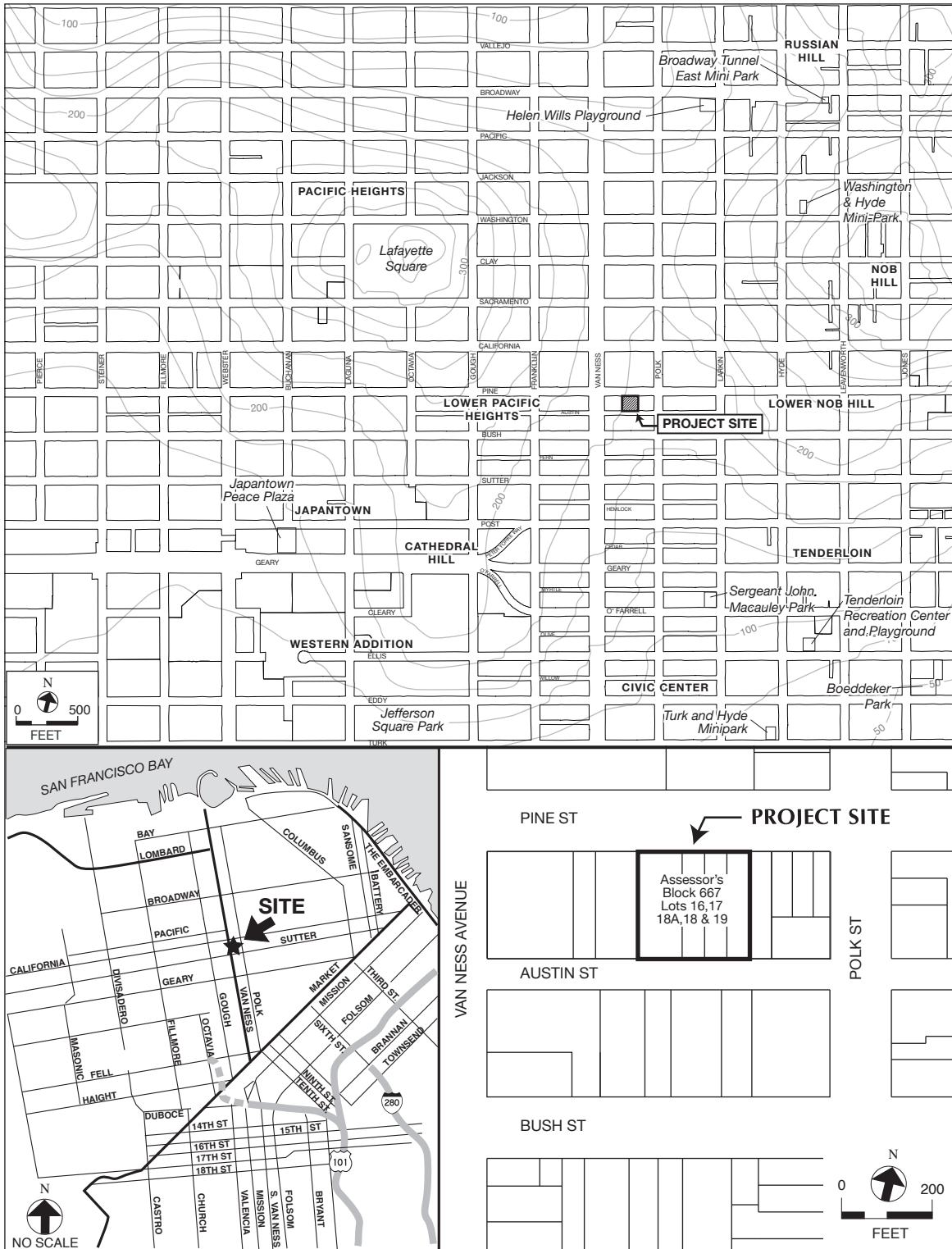
A. PROJECT DESCRIPTION

Project Location

The project site is located in San Francisco's Lower Nob Hill neighborhood, mid-block on the south side of Pine Street (1527-1545 Pine Street) between Polk Street and Van Ness Avenue/U.S. Highway 101, to the east and west, respectively (see **Figure 1: Project Location**). The project site consists of five lots on Assessor's Block 667 (Lots 16, 17, 18, 18A, and 19). The block on which the project site is located is bisected by Austin Street, a one-way, east-west minor street characteristic of the blocks adjacent to Van Ness Avenue.

The project site is bounded by Pine Street to the north, Austin Street to the south, and adjacent retail and residential development to the east and west (see **Figure 2: Existing Site Plan**). The project site measures 125 feet from east to west along its Pine Street frontage and 120 feet from north to south (between Pine Street and Austin Street), encompassing approximately 15,000 square feet (sq. ft.). The project site slopes downward from west to east (Van Ness Avenue to Polk Street) and from north to south (Pine to Austin streets) and has two frontages; the main frontage along Pine Street and the rear frontage along Austin Street. There are three mature street trees along the project site's Pine Street frontage.

Existing vehicular access to the project site is via Pine Street (one-way westbound in the project vicinity) by traveling on Polk Street (two-way), or via Austin Street (one-way eastbound in the project vicinity) by traveling northbound on Van Ness Avenue. The project site is served by several San Francisco Municipal Transportation Agency (Muni) public transit routes (Muni routes 47 and 49 along Van Ness Avenue and Muni route 19 along Polk Street) that provide access to downtown San Francisco, Bay Area Rapid Transit (BART), South of Market, Caltrain, and the Mission District. Other Muni public transit routes located within a few blocks of the project site – Muni route 1 along Sacramento and Clay streets and Muni routes 2 and 3 along Sutter and Post streets – provide access to the Richmond District and to The Embarcadero. Muni's California Cable Car operates along California Street between Van Ness Avenue and Market Street. In addition, there are Golden Gate Transit stops along Van Ness Avenue for bus service to and from Marin County.

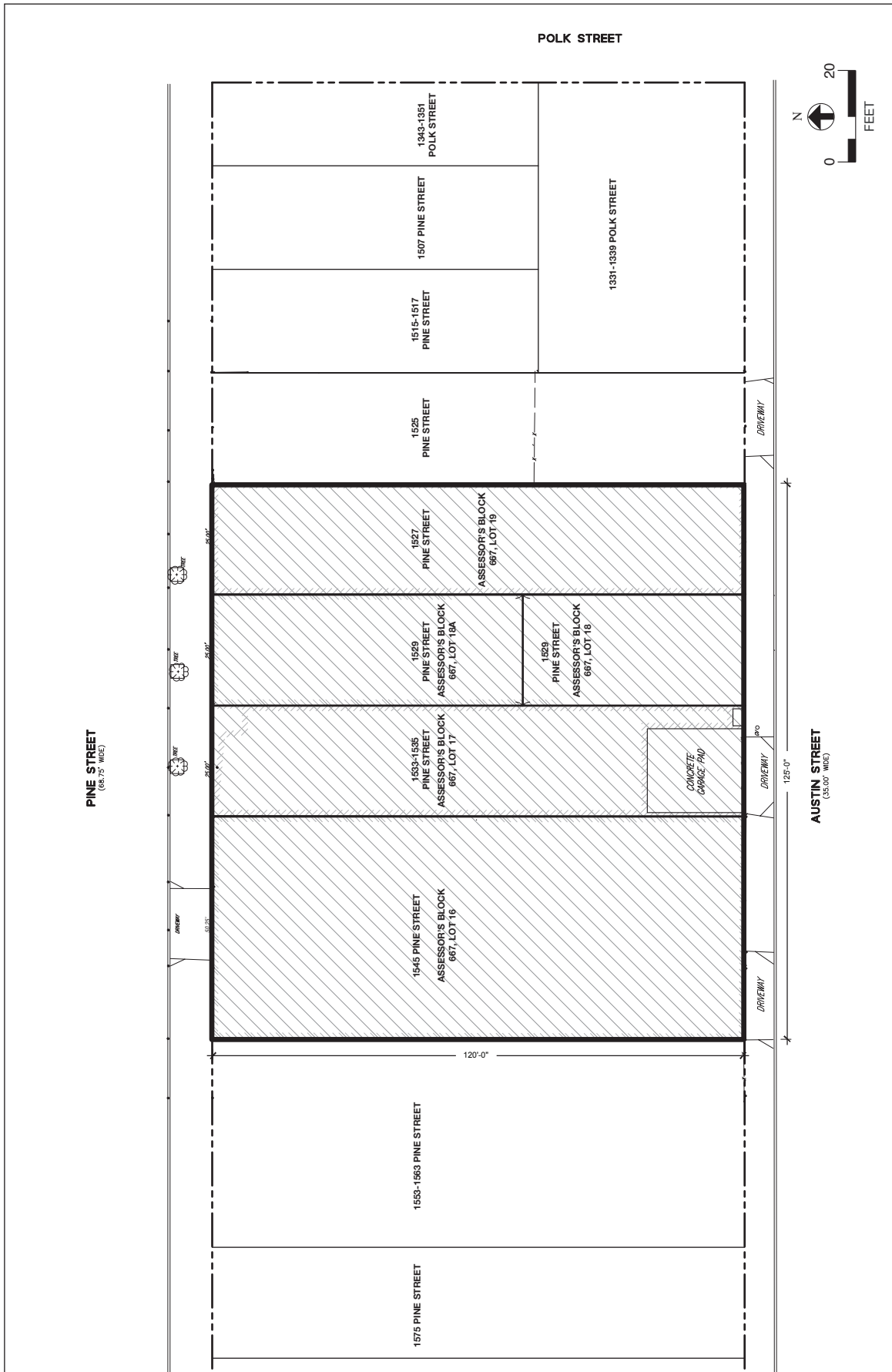


SOURCE: Turnstone Consulting, 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 1: PROJECT LOCATION



SOURCE: Architectonica, November 2012

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2006.0383E

FIGURE 2: EXISTING SITE PLAN

Existing Buildings on the Project Site

The project site is completely developed with five one- to two-story buildings ranging from 20 to 25 feet in height above street grade.¹ The building data in this paragraph is based on information from the San Francisco Planning Department's Property Information Map and Database.²

1545 Pine Street is a 7,035-gross-square-foot (gsf), one-story building, located on the westernmost lot (Assessor's Block 667/16). It was constructed shortly after the 1906 earthquake and fire and is the only structure on the project site considered an historical resource for purposes of environmental review. The 6,030-sq.-ft. lot has a 50-foot frontage on both Pine and Austin streets. To the east, 1533-1535 Pine Street, on Assessor's Block 667/17, is adjacent to 1545 Pine Street and is an approximately 5,992-gsf, two-story building that is about the same age as 1545 Pine Street. The 2,996-sq.-ft. lot has a 25-foot frontage on both Pine and Austin streets. 1529 Pine Street, on Assessor's Block 667/18A, is an approximately 3,492-gsf, two-story building that was constructed in 1939. The 1,746-sq.-ft. lot has a 25-foot frontage on Pine Street. To the rear of 1529 Pine Street is an approximately 2,490-gsf, two-story building, on Assessor's Block 667/18, that was constructed in 1941. The 1,245-sq.-ft. lot has a 25-foot frontage on Austin Street. Although these buildings are on two separate lots, they were connected in the mid-1940's, effectively creating one building. 1527 Pine Street, on Assessor's Block 667/19, is an approximately 5,992-gsf, two-story building that was constructed in 1907. The 2,996-sq.-ft. lot has a 25-foot frontage on both Pine and Austin streets.

Primary pedestrian access to 1545, 1533-1535, 1529, and 1527 Pine Street is from Pine Street. Vehicular access to off-street parking at 1545 Pine Street is from both Pine and Austin streets. At 1533-1535 and 1529 Pine Street, vehicular access to off-street parking is from Austin Street. There is no vehicular access to 1527 Pine Street.

Past uses of these buildings have included automotive repair; furniture manufacturing, repair, upholstering, and refinishing; painting and home improvement; offices; and residences.³ The 1545 Pine Street building was most recently occupied by an automotive repair use. Since January 2012 it has been used as temporary off-street parking (approximately 4 to 5 cars) for a local automobile dealership under a short-term lease arrangement. The 1533-1535 Pine Street building was most recently occupied by office uses, and has been vacant since approximately 2005. The 1527 and 1529 Pine Street buildings were most recently occupied by office uses and furniture

¹ This Initial Study describes building heights measured in feet above grade (or ground surface) or in number of building stories. A building story may be the equivalent of or about 10 feet, or 12 to 15 feet if it includes retail, at the ground floor and between 10 and 12 feet for the upper stories.

² San Francisco Planning Department Property Information Map and Database, 2013. Available online at <http://ec2-50-17-237-182.compute-1.amazonaws.com/PIM/?dept=planning>. Accessed October 4, 2013.

³ Cornerstone Earth Group, *Phase I Environmental Site Assessment and Preliminary Soil Quality Evaluation*, March 30, 2012 (hereinafter "*Phase I ESA*"). A copy of this report is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

showrooms, and have been vacant since 2004-2005. All buildings except 1545 Pine Street are covered with temporary materials including plywood, particle board, and building wrap.

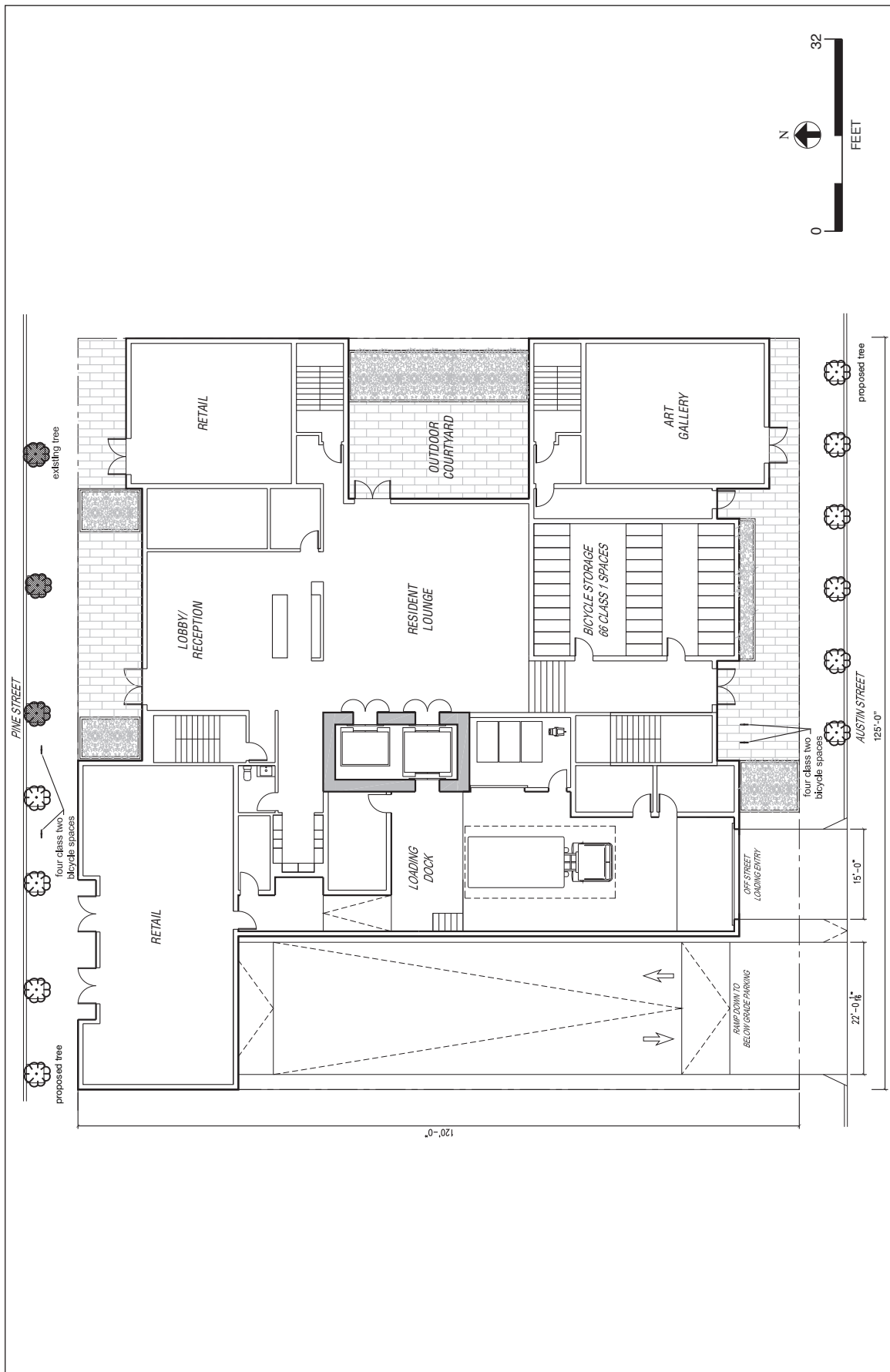
Existing Zoning on the Project Site

The project site is in two separate Zoning Districts and two separate Height and Bulk Districts (see Initial Study Section C, Compatibility with Existing Zoning and Plans pp. 32-35 for more information). The western portion of the project site (defined as Lots 16, 17, 18, and 18A in Assessor's Block 667) is located within the Van Ness Special Use District (Van Ness SUD), an RC-4 (Residential-Combined, High Density) Zoning District, and a 130-V Height and Bulk District. This portion of the project site has an allowable Floor Area Ratio (FAR) of 7:1. The western portion of the project site is also located in the Van Ness Automotive Use District, which allows automotive uses as a principal use and/or with Conditional Use authorization, and the Van Ness Special Sign District and a Special Sign District for Sign Illumination, which govern exterior signage and lighting. The eastern portion of the project site (defined as Lot 19 in Assessor's Block 667) is in the Polk Street Neighborhood Commercial District (Polk Street NCD) and a 65-A Height and Bulk District.

Project Characteristics

The proposed project would require demolition of all of the buildings on the project site lots (see **Figure 3: Proposed Site Plan**). In place of the existing buildings, the project sponsor would construct a 137,712-gsf, 12-story (plus two basement levels) mixed-use building. The proposed building would be 130 feet tall (not including the 15-foot-tall mechanical penthouse) in the Van Ness SUD and 65 feet tall in the Polk Street NCD. Two ground-floor retail spaces with entrances on Pine Street would be developed at the western and eastern ends of the project site. A ground-floor public/private art gallery would be developed at the southeast corner of the project site with primary access from Austin Street. Pedestrian access from Pine Street to the residential portion of the proposed building, as well as access to ground-floor bicycle parking spaces, would be through a centrally located lobby entrance in the middle of the project frontage. Pedestrian access to the residential portion of the building and ground-floor bicycle parking spaces would also be available from Austin Street. Access to below-grade vehicle, car-share, and handicap-accessible parking spaces would be provided from Austin Street via the 22-foot-wide parking garage driveway at the west end of the Austin Street frontage. Access to below-grade bicycle parking spaces would be available via the ground-floor elevator.⁴ Access to the ground-floor off-street loading space would be provided from Austin Street via a 15-foot-wide loading driveway immediately east of the parking garage driveway.

⁴ The 40 below-grade bicycle parking spaces can also be accessed via the shared parking garage driveway.



SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

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FIGURE 3: PROPOSED SITE PLAN

Proposed Uses

The proposed 137,712-gsf mixed-use building would have 101,473 gsf of residential uses, with up to 107 residential units on the 2nd through 12th floors (see **Table 1: Summary of Proposed Uses and Building Characteristics**). There would be 2,844 gsf of ground-floor retail/art gallery space along Pine and Austin streets, and 33,395 gsf of parking, loading, storage, mechanical, and circulation space on the ground floor and two below-grade basement levels. The proposed project would provide 82 subsurface vehicle parking spaces, including 3 handicap-accessible spaces and 2 car-share spaces.

Table 1: Summary of Proposed Uses and Building Characteristics

Uses	New Construction
Residential	101,473 gsf
Retail/Art Gallery	2,844 gsf
Parking, Loading, Storage, Mechanical Space, and Circulation	33,395 gsf
Total	137,712 gsf
Characteristics	
Height	130 feet ^a
No. of Stories	12 stories ^b
No. of Residential Units	107
Studio Units (400 sq. ft. to 475 sq. ft.)	10
One-Bedroom Units (550 sq. ft. to 684 sq. ft.)	53
One-Bedroom + Den Units (736 sq. ft. to 780 sq. ft.)	19
Two-Bedroom Units (850 to 1,075 sq. ft.)	25
No. of Vehicle Parking Spaces	82

Notes:

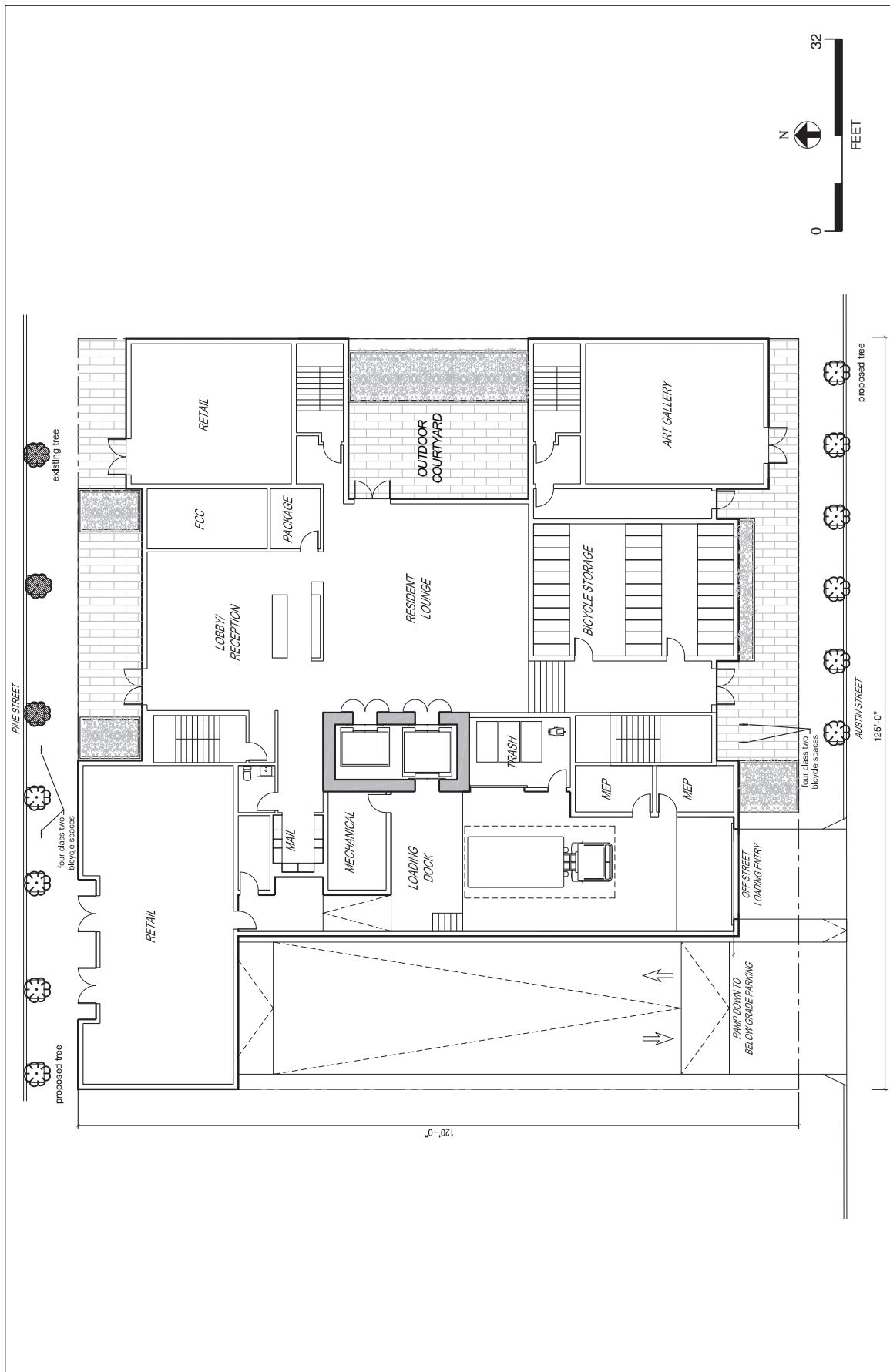
^a Proposed building would be 130 feet in the Van Ness SUD and 65 feet in the Polk Street NCD.

^b Proposed building would be 12 stories in the Van Ness SUD and six stories in the Polk Street NCD.

Sources: Arquitectonica, July 2013; Turnstone Consulting

Ground Floor

The 10,118-gsf ground floor would include 3,879 gsf of residential space, 2,844 gsf of retail/art gallery space, and 3,395 gsf of loading, mechanical, and circulation space (see **Figure 4: Proposed Ground Floor Plan**). The ground-floor residential space would include an 809-gsf lobby/reception area, a 1,245-gsf residential lounge, and a 792-gsf bicycle storage room. Residential building services (i.e., mail room, package room, trash room, fire control room, electrical room, stairs, elevators, and mechanical, electrical and plumbing systems space) would total 1,033 gsf. Two separate retail spaces would be provided along Pine Street: a 1,372-gsf retail space on the west side of the property and a smaller 698-gsf retail space on the east side. A 774-gsf public/private art gallery would open to Austin Street at the east end of the project site. The 3,395 gsf of space on the ground floor not dedicated to residential and retail uses would include a 1,520-gsf off-street loading area, space for mechanical systems, and corresponding ingress and



SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 4: PROPOSED GROUND FLOOR PLAN

egress corridors. An 800-sq.-ft. interior common open space would be provided on the east side of the project site.

Pedestrian access from Pine Street to the proposed residential tower would be through the lobby entrance located in the middle of the project site and set back approximately 11 feet from the north property line. Access to the residential floors above would be from the centrally located elevator lobby. Pedestrian access from Austin Street to the proposed residential tower would also be located in the middle of the project site through a centrally located entrance and passageway. The Austin Street entrance would be set back approximately 14 feet from the south property line. Access to the ground-floor off-street loading space and to the 82 below-grade parking spaces would be provided from Austin Street at the west end of the project site via the 15-foot-wide and 22-foot-wide driveways, respectively. Access to the 106 Class 1⁵ bicycle parking spaces would be provided through the proposed residential entrances at Pine and Austin streets with direct access to the 66 Class 1 bicycle parking spaces located on the ground floor. Access to 40 Class 1 bicycle parking spaces located on the first basement level would also be provided through the proposed residential entrances at Pine and Austin streets via the centrally located elevator lobby and the 22-foot-wide parking garage driveway. Eight Class 2⁶ bicycle parking spaces would be provided along the Pine and Austin street sidewalks (two bicycle racks on each side) near the proposed residential entrances.

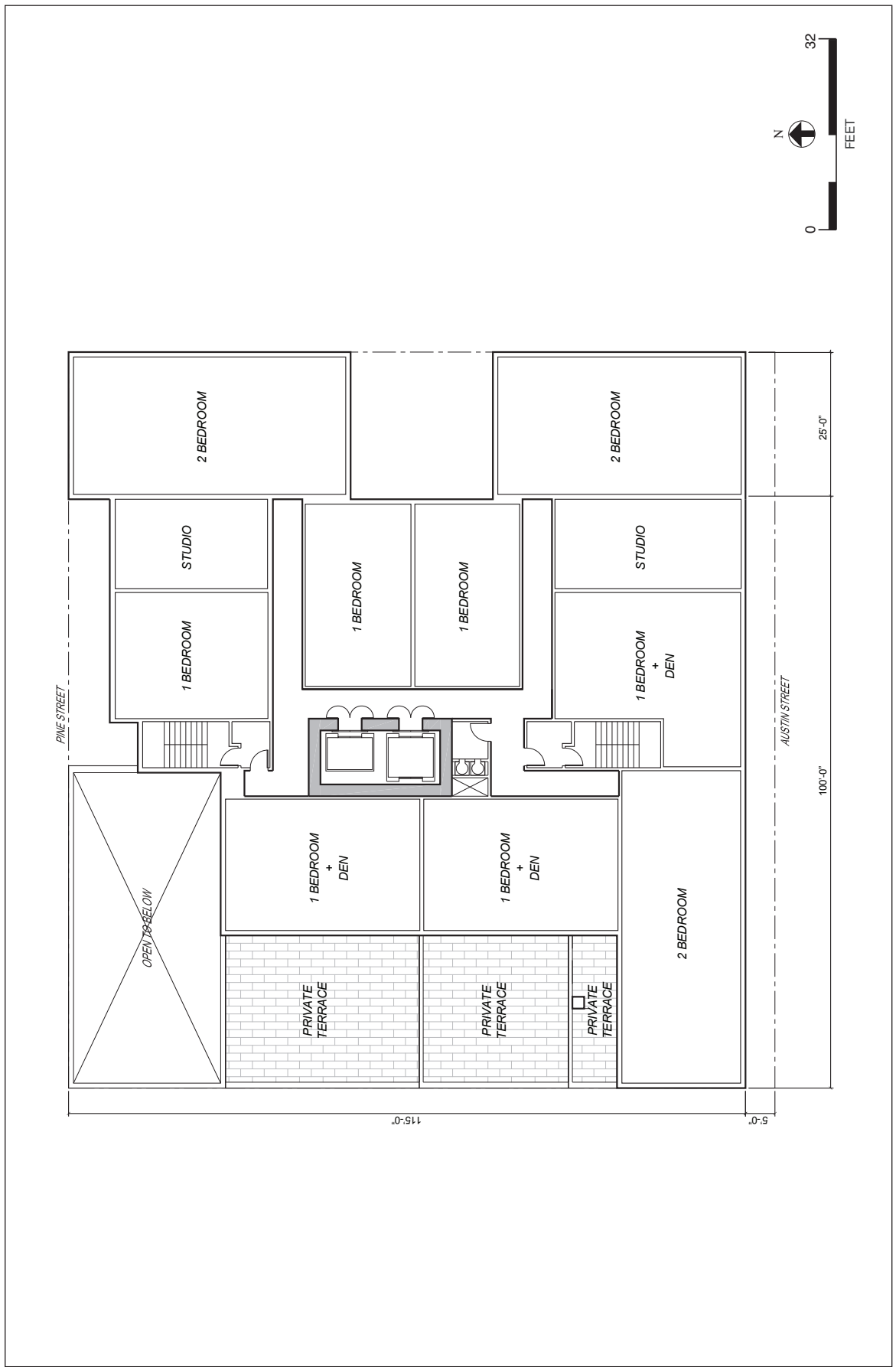
Floors 2 through 12

Residential uses on the 2nd through the 12th floors would occupy a total of about 97,594 gsf of building area. (See **Figure 5: Proposed 2nd Floor Plan**; **Figure 6: Proposed 3rd and 4th Floor Plans**; **Figure 7: Proposed 5th and 6th Floor Plans**; **Figure 8: Proposed 7th through 12th Floor Plans**; and **Figure 9: Proposed Rooftop Plan**.) These floors would have 107 residential units consisting of 10 studio units ranging from 400 to 475 sq. ft., 53 one-bedroom units ranging from 550 to 684 sq. ft., 19 one-bedroom + den units ranging from 736 to 780 sq. ft., and 25 two-bedroom units ranging from 850 to 1,075 sq. ft. If the project sponsor meets its inclusionary housing obligation by providing below market rate (BMR) units on site, about 13 of the 107 units would be developed as on-site BMR units.⁷ Residential uses at each floor would also include shared circulation and common areas and mechanical space (totaling 21,674 gsf). Private open space (5,288 sq. ft.) would be provided as private terraces at the 2nd, 3rd, 5th, and 7th floors, and 6,658 sq. ft. of common open space would be provided on a rooftop terrace predominantly on the eastern side of the 130-foot-tall residential tower. Mechanical equipment would be located in

⁵ A Class 1 bicycle space protects the entire bicycle from theft or weather; examples include lockers or monitored parking. (Planning Code Section 155.1(a))

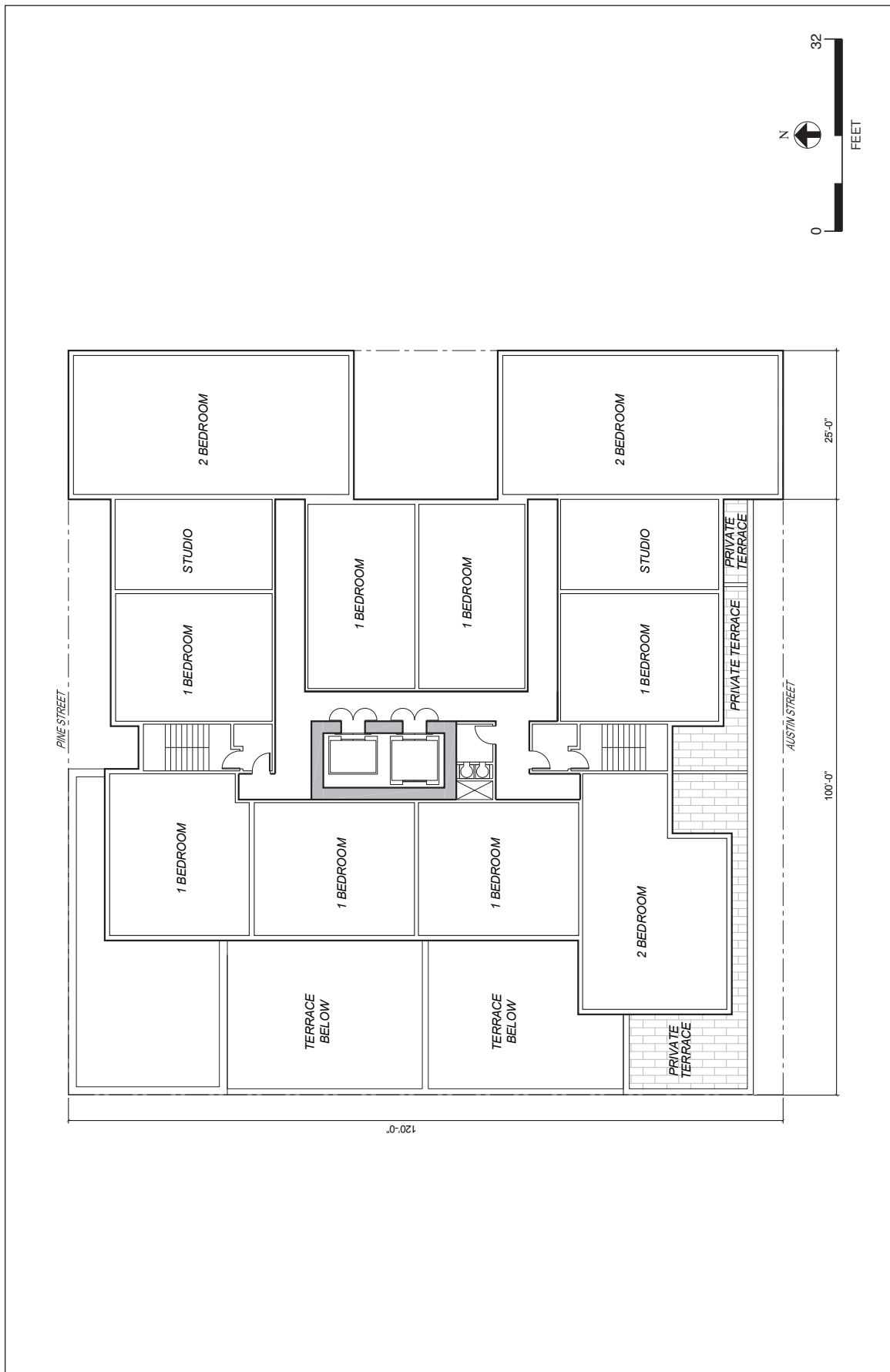
⁶ A Class 2 bicycle space is located in a publicly accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use. (Planning Code Section 155.1(a))

⁷ The project sponsor may elect to develop on-site affordable housing units to meet the Inclusionary Affordable Housing Program requirements pursuant to Planning Code Section 415.5(g) and 415.6(a)(1)(B).



SOURCE: Architectonica, July 2013
1527-1545 PINE STREET PROJECT
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FIGURE 5: PROPOSED 2ND FLOOR PLAN

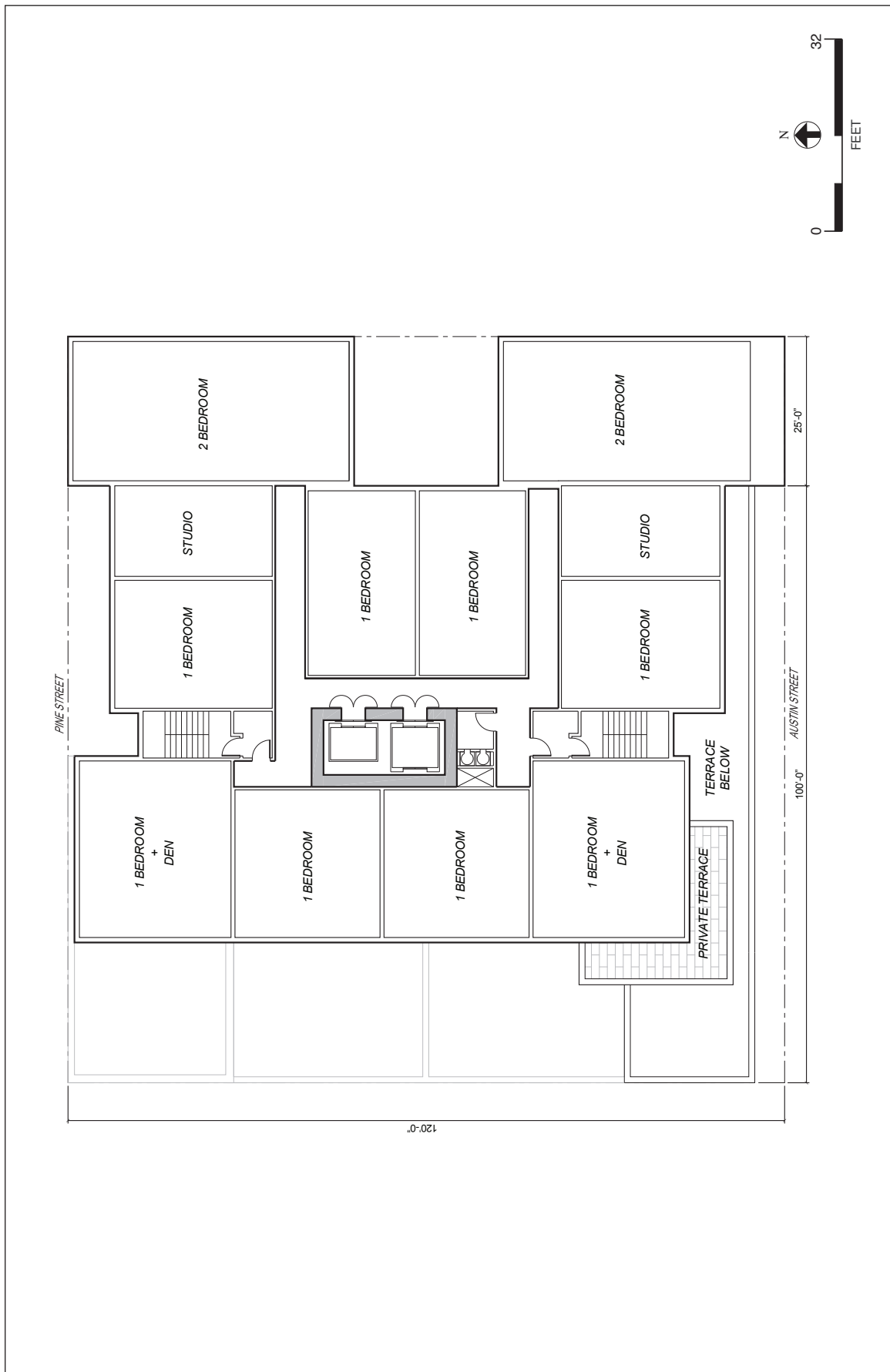


SOURCE: Architectonica, July 2013

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FIGURE 6: PROPOSED 3RD AND 4TH FLOOR PLANS

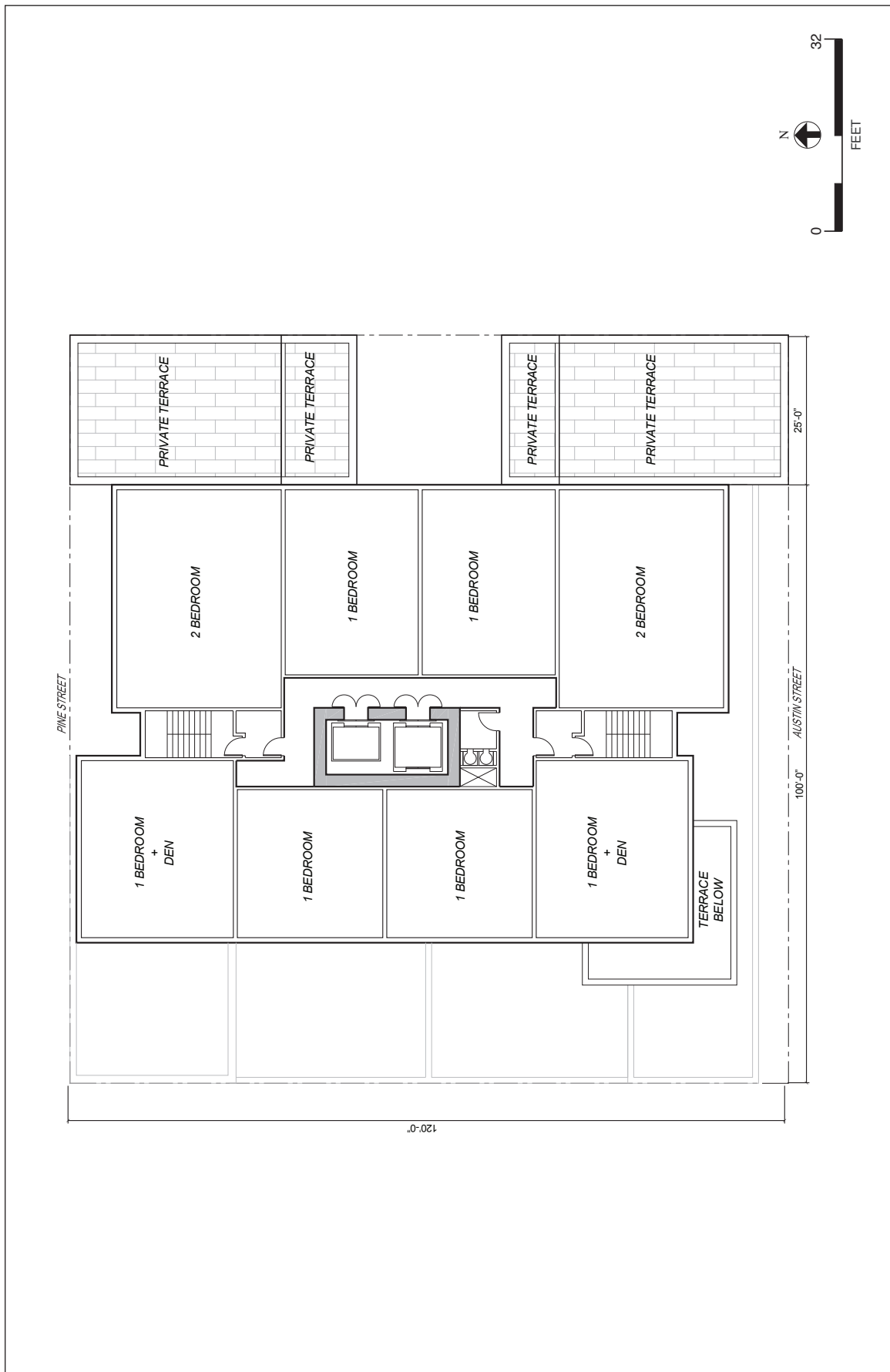


SOURCE: Arquitectonica, July 2013

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FIGURE 7: PROPOSED 5TH AND 6TH FLOOR PLANS

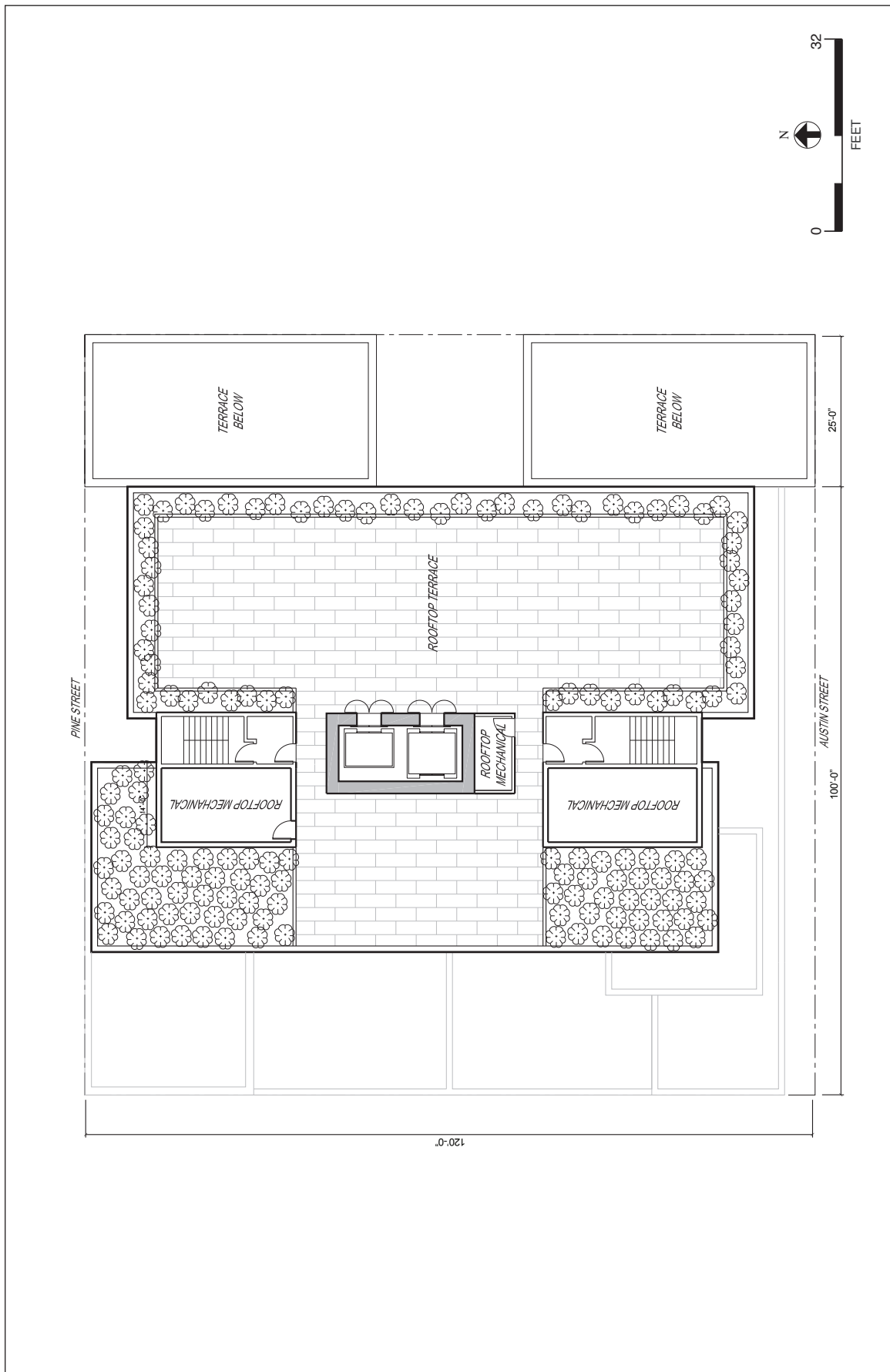


SOURCE: Architectonica, July 2013

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FIGURE 8: PROPOSED 7TH THROUGH 12TH FLOOR PLANS

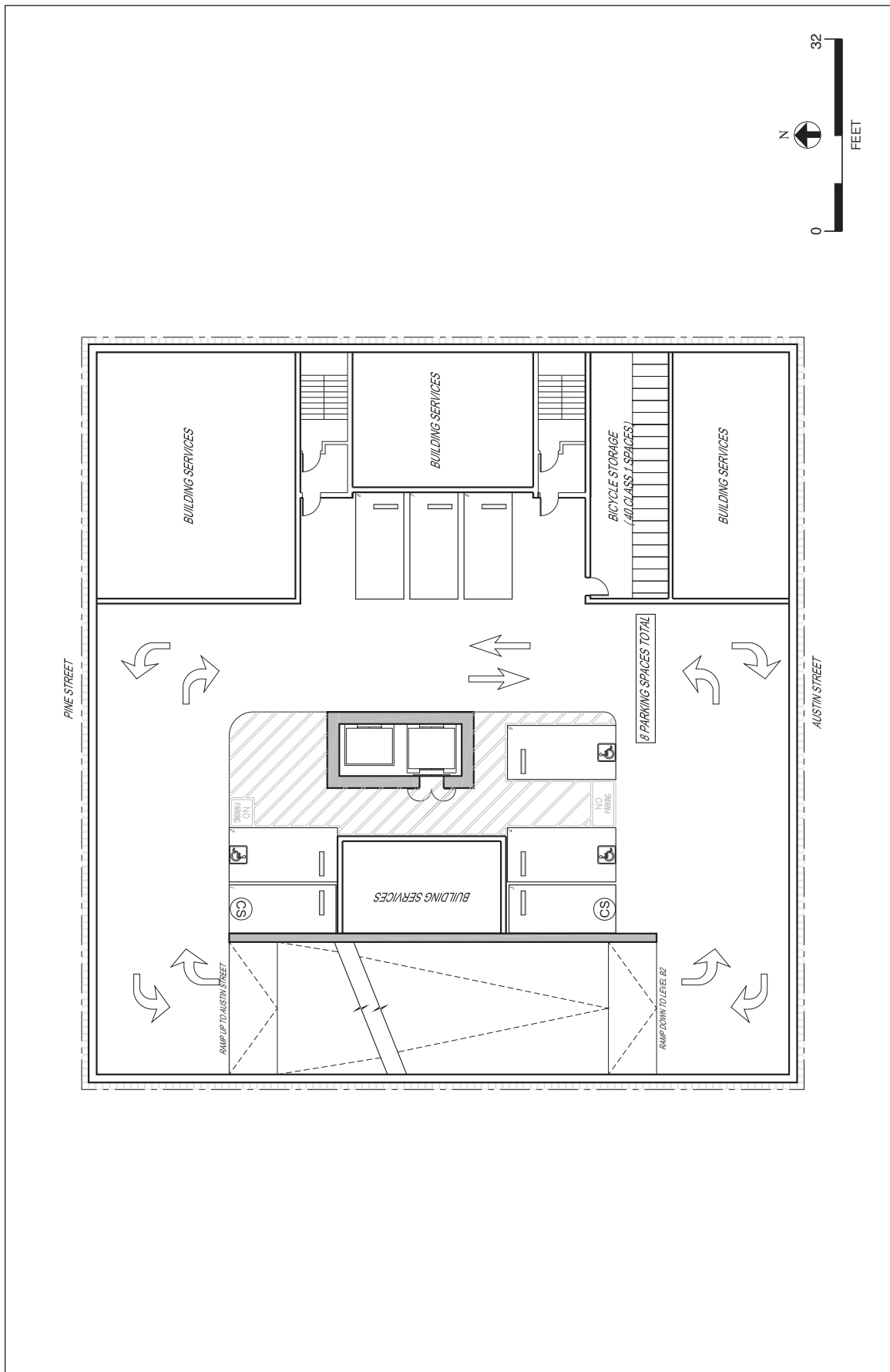


SOURCE: Arquitectonica, July 2013

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FIGURE 9: PROPOSED ROOFTOP PLAN

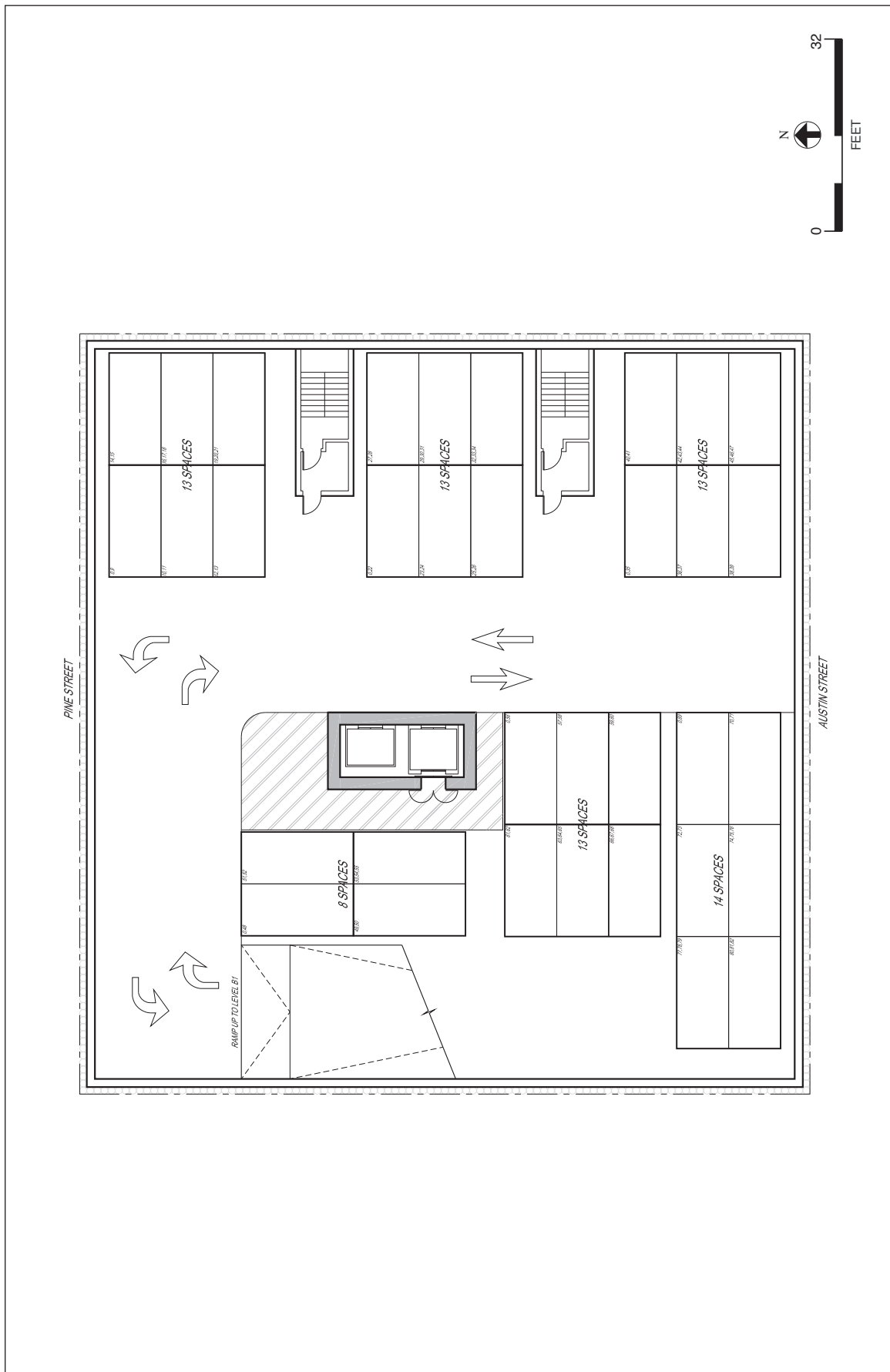


SOURCE: Architectonica, July 2013

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FIGURE 10: PROPOSED BASEMENT LEVEL 1 PLAN



SOURCE: Architectonica, July 2013

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FIGURE 11: PROPOSED BASEMENT LEVEL 2 PLAN

three separate structures on the north and south portions of the roof and as part of the elevator penthouse in the central portion of the roof. An emergency generator would be located within the southernmost rooftop enclosure.

Proposed Parking, Loading, and Bicycle Parking

The proposed project would include two below-grade 15,000-gsf basement levels with space for 82 parking spaces. Access would be provided via the parking garage driveway at the west end of the Austin Street frontage. Eight parking spaces (two car-share spaces, three standard spaces, and three handicap-accessible spaces) as well as a storage room for 40 Class 1 bicycle spaces and space for stairs, elevators, storage, and mechanical, electrical and plumbing systems would be provided at Basement Level 1 (see **Figure 10: Proposed Basement Level 1 Plan**). Basement Level 2 would have 74 parking spaces in six stacker units as well as space for stairs and elevators (see **Figure 11: Proposed Basement Level 2 Plan**). No off-street parking is proposed for the 2,844 gsf of ground-floor retail/art gallery uses.

The proposed project would include one off-street loading space on the ground floor with access for delivery and service vehicles from Austin Street via the loading driveway immediately east of the parking garage driveway. The proposed project would also provide 106 Class 1 bicycle parking spaces: 66 Class 1 spaces on the ground floor, with access via the centrally located residential entrances along Pine and Austin streets, and 40 Class 1 bicycle spaces at the first basement level, with access via the elevators from the ground-floor residential lobby. Eight Class 2 bicycle parking spaces would be provided on the Pine and Austin street sidewalks (two bicycle racks on each side) near the proposed residential entrances.

Proposed Building Form and Design

The proposed 137,712-gsf building would be 12 stories tall, plus two full basement levels, and would be 130 feet in height measured along Pine Street from the center of the lots in the Van Ness SUD and 65 feet in height measured along Pine Street from the center of the lot in the Polk Street NCD (see **Figure 12: Proposed Pine Street (North) Elevation**). Because the easternmost 25 feet of the project site are within the 65-A Height and Bulk District and the westernmost 100 feet are within the 130-V Height and Bulk District, the proposed building would step up in height from 65 feet (or six stories) to 130 feet (or 12 stories) from east to west.

According to the project architect, the proposed building design is intended to respond to the underlying zoning and height and bulk districts, the prevailing environmental characteristics of the project site, and adjacent development to the west toward Van Ness Avenue. The dimensions of the proposed project's overall development envelope would be articulated by setbacks from the property line at most floors and on all elevations. The setbacks would be aligned vertically to span floors and aligned horizontally to span structural bays, while acknowledging the street walls

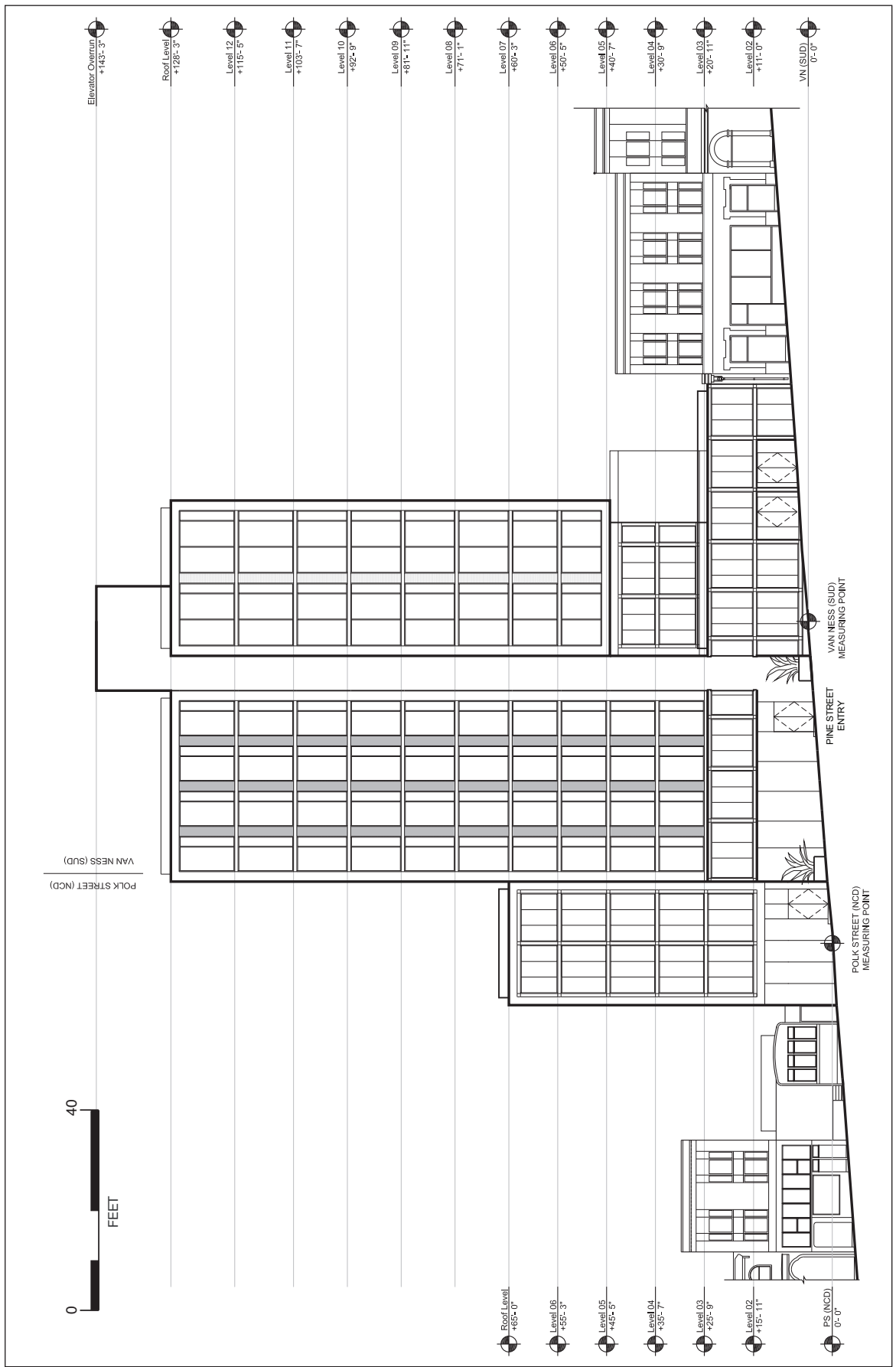


FIGURE 12: PROPOSED PINE STREET (NORTH) ELEVATION

SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

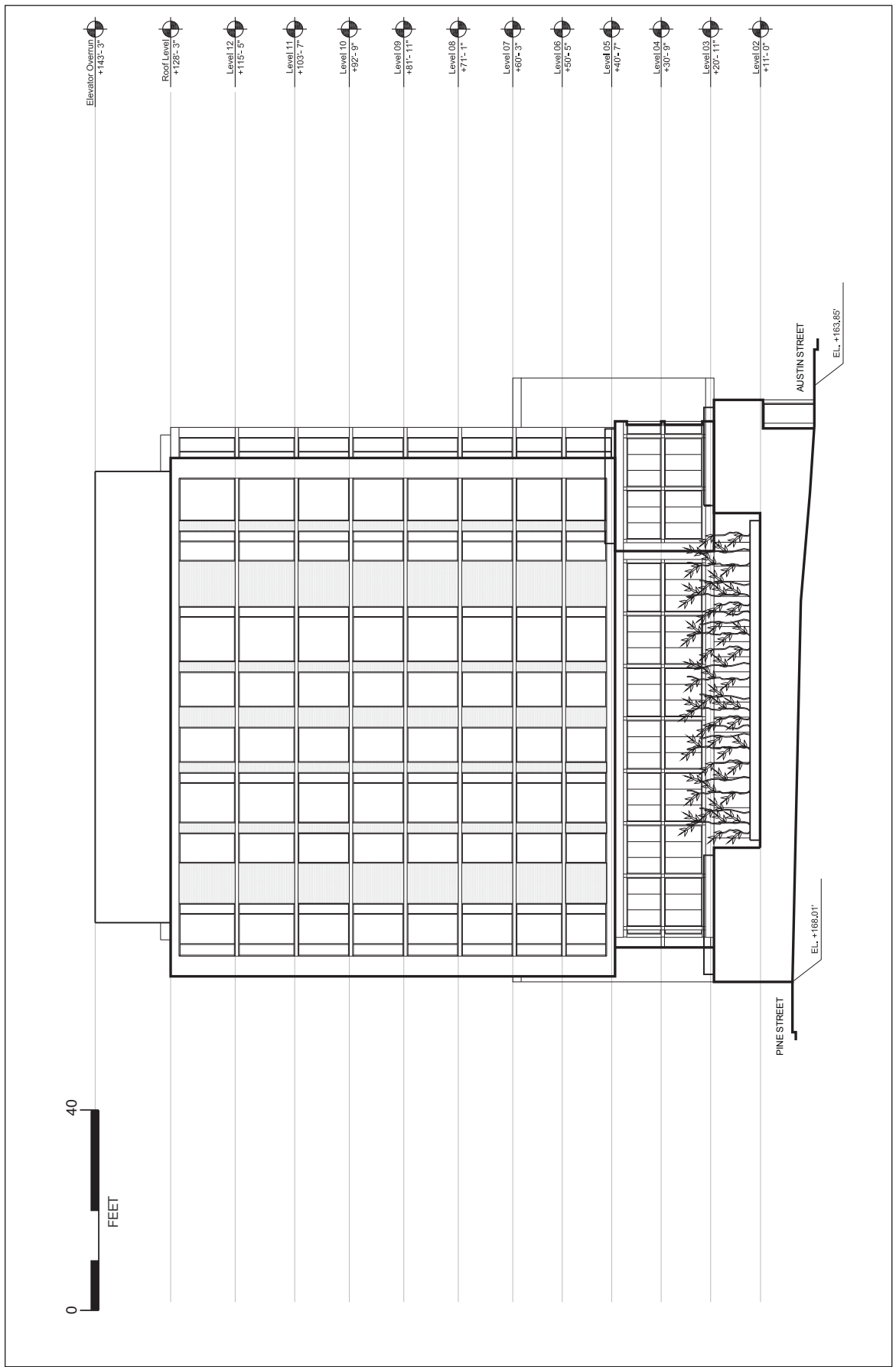
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along Pine and Austin streets. These setbacks would create space for private terraces for some units and, according to the project architect, are intended to contribute visual interest with a play of vertical and horizontal forms and a depth of shadow.

The proposed building massing would be organized into three main volumes – a two-story horizontal podium volume, a 65-foot tall vertical volume (six stories) on the eastern portion of the project site, and 130-foot-tall vertical volume (rising 10 stories above the 2-story podium) on the western portion of the project site. The 130-foot-tall vertical volume would be distinguished by a central building core that would extend vertically and terminate approximately 15 feet above the rooftop level. The building core would divide the upper residential floors into two distinct elements. The residential rooftop level would be defined by a continuous rooftop garden along its perimeter, separated by the uppermost portion of the building core that would house rooftop mechanical equipment, egress stairs, and the elevator overrun (see **Figures 5, 9, and 12**, pp. 10, 14, and 18).

The main frontage of the proposed building would be along the north property line on Pine Street (see **Figure 12**). The primary residential entrance would be centrally located within an approximately 45-foot-wide-by-11-foot-deep entry area, flanked on each side by landscape containers. Above the primary residential entrance (Floors 2 to 12), the proposed building would project outward towards the north property line, providing approximately 4 feet of cantilevered shelter for the ground-floor entry area below (see **Figures 5 - 9**, pp. 10-14). To the east and west of the residential entrance along Pine Street, ground-floor retail uses would be developed. The westernmost retail use would consist of a double-height volume built out to the north property line and extending approximately 55 feet in from the west property line, with two entrances located centrally on the retail frontage. The 3rd and 4th floors of the proposed 130-foot-tall tower would be set back approximately 7 feet from the north property line with the floors above (Floors 5 to 12) cantilevering and extending to the north property line to align with the retail façade below (see **Figures 6 - 8**, pp. 11-13). The proposed 3rd and 5th floors would align horizontally with the prevailing height of the adjacent building to the west. According to the project architect, this alignment is intended to integrate the proposed new development into the context of existing development. East of the residential entrance, along the easternmost 25 feet of the Pine Street frontage, the retail use would be set back 8 feet from the north property line with the floors above (Floors 2 to 6) cantilevering and extending to the north property line to provide shelter for the ground-floor entry area below (see **Figures 6 and 7**, pp. 11 and 12).

The proposed building would be developed to the west property line at the ground floor (see **Figure 13: Proposed West Elevation**). At the 2nd floor along the central portion of the west elevation, the proposed building would be set back approximately 26 feet from the west property line, allowing for a transition from the proposed 130-foot-tall tower to the existing adjacent development to the west. This setback area would provide approximately 1,723 sq. ft. of private open space at the 2nd floor and would be bounded to the north by the upper portion of the



SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

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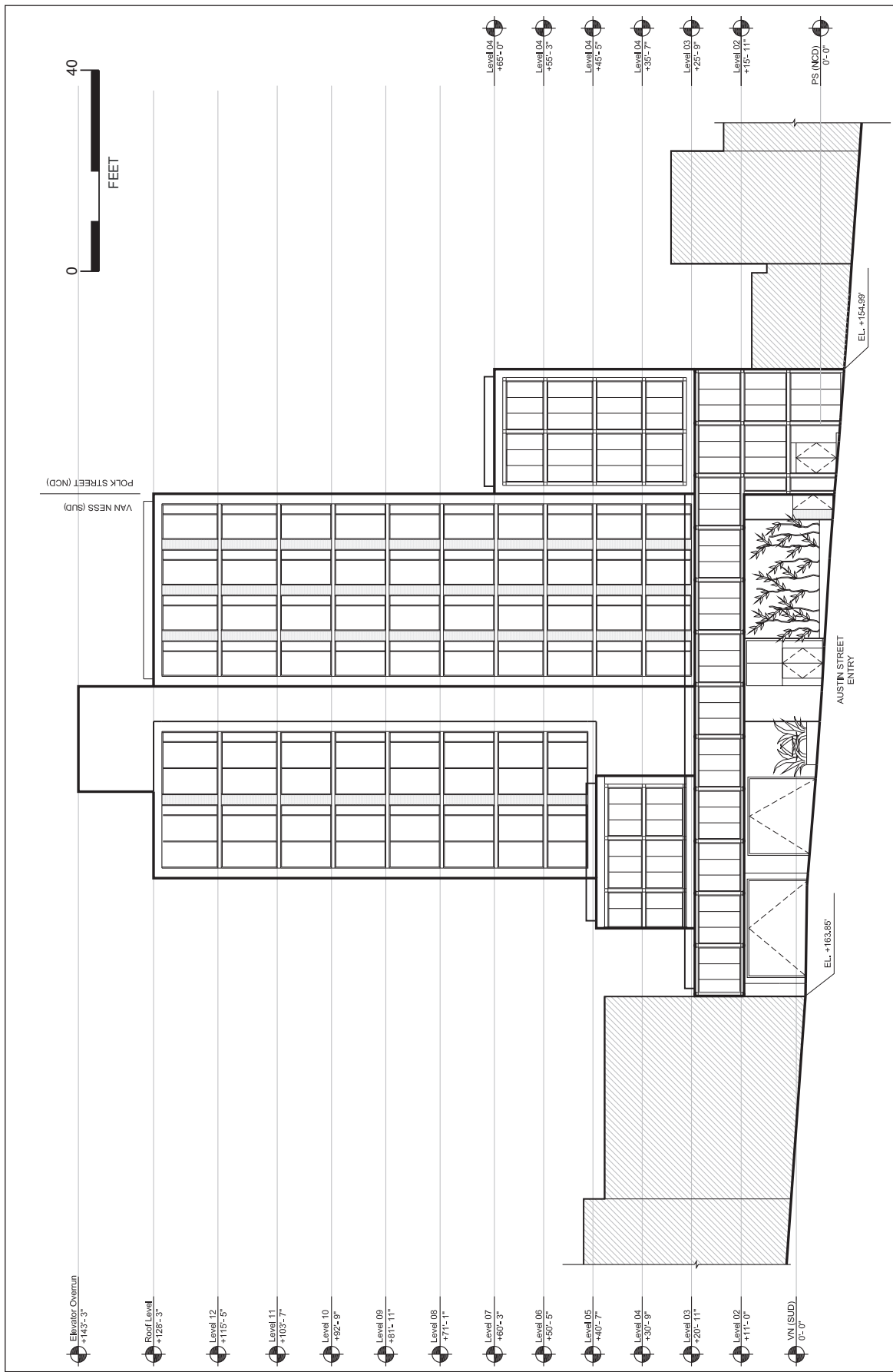
FIGURE 13: PROPOSED WEST ELEVATION

proposed double-height retail space and to the south by the single-story 2nd floor residential space. As the west façade rises from the private open spaces located on the 2nd floor, a two-story horizontal sub-volume would be developed at the 3rd and 4th floors, with the two southernmost structural bays set back approximately 12 feet from the west property line and approximately 8 feet from the south property line (see **Figure 6**, p. 11, **Figure 13**, p. 20, and **Figure 14: Proposed Austin Street (South) Elevation**). To the north, the seven structural bays of this horizontal sub-volume would be set back approximately 26 feet from the west property line. The depth of the setback of the seven structural bays to the north would decrease to 24 feet at the upper floors (Floors 5 to 12). At the 5th floor, the setback of the two southernmost structural bays would increase to be approximately 24 feet from the west property line, would align with the upper floor setback of the seven structural bays to the north, and would be set back approximately 16 feet from the south property line (see **Figures 7 and 8**, pp. 12 and 13). The fully articulated west façade would be visible from Van Ness Avenue (see **Figures 5 and 13**, pp. 10 and 20).

The rear frontage of the proposed building would be along the south property line on Austin Street. At the ground floor, setbacks of varying depths would include a 5-foot-deep setback at the southeast corner, where the proposed art gallery would be located; an approximately 14-foot-deep setback at the centrally located Austin Street residential entrance; and an approximately 8-foot-deep setback at the west end of the property, where access to the below-grade parking and the ground-floor off-street loading area would be provided (see **Figure 4**, p. 8 and **Figure 14**). At the 2nd floor, a continuous single-story would extend the full 125-foot width of the Austin Street frontage. The 2nd floor would be set back approximately 5 feet from the south property line, providing shelter for the proposed ground-floor entry areas below (see **Figure 5**, p. 10). Along the easternmost 25 feet of the Austin Street frontage, the proposed residential tower would be developed to the south property line at the 3rd floor, rising in height to 65 feet (six stories) without any other setbacks (see **Figures 6 and 7**, pp. 11 and 12). Setbacks of varying sizes and depths would articulate the mass of the central portion of the Austin Street façade, providing approximately 1,171 sq. ft. of private open space at the 3rd and 5th floors (see **Figures 6 - 9**, pp. 11-14).

The east façade of the proposed building would include a centrally located 800-sq.-ft. common open space on the ground floor that would extend to the full height of the 65-foot-tall portion of the proposed residential tower (see **Figure 4**, p. 8 and **Figure 15: Proposed East Elevation**). The east façade would be clad with glass fiber reinforced concrete panels of varying size and color. Approximately 1,197 sq. ft. of private open space would be developed on the rooftops of the 65-foot-tall portion of the proposed residential tower (see **Figure 8**, p. 13).

According to the project architect, the exterior envelope of the proposed building would be clad in a variety of materials. As currently designed, the materials palette for the façades would consist of glass fiber reinforced concrete panels, painted metal panels, painted aluminum glazed curtainwall and storefront systems, exposed architectural concrete, and glass balustrades.

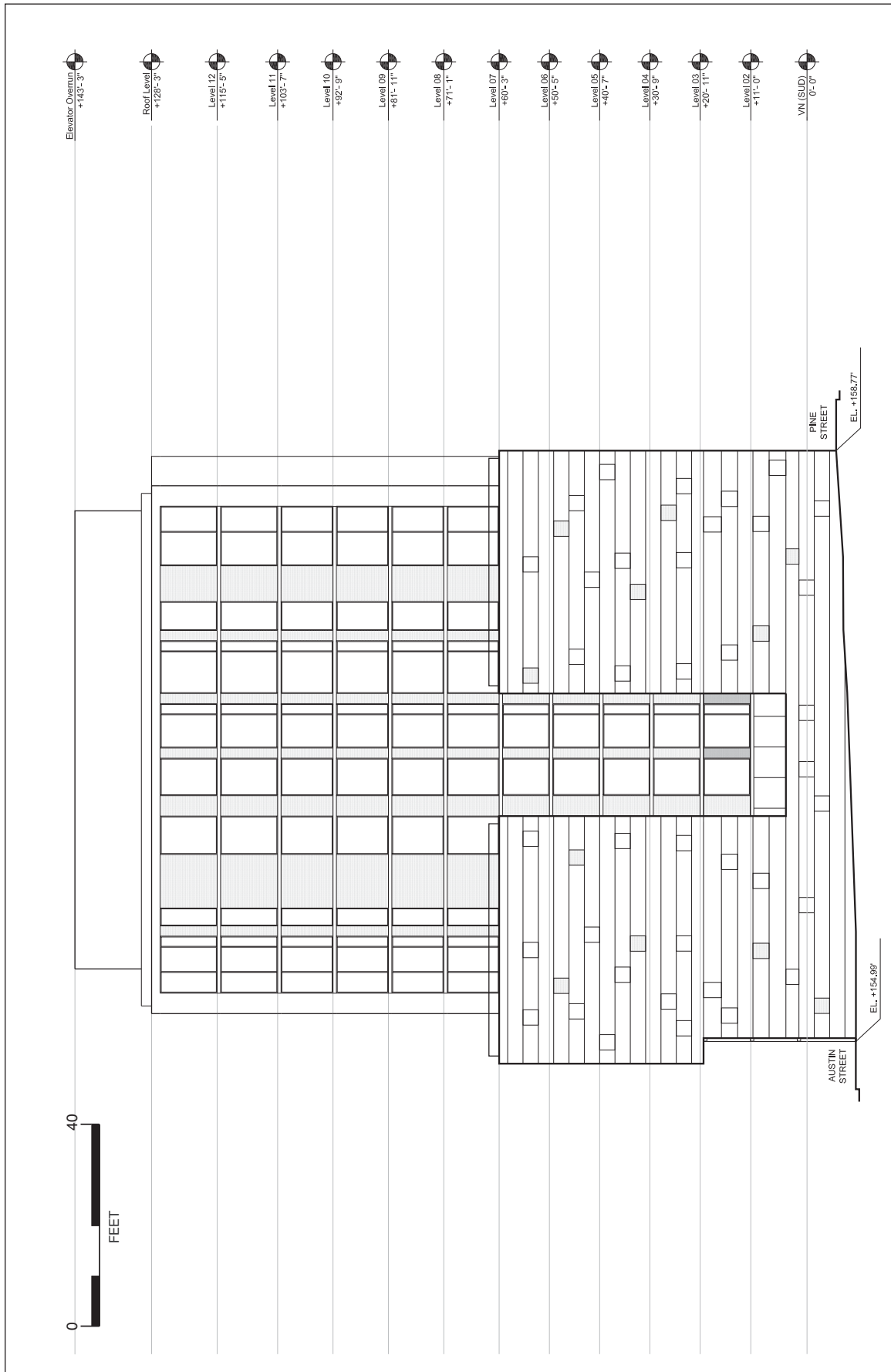


SOURCE: Architectonica, July 2013

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FIGURE 14: PROPOSED AUSTIN STREET (SOUTH) ELEVATION



SOURCE: Architectonica, July 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 15: PROPOSED EAST ELEVATION

The proposed project would include integrated downward pointing perimeter lighting designs along Pine and Austin streets to ensure nighttime safety. Exterior signage and sign illumination would be developed in accordance with the requirements set forth in the Van Ness Special Sign District and Special Sign District for Sign Illumination.

Development proposed to be over 50 feet tall in the Van Ness SUD requires Conditional Use authorization, and setbacks may be required along Pine Street to preserve the existing view corridors. Development proposed on Austin Street may be required to provide setbacks and/or arrange building bulk to maintain an appropriate scale and maximize the amount of available sunlight.

Proposed Residential Open Space

A total of 5,288 sq. ft of private open space for 11 of the 107 proposed residential units would be provided in the form of private terraces at the 2nd floor (1,723 sq. ft.), the 3rd floor (840 sq. ft.), the 5th floor (331 sq. ft.), and the 7th floor (2,394 sq. ft.) (see **Figures 5-8**, pp. 10-13). The remaining 96 residential units would be served by the proposed 6,658-sq.-ft. common open space on the building's rooftop and the proposed 800-sq.-ft. common open space on the ground floor (see **Figures 4 and 9**, pp. 8 and 14).

Proposed Landscaping

The proposed building would cover the project site with impervious surfaces (buildings and paving), similar to existing conditions. The project sponsor would retain the three existing street trees along Pine Street and would plant up to four new street trees along Pine Street and up to six new street trees along Austin Street, all at 14- to 18-foot intervals. The Department of Public Works (DPW) has indicated concern regarding the width of Austin Street and its sidewalks and the appropriateness of adding street trees along that frontage. Based on DPW's concerns, the Zoning Administrator may waive the requirement for street trees along Austin Street. In this case, the project sponsor would pay an in-lieu fee under Planning Code Section 428, which would be transferred to DPW's Adopt-A-Tree Fund.

The project sponsor would provide on-site landscaping at the ground floor, on private terraces, and on the rooftop common open space. At the ground floor, landscaping would be provided in containers and/or as a green wall in the setback areas on Pine and Austin streets. The 800-sq.-ft. ground-floor outdoor common open space would include built-in seating, a landscaped garden, and a green wall. The 6,658-sq.-ft. rooftop outdoor common open space would include landscaping containers along the building perimeter, built-in seating, and moveable chairs. A "green roof" on the top of the proposed two-story retail space at the northwest corner of Pine Street is also proposed.

Project Construction

Foundation and Excavation

According to the *Preliminary Geotechnical Investigation*, the proposed building would be constructed on a mat foundation on compacted subsurface soils.⁸ No pile driving is proposed. The construction below grade would include reinforced concrete walls. The proposed project would have an estimated depth of excavation for the two basement levels of up to 40 feet below the ground surface (bgs). Below-grade excavations would require temporary shoring, e.g., soldier beams and tie-backs⁹ or a secant pile wall,¹⁰ to support the planned cuts. Underpinning would also be required along the east and west property lines to support adjacent structures. Approximately 18,000 cubic yards of excavated soil would be removed from the project site.

Construction Phasing and Duration

The project sponsor estimates that construction of the proposed project would start in summer 2014 and would take approximately 23 months, with the proposed building ready for occupancy in summer 2016. Demolition would take about 3 weeks. Basement construction would take a total of about 17 weeks with the following phases: about 12 weeks of excavation and shoring work, and about 5 weeks to construct the mat and basement floor slabs and basement walls. Above-ground building construction, exterior finishing, and interior finishing would take a total of about 18 months, with some work overlap. The project sponsor estimates that the cost of construction of the proposed project would be approximately \$35.2 million dollars.

Required Project Approvals

The proposed project would require the approvals listed below. These approvals may be considered in conjunction with the required environmental review, but may not be granted until the required environmental review process is completed.

Actions by the Planning Commission

- Adoption of *General Plan* Priority Policy Conformity findings.
- Approval of a Conditional Use authorization for development of a structure over 50 feet tall in the Van Ness SUD.

⁸ Cornerstone Earth Group, *Preliminary Geotechnical Investigation, Pine Street Development, 1527-1545 Pine Street, San Francisco, California*, June 13, 2013 (hereinafter "*Preliminary Geotechnical Investigation*"), pp. 7 – 14. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

⁹ Steel H-shaped soldier beams are installed in pre-drilled holes along the face of a planned cut to support timber lagging boards placed horizontally between the soldier piles during excavation. The soldier beams are braced for deep excavations with tie-back anchors that are secured in place behind the face of the planned cut.

¹⁰ Secant pile walls are formed by constructing intersecting concrete piles that are reinforced with either steel rebar or with steel beams and are constructed by either drilling under mud or augering.

- Granting of an exception from the pedestrian wind comfort criterion. (Planning Code Section 243(c)(10)(B))

Actions by the Zoning Administrator

- Granting of a parking reduction to provide off-street parking at a ratio of less than one parking space for each dwelling unit (Planning Code Sections 243(c)(9)(F), 307(g), and 307(i)).
- Granting of a rear yard modification or waiver (Planning Code Sections 134(a)(1), 134(e)(1), 243(c)(7), 305, and 307(g)).
- Granting of a variance from the dwelling unit exposure requirements for 10 of the 107 proposed dwelling units that do not face on an open area meeting the requirements of the Planning Code (Planning Code Sections 140(a) and 305).

Actions by Other City Departments

- Approval of a lot merger (Planning Department, Department of Public Works, and Department of Building Inspection).
- Approval of site permit (Planning Department and Department of Building Inspection).
- Approval of demolition, grading, and building permits (Planning Department and Department of Building Inspection).
- Approval of project compliance with the Stormwater Design Guidelines (Department of Public Works).
- Approval of site mitigation plan (San Francisco Department of Public Health).
- Approval of a stormwater control plan (San Francisco Public Utilities Commission).

B. PROJECT SETTING

The project site is located in the southwest portion of San Francisco's Lower Nob Hill neighborhood on the south side of Pine Street, mid-block between Van Ness Avenue and Polk Street. The project site slopes from west to east toward Polk Street and from north to south toward Austin Street. It is located in a north-south trending valley known as Polk Gulch, which rises to Russian and Nob Hills to the north and east and to Pacific Heights and Cathedral Hill to the west and south across Van Ness Avenue (see **Figure 1**, p. 2). The Russian Hill and Nob Hill neighborhoods are located to the northeast and east of the project site. The Tenderloin and Civic Center neighborhoods are located to the southeast and south of the project site. The Pacific Heights and Western Addition neighborhoods across Van Ness Avenue include the Lower Pacific Heights, Japantown, and Cathedral Hill areas, which are located to the northwest, west, and southwest of the project site, respectively.

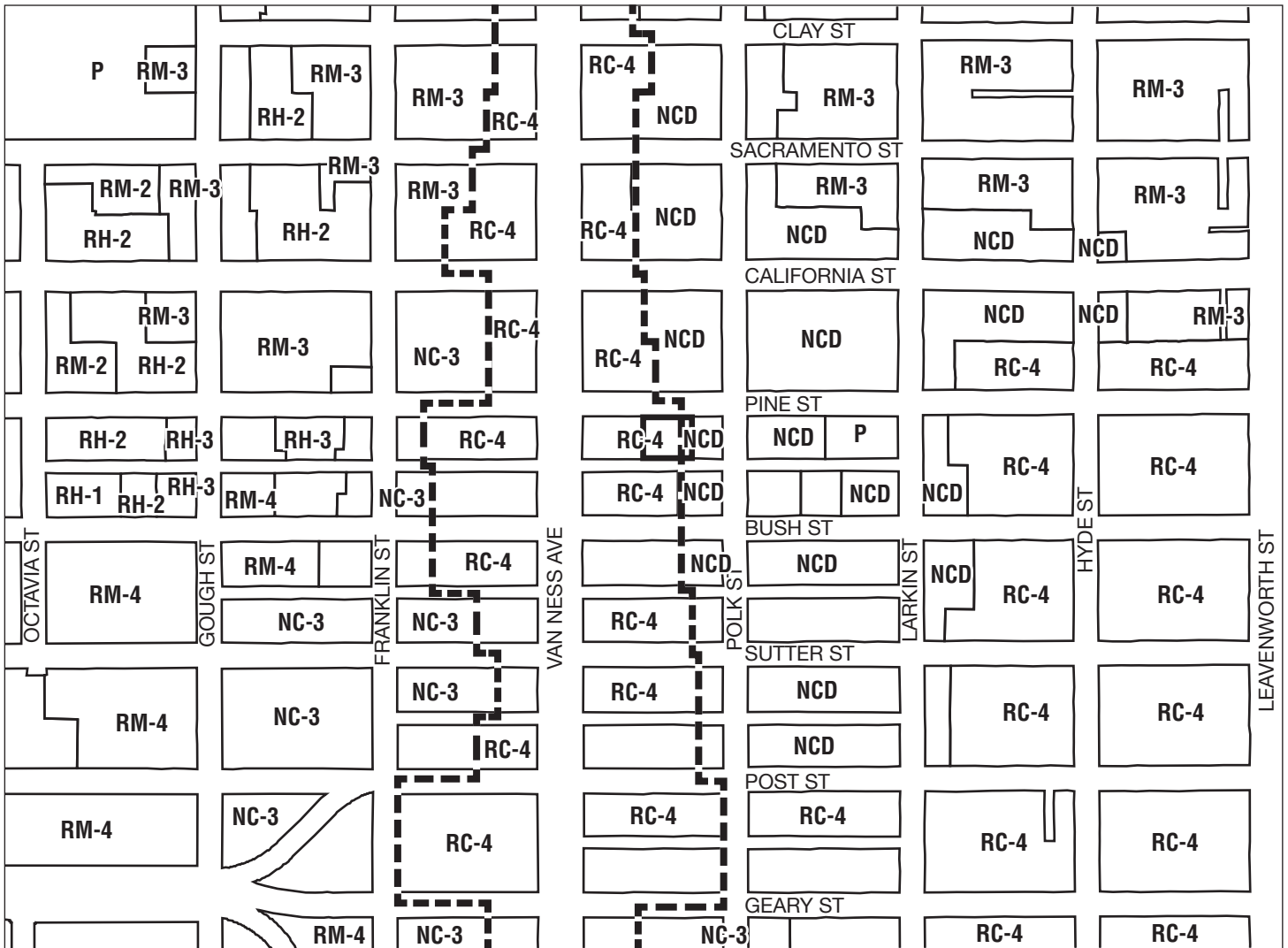
The project area is characterized by a regular and repetitive street grid that creates a pattern of 384-foot-long (east-west) block faces that are 275 feet deep (north-south) centered along the Van Ness Avenue corridor. The east-west dimensions of the blocks immediately adjacent to Van Ness

Avenue, extending to Polk Street on the east and Franklin Street on the west, were slightly modified from those to the east to accommodate the 125-foot-wide boulevard.¹¹ The blocks centered on Van Ness Avenue between McAllister Street and Pine Street in the southern portion of the *Van Ness Avenue Area Plan* are bisected by 35.5-foot-wide east-west minor streets. The block on which the project site is located is bounded by Pine Street to the north, Polk Street to the east, Bush Street to the south, and Van Ness Avenue to the west (see **Figure 1**, p. 2). It is bisected by Austin Street, a one-way, eastbound-only street. Pine Street is a one-way, westbound-only roadway with three travel lanes and parking on both sides of the street near the project site. Polk Street is a two-lane, north-south roadway with one travel lane in each direction and parking on both sides of the street.¹² Van Ness Avenue is a six-lane, north-south roadway with three travel lanes in each direction separated by a center median and parking on both sides of the street. Bush Street is a one-way, eastbound-only roadway with three travel lanes and parking on both sides of the street. Van Ness Avenue is served by Muni and Golden Gate Transit. Polk Street is served by Muni only. The closest bus stops to the project site are located at the northwest corner of Van Ness Avenue and Pine Street (southbound), the northeast corner of Van Ness Avenue and Bush Street (northbound), and the southeast (northbound) and southwest corners (southbound) of Polk Street and Pine Street.

The western portion of the project site is in a Residential-Commercial Combined, High Density (RC-4) District and a 130-V Height and Bulk District. The eastern portion of the project site is in the Polk Street Neighborhood Commercial District (NCD) and a 65-A Height and Bulk District. (See **Figure 16: Existing Zoning Districts** and **Figure 17: Existing Height and Bulk Districts**). The western portion of the project site is also in the Van Ness Special Use District (Van Ness SUD), which was adopted to implement the objectives and policies of the *Van Ness Avenue Area Plan*. The Van Ness SUD is centered on the 125-foot-wide, north-south Van Ness Avenue corridor between Redwood Street and Broadway and extends east and west along its perpendicular streets toward Polk and Franklin streets, respectively. The north-south oriented Polk Street NCD is located to the east along Polk Street between Post and Filbert streets. Zoning in the area includes Residential-Mixed, Medium and High Density Districts and Residential, Housing Two- and Three-Family Districts west of Van Ness Avenue to the north and south; Residential-Mixed, Medium and Moderate Density districts to the northeast toward Nob Hill. A north-south-oriented Moderate Scale Neighborhood Commercial (NC-3) District is located west of Van Ness Avenue along Franklin Street between O'Farrell and California streets.

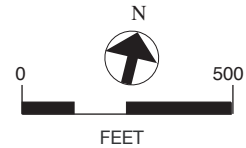
¹¹ The blocks along Van Ness Avenue were surveyed in the mid-1850's as the City expanded westward beyond the area east of Larkin Street, which was surveyed earlier by Jean Vioget and Jasper O'Farrell and consisted of block faces measuring 412.5 feet long (east-west) and 275 feet deep (north-south).

¹² In September 2012, the San Francisco Municipal Transportation Agency initiated a public outreach process for the Polk Street Improvement Project, which seeks to implement pedestrian, transit, and bicycle improvements along the Polk Street corridor between McAllister and Union Streets. Implementation of this project could result in the removal of parking spaces and reconfiguration of travel lanes. Available online at <https://www.sfmta.com/projects-planning/projects/polk-street-improvement-project/documents>. Accessed October 10, 2013.



SOURCE: Planning Department; Turnstone Consulting, 2013

- NC-3** (MODERATE-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT)
- NCD** (POLK STREET NEIGHBORHOOD COMMERCIAL DISTRICT)
- P** (PUBLIC USE)
- RC-4** (RESIDENTIAL-COMMERCIAL, HIGH DENSITY)
- RH-2** (RESIDENTIAL, HOUSE, TWO-FAMILY)
- RH-3** (RESIDENTIAL, HOUSE, THREE-FAMILY)
- RM-1** (RESIDENTIAL, MIXED, LOW DENSITY)
- RM-2** (RESIDENTIAL, MIXED, MODERATE DENSITY)
- RM-3** (RESIDENTIAL, MIXED, MEDIUM DENSITY)
- RM-4** (RESIDENTIAL, MIXED, HIGH DENSITY)
- PROJECT SITE
- - -** VAN NESS SUD

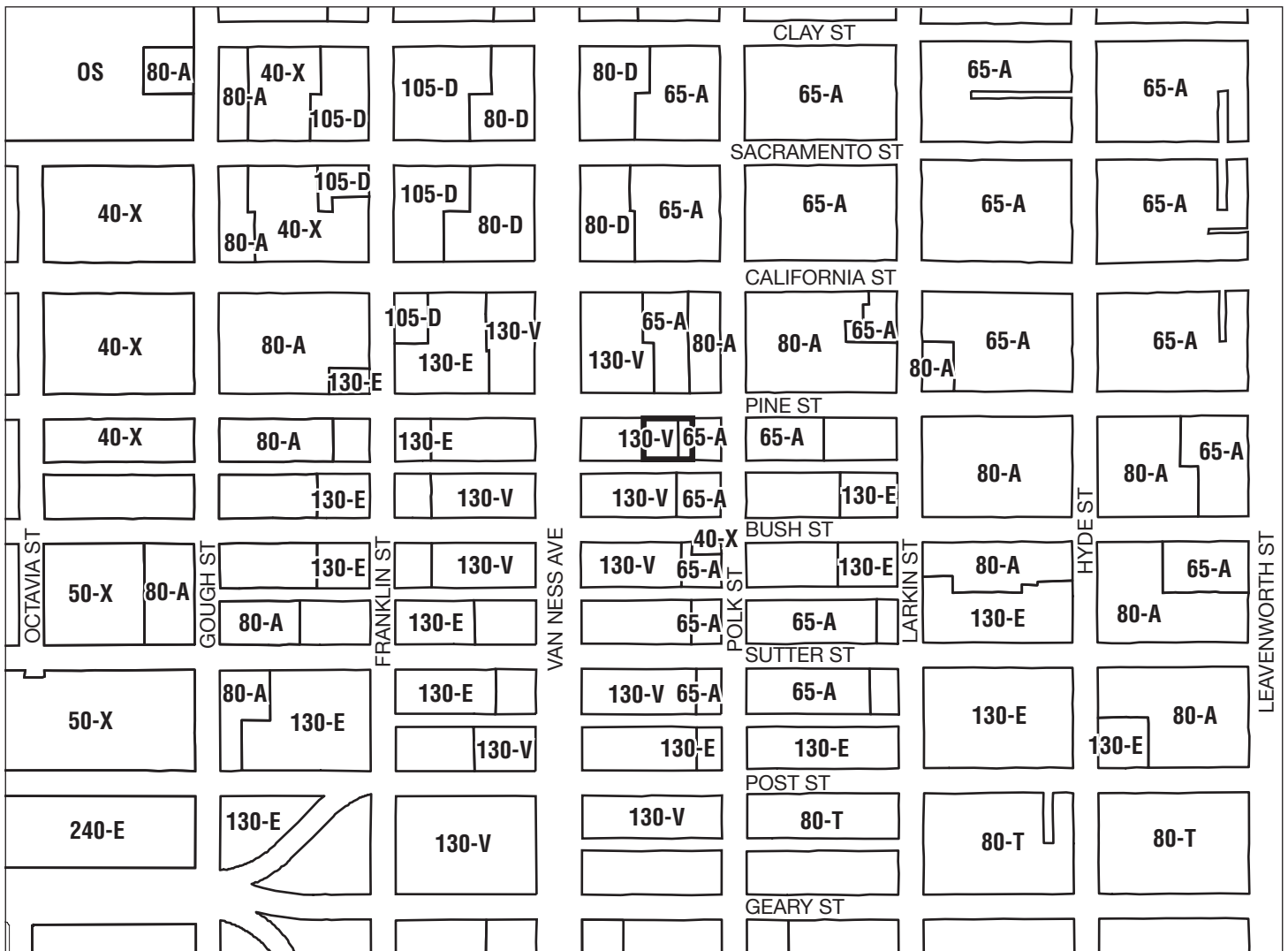


NOTE: PART OF THE PROJECT SITE IS ZONED RC-4,
AND PART OF THE PROJECT SITE IS ZONED POLK STREET NCD.

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 16: EXISTING ZONING DISTRICTS



SOURCE: Planning Department; Turnstone Consulting, 2013

HEIGHT AND BULK DISTRICTS

OS ← “Open Space” District

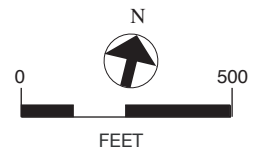
“Numbers” are Height Limits in feet. See Planning Code Section 250 and following.

“Letters” refer to Bulk Limits. See Planning Code Section 270.

00-Z-1 ← “Suffix Numbers” identify districts in which special regulations apply. See Planning Code Sections 263 and following.

————— PROJECT SITE

NOTE: PART OF THE PROJECT SITE IS ZONED 130-V, AND PART OF THE PROJECT SITE IS ZONED 65-A.



1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 17: EXISTING HEIGHT AND BULK DISTRICTS

As shown on Maps 1 and 2 of the *Van Ness Avenue Area Plan*, development intensities and height and bulk limits on new development were established taking into consideration existing land uses and area topography. The height and bulk limits reflect the City's vision for development along the Van Ness Avenue corridor and include 130-foot height limits along the southern portion of the corridor between the Civic Center and California Street with progressively lower height limits toward the Bay – 80-foot height limits north of California Street and 40-foot height limits north of Lombard Street. The height and bulk districts in the project area range from 65 feet to 130 feet and generally conform to the topography in the area which allows greater height at the top of hills such as Cathedral Hill to the southwest where the height limit increases to 240 feet.

The Van Ness SUD area consists of a variety of building types, sizes, ages, and heights and is characterized by its retention and/or appropriate alteration of architecturally and historically significant auto showrooms and other historically significant structures. The southern half of the Van Ness Avenue SUD, south of Broadway toward Civic Center, is developed with a mix of low- to mid-rise residential and commercial buildings and high-density, mixed-use and commercial mid- to high-rise buildings, all on blocks bisected by east-west minor streets.¹³ The blocks north of Pine Street are not bisected by east-west streets. North of Broadway towards the Bay development is typically low- to mid-rise residential development with ground-floor retail. In the vicinity of the project site, the Van Ness SUD area consists of low-density, one- to three-story residential and commercial buildings, as well as mid- to high-rise, high-density residential and commercial structures ranging from 4 to 25 stories.

The mid- to high-rise residential and commercial buildings along Van Ness Avenue are generally more intensively developed than those along the intersecting east-west streets and Polk Street to the east. The Polk Street NCD area is known for its variety of eating and drinking establishments, boutiques and other small commercial uses in multi-story, mixed-use buildings. The scale of development throughout the Polk Street NCD consists of low- and mid-rise mixed-use buildings (one- to four-story structures). Many of the buildings with ground-floor commercial uses contain upper-floor residential uses. Some buildings have upper-floor office uses. Commercial and retail uses along Polk Street draw trade largely from the residences and businesses in the surrounding area.

The project vicinity is characterized by a mix of hotel, residential, retail, office, institutional, and parking uses with residential apartment buildings ranging from three to five stories, interspersed with taller buildings along Van Ness Avenue. The largest buildings near the project site include the 25-story Holiday Inn, at the northeast corner of the Van Ness Avenue and Pine Street intersection, and the 14-story San Francisco Towers (1661 Pine Street), a senior residential

¹³ Low-rise buildings are up to 40 feet tall, mid-rise buildings are up to 85 feet tall, and high-rise buildings are at least 85 feet tall. (California Health and Safety Code Section 13210(b)).

life-care facility at the southwest corner of the Van Ness Avenue and Pine Street intersection.¹⁴ Land uses north of the project site along the north side of Pine Street between Van Ness Avenue and Polk Street include a parking garage for the Holiday Inn and a two-story commercial building with motorcycle sales, rental and repair services (1528-1540 Pine Street). To the east of the project site on the south side of Pine Street there is a one-story restaurant (1525 Pine Street), a three-story mixed-use building with residences above a ground-floor tattoo shop (1515-1517 Pine Street), and a two-story residential building (1507 Pine Street). The San Francisco Unified School District's Redding Elementary School (1421 Pine Street) and the U.S. Postal Service's Pine Street Station (1400 Pine Street) are located further east along Pine Street toward Larkin Street.¹⁵

Along the west side of Polk Street between Bush and Pine streets there is a five-story mixed-use building (the Leland) with residences above a ground-floor restaurant, a massage establishment, a laundry facility, a printing shop, and a bar/lounge (1301-1327 Polk Street); a two-story mixed-use building with residences above a ground-floor restaurant and a massage establishment (1331-1339 Polk Street); and a two-story commercial building with a convenience store, a hair salon, and a bar/lounge (1331-1339 Polk Street). Between Pine and California streets there is a one-story commercial building with a barbershop fronting Pine Street (1512 Pine Street) and a vacant retail space and a restaurant fronting Polk Street (1401-1409 Polk Street); a one-story commercial building with a restaurant, a day spa, and a bookstore (1411-1431 Polk Street); a three-story mixed-use building with residences above a ground-floor restaurant and a beauty salon (1435-1441 Polk Street); and a three-story commercial complex with multiple office and retail uses.

Along the east side of Polk Street between Bush and Pine streets there is a three-story institutional building (the First Congregational Church at 1300 Polk Street); a five-story mixed-use building with residences above a vacant ground-floor commercial space (81 Frank Norris Street);¹⁶ a two-story commercial building with a restaurant, green grocer, café, and fitness center (1330-1338 Polk Street); a one-story commercial building with a restaurant and a specialty grocer (1346-1348 Polk Street); and a four-story residential hotel (Baker Hotel) with residential entry from Pine Street (1485 Pine Street) and a vacant ground-floor commercial space fronting Polk Street (1352-1356 Polk Street). Between Pine and California streets there is a one-story commercial building with a liquor store (1400 Polk Street); a three-story mixed-use building with residences above a ground-floor restaurant (1406 Polk Street); a three-story mixed-use building with residences above a ground-floor restaurant and a dress shop (1410-1412 Polk Street); a three-story mixed-use building with residences above a ground-floor optometrist office (1418-1420 Polk Street); a five-story mixed-use building with residences above a ground-floor café and a gift shop (1424-1428 Polk Street); a two-story commercial building with a convenience store, a fitness center, and

¹⁴ The San Francisco Towers includes 240 independent living units, 12 assisted-care units, and a 55-bed skilled nursing facility.

¹⁵ There are 63 low-income senior housing units above the Pine Street Post Office.

¹⁶ This building contains 32 senior housing units.

a consignment shop (1436-1446 Polk Street); and a two-story commercial building with a consignment shop (1498 Polk Street).

Land uses south of the project site along the north side of Bush Street between Van Ness Avenue and Polk Street include a five-story residential building with a vacant ground-floor space (1452 Bush Street), a four-story residential building with a ground-floor electronics store (1450 Bush Street), and a two-story auto repair shop (1430 Bush Street). To the west of the project site there is a three-story residential building with a ground-floor office use (1553-1563 Pine Street) and a three-story residential building (1575 Pine Street).

Land uses west of the project site and along the east side of Van Ness Avenue between Bush and California streets include a four-story office building with a ground-floor coffee shop (1400 Van Ness Avenue); a two-story commercial building at the southeast corner of Austin Street and Van Ness Avenue occupied by a teaching institution (1412-1414 Van Ness Avenue); a two-story commercial building at the southeast corner of Pine Street and Van Ness Avenue (1430-1480 Van Ness Avenue) with a furniture shop, electronics shop, and a specialty grocer; a 25-story Holiday Inn with a ground-floor bar and restaurant (1500 Van Ness Avenue); and a one-story commercial building with a financial institution (Wells Fargo Bank) and associated retail (1554-1598 Van Ness Avenue).

Parks and open spaces in the project site vicinity include Lafayette Park (to the northwest), the Helen Wills Playground (to the north), the Washington & Hyde Mini-Park (to the northeast), the Tenderloin Recreation Center and Playground (to the southeast), and Sergeant John Macauley Park (to the southeast) (see **Figure 1**, p. 2).

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

This section discusses (1) variances, special authorizations, and proposed changes to the Planning Code or Zoning Map, (2) conflicts with adopted plans and goals of the City or region, and (3) the approvals or permits required from various federal, state, and local agencies necessary for the construction and operation of the proposed project.

Variances and Special Authorizations

The western portion of the project site is in a Residential-Commercial Combined, High Density (RC-4) District, and the eastern portion of the project site is in the Polk Street Neighborhood Commercial District (NCD). The western portion of the project site is also in the Van Ness Special Use District (SUD). Planning Code Sections 209.1 through 209.9 regulate the types of land uses that are principally permitted, conditionally permitted, or not permitted in an RC-4 District. Planning Code Sections 723.40 through 723.95 regulate the types of land uses that are principally permitted, conditionally permitted, or not permitted in the Polk Street NCD. The proposed project entails demolition of five existing buildings and new construction containing residential, retail, and parking uses. In an RC-4 District, residential, retail, and accessory parking uses are principally permitted. In the Polk Street NCD, residential and accessory parking uses are principally permitted, and retail uses are either principally or conditionally permitted depending on the type of business that is proposed. Implementation of the proposed project would not require the adoption of any legislative amendments to reclassify the current zoning controls applicable to the project site.

The zoning controls for the Van Ness SUD, which are set forth in Planning Code Sections 243 and 253.2, address requirements related to (1) floor area ratio, (2) residential density, (3) building height and bulk, (4) awnings, canopies, and marquees, (6) signage, (7) rear yards, (8) building setbacks, (9) nonresidential uses, and (10) ground-level wind currents. Other Planning Code requirements that are applicable to the proposed project include, but are not limited to, the provisions of Section 134: Rear Yards; Section 135: Usable Open Space for Dwelling Units and Group Housing; Section 138.1: Streetscape and Pedestrian Improvements; Section 140: Dwelling Unit Exposure; Section 145: Street Frontages; Section 151: Required Off-Street Parking Spaces; Section 152: Required Off-Street Freight Loading Spaces; Section 155.2: Bicycle Parking Required for Residential Uses; and Section 166: Car Sharing.

Implementation of the proposed project would require the following special authorizations:

- Conditional Use authorization from the Planning Commission to construct a building exceeding a height of 50 feet in the Van Ness SUD. (Planning Code Section 253.2)
- Granting of an exception from the pedestrian wind comfort criterion by the Planning Commission. (Planning Code Section 243(c)(10)(B))
- Granting of a rear yard modification or waiver by the Zoning Administrator. (Planning Code Sections 134(a)(1), 134(e)(1), 243(c)(7), 305, and 307(g))
- Granting of a dwelling unit exposure variance by the Zoning Administrator. (Planning Code Sections 140(a) and 305)
- Granting of an off-street parking reduction by the Zoning Administrator to provide parking at a ratio of less than one space for each dwelling unit. (Planning Code Sections 243(c)(9)(F), 307(g), and 307(i))

Planning Code Section 134(a)(1) requires a minimum rear yard depth of 25 percent of the total lot depth in NC (Neighborhood Commercial) and RC-4 Districts, but in no case less than 15 feet. The rear yard must be provided at the lowest story containing a dwelling unit and at each succeeding level or story of the building (Planning Code Section 134(a)(1)(C)). The proposed project would not conform to this rear yard requirement. Section 243(c)(7) of the Planning Code allows the Zoning Administrator to modify or waive the rear yard requirement for properties within the Van Ness SUD pursuant to the procedures and criteria of Planning Code Section 307(g), provided that certain other conditions are met. Section 134(e)(1) of the Planning Code allows the Zoning Administrator to modify or waive the rear yard requirement for properties within the Polk Street NCD pursuant to the procedures and criteria of Planning Code Section 305.

Planning Code Section 140(a) requires that the windows of at least one room in all dwelling units face: (1) a public street or public alley at least 25 feet wide, a side yard at least 25 feet wide, or a rear yard meeting the requirements of the Planning Code, provided that if such windows are on an outer court whose width is less than 25 feet wide, the depth of such court shall be no greater than its width; or (2) an open area which is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of 5 feet in every horizontal dimension at each subsequent floor. Some of the units within the proposed building would face onto a courtyard that would not comply with the requirement for an incremental increase of 5 feet at each subsequent floor level. Therefore, a variance from Section 140(a) would be required.

Planning Code Section 243(c)(9)(F) requires one parking space for every dwelling unit in the Van Ness SUD. The proposed project includes a total of about 82 parking spaces for the 107 residential units. Therefore, the proposed residential parking supply would not meet the minimum parking requirement. However, Section 243(c)(9)(F) of the Planning Code allows the Zoning Administrator to reduce the parking requirement for properties within the Van Ness SUD pursuant to the procedures and criteria of Planning Code Sections 307(g) and (i).

Planning Code Section 243(c)(10) establishes wind comfort and wind hazard criteria for the Van Ness SUD. Planning Code Section 243(c)(10)(A) establishes an equivalent wind speed¹⁷ of 11 mph as the comfort criterion for areas of substantial pedestrian use. New buildings and additions to existing buildings may not cause ground-level winds to exceed these wind speeds more than 10 percent of the time year round between 7:00 AM and 6:00 PM. If existing wind speeds exceed the comfort criteria, or when a project would result in exceedances of the comfort criteria, the Planning Commission may grant an exception pursuant to Planning Code Section 243(c)(10)(B) provided that the building or addition cannot be designed to meet the comfort criteria without creating an unattractive and ungainly building form and without unduly

¹⁷ Pursuant to Planning Code Section 243(c)(10)(C), equivalent wind speed is defined as the mean hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

restricting the development potential of the site. As discussed in Section E.9, Wind and Shadow, the proposed project would result in some exceedances of the pedestrian wind comfort criterion.

The western portion of the project site is in a 130-V Height and Bulk District, and the eastern portion of the project site is in a 65-A Height and Bulk District. The 130-V and 65-A designations mean that the maximum building height is 130 feet and 65 feet, respectively. Bulk controls reduce the size of a building's floorplates as the building increases in height. The "V" and "A" bulk controls are set forth in Planning Code Section 270(d). In a "V" Bulk District, the bulk controls become effective above a building height determined by the Planning Commission pursuant to Planning Code Section 253.2. Above the building height determined by the Planning Commission, the plan dimensions are limited to a maximum length of 110 feet and a maximum diagonal dimension of 140 feet. In an "A" Bulk District, the bulk controls become effective above a building height of 40 feet. Above a building height of 40 feet, the plan dimensions are limited to a maximum length of 110 feet and a maximum diagonal dimension of 225 feet. The proposed project would comply with both sets of height and bulk controls for the project site.

Conflicts with Adopted Plans and Goals of the City or Region

The proposed project was reviewed in light of the following local and regional adopted plans and goals, and potential conflicts that could result in adverse physical environmental impacts were identified:

- The *San Francisco General Plan*
- The Accountable Planning Initiative (Planning Code Section 101.1)

The *San Francisco General Plan (General Plan)* is the embodiment of the City's vision for the future of San Francisco.¹⁸ It is comprised of a series of ten elements, each of which deals with a particular topic that applies citywide: Air Quality; Arts; Commerce and Industry; Community Facilities; Community Safety; Environmental Protection; Housing; Recreation and Open Space; Transportation; and Urban Design.

Development in San Francisco is subject to the *General Plan*, which provides general policies and objectives to guide land use decisions and contains some policies that relate to physical environmental issues. The Planning Department, the Zoning Administrator, the Planning Commission, the Board of Supervisors, and other City decision-makers will evaluate the proposed project for conformance with the objectives and policies of the *General Plan*, and will consider potential conflicts as part of the decision-making process. The consideration of *General Plan* objectives and policies is carried out independent of the environmental review process, as part of the decision to approve, modify, or disapprove a proposed project.

¹⁸ San Francisco Planning Department, *San Francisco General Plan*. Available online at http://www.sf-planning.org/ftp/General_Plan/index.htm. Accessed March 1, 2013.

Some of the objectives of the *General Plan's* Urban Design Element that are applicable to the proposed project include emphasizing the characteristic pattern which gives the City and its neighborhoods an image, a sense of purpose, and a means of orientation; conserving resources which provide a sense of nature, continuity with the past, and freedom from overcrowding; and moderating major new development to complement the City pattern, the resources to be conserved, and the neighborhood environment.

The proposed project would include the demolition of the existing building at 1545 Pine Street, which is a historic architectural resource. For this reason, the proposed project would conflict with Policy 2.4 of the Urban Design Element, which calls for the preservation of notable landmarks and areas of historic, architectural, or aesthetic value. The physical environmental impacts that could result from this conflict will be discussed in the EIR (Section 4.A, Aesthetics, and Section 4.B, Cultural and Paleontological Resources).

The *General Plan* also includes area plans, each of which focuses on a particular area of the City. The project site is in the area covered by the *Van Ness Avenue Area Plan*. The *Van Ness Avenue Area Plan* covers an area that is roughly bounded by Bay Street on the north, Polk Street on the east, Redwood Street on the south, and Franklin Street on the west. The primary focus of the *Van Ness Avenue Area Plan* is to promote the continuation of existing commercial uses and the addition of substantial new housing with densities compatible with the existing character that reinforces the existing topography and urban pattern. Some of the objectives of the *Van Ness Avenue Area Plan* that are applicable to the proposed project include adding a significant increment of new housing; encouraging development which reinforces the topography and urban pattern and defines and gives variety to Van Ness Avenue; encouraging distinguished architecture whose scale, composition, and detailing enhances the overall design structure of Van Ness Avenue and relates to human scale; and preserving significant buildings.

The proposed demolition of the existing building at 1545 Pine Street conflicts with the following policies of the *Van Ness Avenue Area Plan*:

- Policy 11.1: Avoid demolition or inappropriate alteration of historically and architecturally significant buildings.
- Policy 11.4: Encourage architectural integration of new structures with adjacent significant and contributory buildings.

The physical environmental impacts that could result from this conflict will be discussed in the EIR (Section 4.A, Aesthetics, and Section 4.B, Cultural and Paleontological Resources).

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code and established eight Priority Policies. These policies are (1) preservation and enhancement of neighborhood-serving retail uses and future opportunities for resident employment in and ownership of such businesses;

(2) conservation and protection of existing housing and neighborhood character to preserve the cultural and economic diversity of neighborhoods; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles that impede Muni transit service or that overburden streets or neighborhood parking; (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) preservation of landmarks and historic buildings; and (8) protection of parks and open space and their access to sunlight and vistas.

The proposed demolition of the existing building at 1545 Pine Street conflicts with Priority Policy No. 7. The physical environmental impacts that could result from this conflict will be discussed in the EIR (Section 4.B, Cultural and Paleontological Resources).

The proposed project was also reviewed in light of the following local and regional adopted plans and goals, and no conflicts that could result in adverse physical environmental impacts were identified:

- The *San Francisco Sustainability Plan*
- The *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*
- The Bay Area Air Quality Management District's *Bay Area 2010 Clean Air Plan*
- The Regional Water Quality Control Board's *Water Quality Control Plan for the San Francisco Bay Basin*
- The Association of Bay Area Governments' *Projections and Priorities 2009 (Projections 2009)*

As part of the evaluation of transportation-related impacts to be conducted as part of the EIR, the proposed project will be reviewed in light of the following adopted local or regional transportation and circulation plans, and potential conflicts, if any, that could result in adverse physical environmental impacts will be identified:

- The *San Francisco General Plan*
- The Accountable Planning Initiative (Planning Code Section 101.1)
- The San Francisco Transit First Policy (City Charter, Section 8A.115)
- The *San Francisco Bicycle Plan*
- The *San Francisco Better Streets Plan*
- The Metropolitan Transportation Commission's *Transportation 2035 Plan for the San Francisco Bay Area*

The adopted local or regional transportation and circulation plans listed above include programs and policies related to the implementation of projects to better manage and improve various

transportation modes within the existing City right-of-way. Due to the constraints of the existing public right-of-way, the City balances the needs of all transportation modes that share the right-of-way including bicycles, pedestrians, transit, and vehicles. Conflicts between plans and policies that focus on a particular mode within the City right-of-way may arise. The physical environmental impacts that could result from any potential conflicts will be discussed in the EIR (Section 4.C, Transportation and Circulation).

Conflicts with plans, policies, or regulations do not, in and of themselves, indicate a significant environmental effect within the meaning of CEQA. To the extent that physical environmental impacts may result from such conflicts, these impacts are analyzed under the relevant environmental topic in the Initial Study (Section E, Evaluation of Environmental Effects) or in the EIR. The consistency of the proposed project with plans, policies, and regulations that do not relate to physical environmental issues will be considered by City decision-makers when they determine whether to approve, modify, or disapprove the proposed project.

Required Approvals

Please see Initial Study Section A, Project Description, pp. 25-26, for a discussion of the required project approvals.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

Effects Found to Be Potentially Significant

This Initial Study evaluates the proposed 1527-1545 Pine Street Mixed-Use project to determine whether it would result in significant environmental impacts. The designation of topics as “Potentially Significant” in the Initial Study means that the EIR will consider the topic in greater depth and determine whether the impact would be significant. On the basis of this Initial Study, topics for which there are project-specific effects that have been determined to be potentially significant are:

- Aesthetics (all topics except light and glare),
- Cultural and Paleontological Resources (historic architectural resources only), and
- Transportation and Circulation (all topics except air traffic patterns),

These environmental topics will be evaluated in an EIR prepared for the project.

Effects Found Not to Be Significant

The following potential individual and cumulative environmental effects were determined to be either less than significant or would be reduced to a less-than-significant level through recommended mitigation measures included in this Initial Study:

- Land Use and Land Use Planning (all topics),
- Aesthetics (light and glare),
- Population and Housing (all topics),
- Cultural and Paleontological Resources (all topics except historic architectural resources),
- Transportation and Circulation (air traffic patterns),
- Noise (all topics),
- Air Quality (all topics),
- Greenhouse Gas Emissions (all topics),
- Wind and Shadow (all topics),
- Recreation (all topics),
- Utilities and Service Systems (all topics),
- Public Services (all topics),
- Biological Resources (all topics),
- Geology and Soils (all topics),
- Hydrology and Water Quality (all topics),
- Hazards and Hazardous Materials (all topics),
- Mineral and Energy Resources (all topics), and
- Agricultural and Forest Resources (all topics).

These items are discussed with mitigation measures, where appropriate, in Initial Study Sections E and F, and require no environmental analysis in the EIR. All mitigation measures identified, including those for archaeological resources and construction noise, have been agreed to by the project sponsor and will be incorporated into the proposed project. For items designated “Not Applicable” or “No Impact,” the conclusions regarding potential significant environmental effects are based upon field observations, staff and consultant experience and expertise on similar

projects, and/or standard reference materials available within the San Francisco Planning Department, such as the California Natural Diversity Database and maps published by the California Department of Fish and Wildlife, the California Division of Mines and Geology Mineral Resource Zone designations, and the California Department of Conservation's Farmland Mapping and Monitoring Program. For each checklist item, the evaluation has considered both individual and cumulative impacts of the proposed project.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

The division of an established community would typically involve the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. The proposed project would neither construct a physical barrier to neighborhood access nor remove an existing means of access; it would entail demolition of the five buildings on the project site and construction of a 12-story, 130-foot-tall mixed-use building with residences above ground-floor retail.

The proposed project would be incorporated into the established street grid within the extent of existing city lots; it would not alter the established street grid, and it would not permanently close any streets or sidewalks. Although the sidewalks adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature.

The established community surrounding the project site includes a mix of hotel, institutional, office, parking, residential, and retail uses. The proposed project would introduce residential, retail, and parking uses to a site currently occupied by five buildings. Four of these buildings are vacant and one is used for off-street parking. The proposed project would not introduce any new

land uses, such as industrial uses, that would either create potential conflicts through incompatible uses or result in disruptions to the community's established land use patterns.

For these reasons, the proposed project would not physically divide an established community. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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

The *San Francisco General Plan (General Plan)* contains objectives and policies that guide land use decisions, as well as some objectives and policies that relate to physical environmental issues. As identified in Initial Study Section C, Compatibility with Existing Zoning and Plans, pp. 36-37, demolition of the 1545 Pine Street building would conflict with policies identified in the Urban Design Element of the *General Plan* and in the *Van Ness Avenue Area Plan* as well as Policy 7 of the Accountable Planning Initiative. The physical environmental impacts that could result from these identified conflicts will be discussed in the EIR (Section 4.A, Aesthetics, and Section 4.B, Cultural and Paleontological Resources). As further discussed on pp. 37-38, conflicts with objectives and policies of local and/or regional transportation and circulation plans and programs have not been identified. Potential conflicts that could result in physical environmental effects will be discussed in the EIR (Section 4.C, Transportation and Circulation). Other *General Plan* objectives and policies do not relate to physical environmental issues. To the extent that the proposed project conflicts with any of these objectives and policies, those conflicts will be considered by the decision-makers as part of their decision to approve or disapprove the proposed project.

As designed, the proposed project would not comply with Planning Code requirements related to dwelling unit exposure, rear yard depth, and off-street parking. As discussed in Initial Study Section C, Compatibility with Existing Zoning and Plans, pp. 33-35, these conflicts would be addressed through the proposed project's entitlement process, including required variances and exceptions from Planning Code requirements. Zoning regulations, including those discussed above on pp. 33-35, are adopted for the purposes of regulating development, not specifically to avoid or mitigate an environmental effect.

For the reasons discussed above, the proposed project would not conflict with any plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. There would be a less-than-significant impact, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

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

The proposed project would introduce residential, retail, and parking uses to a site currently occupied by five buildings; four are vacant and one is used for off-street parking. These types of land uses already exist in the project vicinity. The proposed residential use would be compatible with the existing residential uses on Van Ness Avenue, Polk Street, Pine Street, and Bush Street. The proposed ground-floor retail use would be compatible with the existing retail uses in the area, and the proposed parking use would be compatible with existing parking facilities at 1347 Bush Street, 1399 Bush Street, and 1500 Van Ness Avenue. Introducing residential, retail, and parking uses to the project site would not be out of character with the existing land use character of the project vicinity.

Implementation of the proposed project would represent a change in the scale and architectural character of the site – five existing buildings ranging between 20 and 25 feet in height would be eliminated and replaced by a 12-story, 130-foot-tall tower. As discussed in Initial Study Section B, Project Setting, pp. 26-32, the existing scale and architectural character of the area is predominantly influenced by the low-, mid- and high-rise residential and commercial developments along the Van Ness Avenue corridor as well as the low- and mid-rise mixed-use developments along Polk Street. The immediate project vicinity is characterized by a mix of hotel, residential, retail, office, institutional, and parking uses with residential apartment buildings ranging in height from three to five stories, interspersed with taller buildings along Van Ness Avenue.

As discussed in Initial Study Section A, Project Description, p. 19, the proposed building would include three main volumes – a consistent two-story horizontal podium volume at the first and 2nd floors, a 65-foot-tall vertical volume (six stories) on the easternmost 25 feet of the project site (toward Polk Street), and a 130-foot-tall vertical volume (12 stories) on the westernmost 100 feet of the project site (toward Van Ness Avenue). As discussed in Initial Study Section B, Project Setting, p. 30, the height and bulk limits established in the Van Ness SUD considered the area topography. The proposed building would comply with the height and bulk limits in the 65-A and 130-V districts, stepping up in height from east to west (from Polk Street to Van Ness Avenue). There are two high-rise buildings within 2 blocks of the project site: the 14-story San Francisco Towers retirement community at 1661 Pine Street and the 25-story Holiday Inn across Pine Street from the project site at 1500 Van Ness Avenue. Although the proposed project would be taller than many of the existing buildings in the project vicinity, it would be 13 stories shorter than the 25-story Holiday Inn and two stories shorter than the 14-story San Francisco Towers. In addition, the 12-story tower of the proposed project would have a smaller footprint (approximately 12,000 sq. ft.) than the 14-story San Francisco Towers retirement community, which covers one-

half of a city block (approximately 55,170 sq. ft.¹⁹) and the 25-story Holiday Inn (approximately 37,083 sq. ft.). Since there are already other existing high-rises in the project vicinity, one of which is substantially taller than the proposed project, the addition of a 130-foot-tall tower would be compatible with the scale of existing development in the project vicinity.

As discussed in Initial Study Section A, Project Description, pp. 17-21, the proposed building would incorporate setbacks along Pine Street, Austin Street, and along its west elevation to articulate the building's mass, differentiate the 125-foot-long street frontage along Pine and Austin streets, and provide a transition from the 130-foot-tall tower to low-rise development to the west. To provide a pedestrian-level scale, the proposed two-story horizontal podium volume at the first and 2nd floors as well as the 3rd and 4th floors would align with the prevailing height of adjacent development. Therefore, the scale of the proposed project would not diminish or overwhelm the character of existing development in the project vicinity.

For these reasons, the proposed project would not have a substantial adverse impact on the land use character of the vicinity. This impact would be less than significant, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-LU-1: The proposed project, in combination with past, present, or reasonably foreseeable future projects, would not contribute considerably to significant cumulative land use impacts related to (a) physically dividing an established community, (b) conflicting with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, or (c) substantially impacting the existing character of the site vicinity. (*Less than Significant*)

In accordance with CEQA, cumulative impacts may be analyzed by applying a list-based approach (a list of past, present, and reasonably foreseeable future projects, including projects outside the control of the lead agency), a plan-based approach (a summary of projections in an adopted general plan or related planning document), or a reasonable combination of the two.²⁰ In general, the City and County of San Francisco uses a plan-based approach that relies on local/regional growth projections (i.e., population, jobs, and number and type of residential units), but considers project-specific contributions to potential impacts with other projects as applicable to the specific environmental issue under evaluation. The analysis of cumulative impacts accounts for the following reasonably foreseeable future projects generally within a ¼-mile radius of the project site, i.e., projects for which the Planning Department has an Environmental Evaluation application on file:

¹⁹ The San Francisco Towers retirement community at 1661 Pine Street occupies a site that measures 120 feet by 459.75 feet.

²⁰ CEQA Guidelines, Section 15130(b)(1).

- **1433 Bush Street:** This project encompasses the demolition of a one-story building and the construction of an approximately 112-foot-tall, 63,130-gsf building containing up to a total of 26 dwelling units, 33 off-street parking spaces, and approximately 2,100 gsf of commercial space. (Planning Department Case File No. 2009.1074E)
- **1634-1690 Pine Street:** This project encompasses the demolition of five existing commercial and industrial buildings and the construction of two 13-story residential towers containing a total of up to 260 dwelling units, 262 parking spaces, and approximately 4,900 gsf of commercial space. (Planning Department Case File No. 2011.1306E)
- **1481 Post Street / 1333 Gough Street:** This project encompasses the demolition of a 3-story parking structure and the construction of a 36-story building containing a total of up to 262 dwelling units, approximately 2,460 gsf of commercial space, and a 442-space subsurface parking garage. It also includes modifications to an existing residential building at 1333 Gough Street. (Planning Department Case File No. 2005.0679E)
- **1101 Van Ness Avenue / 1255 Post Street:** This project encompasses the demolition of the Cathedral Hill Hotel and office building and the construction of the Cathedral Hill campus of the California Pacific Medical Center (CPMC), which would include a hospital building (989,230 gsf, 12 stories, 226 feet tall, 304 beds, 276 parking spaces, as approved) on the west side of Van Ness Avenue and a 9-story medical office building on the east side of Van Ness Avenue. (Planning Department Case File No. 2005.0555E)
- **1800 Van Ness Avenue / 1749 Clay Street:** This project encompasses the demolition of a 2-story commercial structure and construction of an 8-story building and a 4-story building containing a total of 98 dwelling units, 103 parking spaces, and approximately 4,900 gsf of commercial space. (Planning Department Case File No. 2004.0339E)
- **Van Ness Avenue Bus Rapid Transit (BRT):** The Van Ness BRT project is a program to improve Muni bus service along Van Ness Avenue between Mission Street and Lombard Street through the implementation of operational improvements and physical improvements. The operational improvements consist of (1) designating bus-only lanes to allow buses to travel with fewer impediments, (2) adjusting traffic signals to give buses more green lights at intersections, and (3) providing real-time bus arrival and departure information to passengers to allow them to manage their time more efficiently. The physical improvements consist of (1) building high-quality and well-lit bus stations to improve passenger safety and comfort and (2) providing streetscape improvements and amenities to make the street safer and more comfortable for pedestrians and bicyclists who access the transit stations. (State Clearinghouse No. 2007092059)
- **San Francisco Municipal Transportation Agency Transit Effectiveness Project (TEP):** The TEP is aimed at improving reliability, reducing travel times, providing more frequent service, and improving Muni's overall network of bus routes and rail lines to better match current travel patterns. The TEP is currently undergoing environmental review; a Draft EIR was published on July 10, 2013. (Planning Department Case File No. 2011.0558E)

Four out of the seven reasonably foreseeable future projects are mixed-use projects; one is a major health care institution project (CPMC); one is a corridor-specific transportation infrastructure project (Van Ness BRT); and the remaining project is a citywide transit improvement project (TEP). In the vicinity of the project site, service improvements are

proposed for Muni routes 47 and 49, which run along Van Ness Avenue. Service improvements for Muni route 19, which runs along Polk Street, are not proposed. There are no infrastructure improvements in the vicinity of the project site. Therefore, the TEP would not contribute to cumulative impacts analyzed in this NOP/IS.

The analysis of cumulative land use impacts presented in this discussion relies on a combination of the list-based approach and the plan-based approach. The mixed-use, office, institutional, and transportation projects listed above could introduce land uses that physically affect the community in which the project site is located. However, the degree to which the physical environmental effects of these reasonably foreseeable future projects would combine with those of the proposed project is a function of distance (i.e., the potential for physical environmental effects of different projects to combine to create a possible cumulative impact is greatest when those projects are located on the same block).

Land Use Divisions, Disruptions, and Compatibility Conflicts

Past, present, and reasonably foreseeable future projects in the project vicinity would increase the amount of institutional, office, parking, residential, and retail uses in the project vicinity. Reasonably foreseeable future project are not anticipated to result in adverse land use effects related to the construction of any physical barriers to neighborhood access or the removal of any existing means of access, either of which would physically divide the established community. In addition, these reasonably foreseeable future projects are not expected to introduce any new land uses, such as industrial uses, that would disrupt the community's established land use patterns. Since these reasonably foreseeable future projects would include land uses similar to those that exist in the project vicinity, their implementation is not expected to generate cumulative land use compatibility conflicts. Therefore, no significant cumulative land use impacts would occur.

The proposed project would introduce residential, retail, and parking uses to a site currently occupied by five buildings. Four of these buildings are vacant and one is used for off-street parking. The proposed project would intensify land uses on the project site compared to existing conditions and incrementally contribute to additional residential, retail, and parking uses in a neighborhood where such uses currently exist. The proposed project's contribution to the increase in residential, retail, and parking uses would not result in the construction of physical barriers that would divide or disrupt the established community and would not combine adversely with cumulative increases to the amount of institutional, office, parking, residential, and retail uses in the project vicinity. Therefore, the proposed project would not make a cumulatively considerable contribution to a significant cumulative impact. This topic will not be discussed in the EIR.

Conflicts with Applicable Plans and/or Policies

Past, present, and reasonably foreseeable future projects in the project vicinity would be consistent with local and regional growth projections, such as *ABAG Projections 2009*, and adopted planning documents, such as the 2009 Update of the Housing Element of the *San Francisco General Plan*. These reasonably foreseeable future projects would also be subject to the development controls established in the *Van Ness Avenue Area Plan*, which anticipates and guides future growth along the Van Ness Avenue corridor. Furthermore, implementation of the Van Ness BRT project would address the future travel demand generated by reasonably foreseeable future projects in the project vicinity. These reasonably foreseeable future projects are not expected to conflict with any land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect and would not result in a significant cumulative impact. The proposed project would be consistent with local and regional growth projections and, in combination with anticipated local growth, would not make a cumulatively considerable contribution to a significant cumulative impact. This topic will not be discussed in the EIR.

Land Use Character

Past, present, and reasonably foreseeable future projects would intensify institutional, office, parking, residential, and retail land uses in the project vicinity, which is characterized by a mix of hotel, residential, retail, office, institutional, and parking uses, with residential apartment buildings ranging in height from three to five stories interspersed with taller buildings along Van Ness Avenue. Since the proposed project would include land uses similar to those in the project vicinity, the introduction and/or intensification of these uses as a result of reasonably foreseeable future projects in combination with the proposed project would not be expected to conflict with the character of existing development in the project vicinity. The CPMC proposal at 1101 Van Ness Avenue / 1255 Post Street would introduce a large-scale institutional use (the proposed 12-story Cathedral Hill Hospital) to the project vicinity. There are several existing large-scale and/or institutional uses in the project vicinity (the San Francisco Towers retirement community at 1661 Pine Street, Redding Elementary School at 1421 Pine Street, and the First Congregational Church at 1300 Polk Street). The proposed mixed-use project, with residential, parking and retail uses would not contribute to the intensification of institutional uses in the project vicinity.

The mixed-use projects at 1634-1690 Pine Street, 1800 Van Ness Avenue / 1749 Clay Street, and 1433 Bush Street and the CPMC proposal at 1101 Van Ness Avenue / 1255 Post Street would be located within the Van Ness SUD. The scale and architectural character of these reasonably foreseeable future projects would be subject to a variety of design controls, including those in the *Van Ness Avenue Area Plan*. The *Van Ness Avenue Area Plan* includes urban design objectives and policies that reinforce the area's topography and urban pattern and that encourage distinguished architecture whose scale, composition, and detailing enhances the overall design

structure of Van Ness Avenue and relates to the human scale. These reasonably foreseeable future projects would also be subject to development controls of the *Van Ness Avenue Area Plan* that govern development intensities and height and bulk limits. These reasonably foreseeable future projects would not be clustered and/or concentrated in a specific area within the Van Ness SUD (i.e., within the same block). As a result, substantial adverse changes related to the land use character of the areas immediately adjacent to these reasonably foreseeable projects would not be expected and there would not be a significant cumulative impact on land use character. Therefore, the residential, retail, and parking uses that would be introduced by the proposed project would not contribute to any cumulative impacts on the existing character of the project vicinity. The proposed project would represent a change to the scale and architectural character of the site; however, it would not contribute to a significant cumulative impact because of the distance between the site of the proposed project and those of the reasonably foreseeable future projects – the closest of which are located at 1433 Bush Street (over 200 feet south of the project site across Bush Street) and 1634-1690 Pine Street (over 400 feet west of the project site across Van Ness Avenue).

For the reasons discussed above, the proposed project would not make a cumulatively considerable contribution to a significant cumulative land use impact, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

The proposed project would contribute to an intensification of land uses on the project site and increased activity in the Lower Nob Hill neighborhood associated with future residents, retail customers, and gallery patrons. This may secondarily increase demand for jobs and housing, and result in an increase in traffic that could lead to noise, air quality, and climate change effects. The effects of these reasonably foreseeable future projects on population, jobs, and housing; noise; air quality; and climate change are analyzed in Initial Study Topics E.3, Population and Housing; E.6, Noise; E.7, Air Quality; and E.8, Greenhouse Gas Emissions, respectively. The effect of these reasonably foreseeable future projects on transportation and circulation will be analyzed in the EIR.

<i>Topics:</i>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Due to its topography, surrounding water bodies, and network of gridded streets, San Francisco has many scenic views. These views are influenced by trees, structures, and other elements of the built or natural landscape. The *General Plan's* Urban Design Element places substantial emphasis on the protection of views of open space and water bodies. Scenic vistas are most expansive from San Francisco's numerous hilltops.

Impact AE-1: The proposed project could have a substantial adverse effect on a scenic vista. (Potentially Significant)

The varied topography and dense, low- to mid-rise pattern of the built environment in the area create urban views that are characteristic of Nob Hill and Polk Gulch. The *General Plan's* Urban Design Element identifies "Street Areas Important to Urban Design and Views" and maps streets based on the quality of their views toward the Bay, the Ocean, distant hills or other parts of the City. While the project site is not located on any street segment in the *General Plan* identified for the quality of its views, given that the project would result in the demolition of low-scale, approximately 20- to 25-foot-tall buildings on the site and the replacement structure with varied heights and massing up to 130 feet (plus 15 feet for the mechanical equipment), the project's effects on views will be studied in detail in the EIR.

Impact AE-2: The proposed project could substantially damage a scenic resource or other features of the natural or built environment. (Potentially Significant)

Scenic resources include trees, rock outcroppings, and other landscape features that contribute to the scenic character of a public area. In the Urban Design Element of the *General Plan*, visual resources considered "scenic resources" are given added protection and, for the purposes of environmental review, include beaches and other natural areas, hillsides, and San Francisco Bay and the Pacific Ocean. Scenic resources may also be man-made objects, such as the ensemble of

buildings around Civic Center Plaza. Existing buildings cover the entire project site. Although the project site does not contain any trees, rock outcroppings, or other natural landscape features that would be considered scenic resources, the 1545 Pine Street building on the western end of the project site is considered a historic architectural resource and therefore a scenic resource. As such, this impact will be evaluated in the EIR.

Impact AE-3: The proposed project could degrade the existing visual character or quality of the site and its surroundings. (*Potentially Significant*)

The existing visual character of the project site and its surroundings is varied, reflecting a range of building scales, and the visual quality of a diversity of construction eras within and around the neighborhood. The project site accommodates five existing one- to two-story buildings, of which only one is currently occupied. The westernmost building at 1545 Pine Street, constructed shortly after the 1906 earthquake and fire, is on a 50-foot-wide lot and has a visually distinctive façade that sets it apart from the other buildings on the project site, which lack character-defining features and are on 25-foot-wide lots. The visual character of the project site as a whole is considered low due to deferred building maintenance and primarily vacant buildings. Nearby off-site buildings along Pine Street within the project block generally reflect the visual character of low-scale construction dating from the period of reconstruction following the 1906 earthquake and fire, and also reflect the historic and current mixed-use character of the area. With the proposed project, the existing one- to two-story buildings on the project site would be demolished and replaced with a new 137,712-gsf, 12-story mixed-use building on a 15,000-sq.-ft. project site (approximately 125 feet wide and 120 feet deep), resulting in changes to the visual character of the site and its surroundings. These effects will be analyzed in the EIR.

Impact AE-4: The proposed project would not introduce additional sources of light and glare that could affect day or nighttime views in the area or which could substantially affect other people or properties. (*Less than Significant*)

Current sources of light on the project site and surrounding area include nighttime lighting emitted from windows within existing hotel, retail, and residential uses, and exterior lighting of streets, building entrances, and storefronts.

The proposed project would increase the amount of light emitted from the site. Light from the proposed project would be typical of residential complexes nearby and throughout the City. New lighting would include interior light emitted from the windows of the proposed new residential tower. New exterior lighting fixtures would illuminate the ground-floor residential and retail building entrances along Pine Street, and the ground-floor residential, art gallery, and vehicle exit/entries along Austin Street. It would be shielded to direct light downward and to minimize light spillage onto neighboring properties. Light levels from the proposed project would not exceed typical and commonly accepted levels within a dense, urban, mixed-use setting such as

that of the project vicinity. As such, new sources of light under the proposed project would not constitute a substantial source of new light and glare in the vicinity of the project site.

The proposed project would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. Exterior lighting for the proposed project would be positioned to minimize glare and would not be in excess of that commonly found in urban areas.

For these reasons, the proposed project would have a less-than-significant impact related to light and glare. No mitigation is necessary. This topic will not be discussed in the EIR.

Cumulative Impacts

Initial Study Topic E.1, Land Use and Land Use Planning, p. 44, identifies a list of reasonably foreseeable future projects in the project site vicinity for which Environmental Evaluation applications have been filed (1433 Bush Street, between Van Ness Avenue and Polk Street; 1634-1690 Pine Street, between Franklin Street and Van Ness Avenue; 1481 Post Street / 1333 Gough Street, between Laguna and Gough streets; the proposed CPMC Cathedral Hill campus at 1101 Van Ness Avenue / 1255 Post Street; and 1800 Van Ness Avenue / 1749 Clay Street between Van Ness Avenue and Polk Street). The proposed project in conjunction with these reasonably foreseeable projects defines the context within which the EIR will consider cumulative aesthetic effects.

Impact C-AE-1: The proposed project, in conjunction with past, present, and reasonably foreseeable future projects in its vicinity, could potentially contribute in a considerable manner to significant cumulative effects related to scenic views, visual resources, and aesthetic character. (*Potentially Significant*)

Cumulative aesthetic impacts could result from changes in the visual setting associated with the proposed project in conjunction with past, present, and reasonably foreseeable projects in the surrounding area. The proposed project, in combination with past, present, and the reasonably foreseeable projects listed above, could alter the visual setting of their sites and contribute to changes in the neighborhood's visual quality and character. These potential impacts will be evaluated in the EIR.

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

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

In general, a project would be considered growth inducing if its implementation were to result in a substantial population increase, and/or new development that might not occur if the project were not implemented. Implementation of the proposed project would entail demolition of the existing buildings on the project site and new construction of a mixed-use building with up to 107 residential units and 2,844 gs of ground-floor retail/art gallery space. The proposed project would therefore directly increase population and employment at the project site and contribute to anticipated population growth in both the neighborhood and citywide context.

The 2010 U.S. Census reported a population of 805,235 in the City and County of San Francisco,²¹ and indicates that the population in Census Tract 111, which includes the project site and its immediate vicinity, is 5,164 persons.^{22,23} The population of adjacent Census Tracts within a roughly ¼-mile radius of the project site is approximately 27,116 persons.²⁴ Based on an

²¹ U.S. Census Bureau, American FactFinder, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data. Available online at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed October 29, 2012.

²² Census Tract 111 is bounded by Clay Street to the north, Leavenworth Street to the east, Bush Street to the south, and Van Ness Avenue to the west.

²³ U.S. Census Bureau, American FactFinder, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data. Available online at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed October 29, 2012.

²⁴ Census Tracts 110, 112, 119.01, 121, 120, 151, 131.01, and 131.02. U.S. Census Bureau, American FactFinder, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data. Available online at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed October 29, 2012.

average household size for San Francisco of 2.28 persons per unit,²⁵ the addition of 107 residential units would increase the population on the project site by approximately 244 residents. This figure would represent a residential population increase of approximately 4.5 percent within Census Tract 111; approximately 0.9 percent within the project area, i.e., the adjacent Census Tracts; and approximately 0.03 percent citywide. The population increase attributable to the proposed project would represent approximately 0.2 percent of the projected citywide increase in population of about 129,565 people anticipated between 2010 and 2030.²⁶ The increase in the number of residential units on the project site is not considered substantial at the site or within the project area. Therefore, implementation of the proposed project would not directly induce substantial population growth that would cause a substantial adverse physical change to the environment. Furthermore, the proposed project would not indirectly induce substantial population growth in the project area because it would not involve any changes to area roads, utilities, or other infrastructure.

The proposed project would introduce commercial activity and employment (one property management/maintenance employee for the new 1527-1545 Pine Street building and six employees for the new retail use^{27,28}) to the site, where there is currently none. San Francisco's overall employment is projected to increase by approximately 179,370, from about 568,730 employees in 2010 to approximately 748,100 in 2030.²⁹ Even if all of the employees associated with the proposed project were conservatively assumed to be new to San Francisco, the project-related employment growth would represent considerably less than 1 percent (0.006 percent) of the City's estimated employment growth between the years 2010 and 2030. This estimated increase in employment would be negligible in the context of total employment in San Francisco. Therefore, implementation of the proposed project would not induce substantial growth or concentration of employment that would cause a substantial adverse physical change to the environment.

In summary, project-related residential and employment population increases would be less than significant in relation to the existing number of residents and employees in the project vicinity and to the expected increases in the residential and employee populations of San Francisco.

²⁵ Association of Bay Area Governments (ABAG), *Projections and Priorities 2009, Building Momentum, San Francisco Bay Area Population, Households, and Job Forecasts* (hereinafter *Projections 2009*). Census Tract 111 had an average household size of 1.67 persons in 2010. The ABAG (Citywide) data were used because they are more conservative.

²⁶ ABAG, *Projections 2009*, p. 92. Projected population for 2030 is 934,800 persons.

²⁷ Trumark Companies, Response to Data Request No. 1, November 12, 2012 and e-mail correspondence between Trumark Companies and Turnstone Consulting, August 14, 2013. A copy of the memorandum and the e-mail are available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

²⁸ San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Appendix C, Table C-1. An employment factor of 350 gsf per employee is used for general retail uses.

²⁹ ABAG, *Projections 2009*, p. 92.

Therefore, the proposed project would not directly or indirectly induce substantial population growth or concentration of employment in the project area or citywide such that an adverse physical change to the environment would occur. This impact would be less than significant, and no mitigation is necessary. This topic will not be discussed in the EIR.

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

Four of the existing buildings on the project site are vacant and the 1545 Pine Street building is currently used for off-street parking for a local automobile dealership. Therefore, no residential, employee, or housing unit displacement would result from the proposed project. However, the project-related increase in employment (approximately seven new employees) would result in an increase in the demand for housing and would contribute to the City's broader need for additional housing given that job growth and in-migration outpace the provision of new housing.

In 2010, there were approximately 346,680 households in San Francisco. This number is expected to increase by approximately 54,020 to about 400,700 net new households by 2030.³⁰ According to the City's *2004 and 2009 Housing Element Final EIR*, San Francisco is projected to experience continued housing growth through 2030, for an overall housing unit increase of approximately 52,051 housing units between 2010 and 2030.³¹ Thus, the estimated range of future increases in households, or housing units, is between approximately 52,051 and 54,020. According to *ABAG Projections 2009*, San Francisco has an estimated 1.19 workers per household. Based on this assumption about workers per household and the conservative assumption that all new employees would be new San Francisco residents, the estimated seven new employees attributable to the proposed project would generate a potential demand for about six new residential units by 2030. Based upon information in *ABAG's Projections 2009* and the City's *2004 and 2009 Housing Element Final EIR*, the proposed project's employment-related housing demand could be accommodated by the City's projected housing unit growth between 2010 and 2030. The proposed project's employment-related housing demand would represent less than 1 percent (0.01 percent) of the City's estimated household growth between the years 2010 and 2030. This potential increase in employment-related housing demand would not be considered substantial in the context of total housing demand in San Francisco over the same time period (2010 to 2030). In addition, the actual increase in housing demand due to the proposed project may likely be lower, because some of the proposed project's employees may not be new to San Francisco.

³⁰ ABAG, *Projections 2009*, p. 92.

³¹ San Francisco Planning Department, *2004 and 2009 Housing Element Final EIR*, Table V-D-2, p. V.D.2. The Final EIR was certified by the Planning Commission on March 24, 2011. Available online at sfmea.sfplanning.org/2007.1275E_DEIR.pdf. Accessed October 29, 2012.

In June 2008, ABAG projected regional housing needs in its Regional Housing Needs Determination (RHND) 2007–2014 allocation. The projected need of the City and County of San Francisco from 2007 to 2014 is 31,193 total new residential units, or an average annual need of 4,456 net new residential units. There is a particular need in the City for units affordable to very low-, low-, and moderate-income households. The proposed project is subject to the provisions of Planning Code Section 415: Inclusionary Affordable Housing Program, which requires projects of five or more residential units to contribute to the creation of below market rate (BMR) housing, either through direct development of BMR residential units on the project site (equal to 15 percent of the project's overall residential units), within a separate building within 1 mile of the project site (equal to 20 percent of the project's overall residential units), or through an in-lieu payment to the Mayor's Office of Housing. In November 2012, City residents approved Proposition C (Housing Trust Fund), which included a reduction in the inclusionary BMR percentage, from 15 percent to 12 percent. The proposed project would add 107 new residential units and would comply with Planning Code Section 415 by providing on-site (up to 13 BMR units) or off-site BMR units (up to 16 BMR units), or by payment of the in-lieu fee. Therefore, the proposed project would contribute to the City's housing stock, including affordable housing stock, thereby helping to meet the City's overall housing demands.

In summary, the proposed project would have no impact related to the displacement of residents, employees or housing units on the project site because there are none currently. The proposed project's increase in employment would not create substantial demand for additional housing that would necessitate the construction of replacement housing and would result in a less-than-significant impact. No mitigation is necessary and these topics will not be discussed in the EIR.

Cumulative Impacts

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not contribute considerably to significant cumulative impacts related to a) substantial population growth in an area; b) the displacement of substantial numbers of existing housing units; or c) the creation of substantial demand for additional housing. (*Less than Significant*)

Past, present, and reasonably foreseeable future development within a ¼-mile radius of the project site includes mixed-use projects at 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street / 1333 Gough Street, and 1800 Van Ness Avenue / 1749 Clay Street. Together, these projects entail demolition of seven existing commercial and/or industrial buildings and development of up to 620 residential units and approximately 14,610 gsf of commercial space. Based on a conservative average of approximately 2.28 persons per household and an employment factor of 350 gsf per employee, these projects could add up to 1,415 residents and up

to 42 employees to the project area.³² Implementation of the CPMC project at 1101 Van Ness Avenue / 1255 Post Street, also within a ¼-mile radius of the project site, would result in the demolition of a hotel and office building and the development of a 12-story hospital and a 9-story office building. As conservatively reviewed in the Environmental Impact Report on the *CPMC Long Range Development Plan*, implementation of the CPMC project would add approximately 4,030 net new employees to the project area by 2030 resulting in a population increase of approximately 3,230 San Francisco residents.³³ The CPMC project-related increase in population was not considered a significant impact in the context of citywide population growth projections.³⁴

Although the proposed project would combine with these projects and add to citywide population and employment growth, the proposed project's contribution to population and employment growth as described under **Impact PH-1** would not be considerable and would therefore represent a less-than-significant contribution to cumulative population growth impacts. As with the proposed project, these development projects would be consistent with ABAG citywide and regional population and employment growth projections and would not result in significant unplanned population and employment growth in the area.

Additionally, the proposed project and the nearby mixed-use projects would contribute up to 727 residential units to San Francisco's housing supply and meet a portion of the City's overall existing demand for housing. As described under **Impact PH-2**, the proposed project would meet its obligation under Planning Code Section 415 by either providing 12 percent on-site BMR units (up to 13 BMR units), 15 percent off-site BMR units (up to 16 BMR units), or through payment of the in-lieu fee. The nearby mixed-use projects would also contain affordable housing units or would be required to address affordable housing development through in-lieu payments or other means as required by the Planning Code. Therefore, implementation of the proposed project, in combination with the nearby mixed-use projects, would result in a direct increase in BMR units locally and citywide and would not contribute to a cumulative citywide shortfall in affordable housing.

As described above, the mixed-use and institutional projects when considered together would add approximately 4,072 new employees to the project area by 2030, with the majority of employment growth attributable to the CPMC project. As conservatively reviewed in *CPMC LRDP Draft EIR*, the CPMC project-related increase in employment and the housing demand associated with this employment increase was not considered to be a significant impact nor was it

³² San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002, Appendix C, Table C-1. General retail factor used.

³³ San Francisco Planning Department, *California Pacific Medical Center Long Range Development Plan Draft Environmental Impact Report*, July 21, 2010 (hereinafter "*CPMC LRDP Draft EIR*"), Chapter 4.3. The Final EIR was certified on April 26, 2012. Available online at http://sfmea.sfplanning.org/2005.0555E_DEIR2.pdf. Accessed December 3, 2012.

³⁴ San Francisco Planning Department, *CPMC LRDP Draft EIR*, Volume 2, pp. 4.3-19 – 4.3.20.

found to contribute to a significant cumulative impact.³⁵ The proposed mixed-use projects' estimated employment increase of up to 42 employees would generate a demand for approximately 35 new housing units in San Francisco by 2030 and would not contribute in a considerable manner to cumulative population impacts. As described under **Impact PH-2**, the estimated project-related employment increase would result in a demand for approximately six new housing units in San Francisco and would not contribute to a cumulative housing demand.

In conclusion, the proposed project, in combination with past, present, and reasonably foreseeable future development, would not make a considerable contribution to significant cumulative impacts related to population and housing, or create housing demand that would likely be unmet. No mitigation measures are necessary and this topic will not be discussed in the EIR.

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

Impact CP-1: Implementation of the proposed project would result in the demolition of the 1545 Pine Street building, a historical resource for the purposes of CEQA. (Potentially Significant)

As discussed on p. 5 in Initial Study Section A, Project Description, all of the buildings on the project site would be demolished. The *Historic Resource Evaluation Response* for the proposed project, prepared by the San Francisco Planning Department, identified 1545 Pine Street as a historical resource for the purposes of environmental review.³⁶ The EIR will thus evaluate the

³⁵ San Francisco Planning Department, *CPMC LRDP Draft EIR*, Volume 2, pp. 4.3-32 – 4.3.34 and 4.3.45 – 4.3.47.

³⁶ San Francisco Planning Department, *Historic Resource Evaluation Response – 1527-1545 Pine Street*, October 24, 2012. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

1545 Pine Street building as a historic architectural resource, and will analyze the proposed project's impacts on that resource and other nearby historical resources.

Impact CP-2: Construction activities for the proposed project would result in a substantial adverse change in the significance of as-yet unknown archeological resources, should such resources exist beneath the project site. (*Less than Significant with Mitigation*)

The following information is based on the *Preliminary Archeological Review* (PAR) prepared by the San Francisco Planning Department³⁷ and the *Preliminary Geotechnical Investigation, Pine Street Development, 1527-1545 Pine Street, San Francisco, California* prepared by Cornerstone Earth Group.

In the vicinity of the project site Holocene-aged dune sand deposits blanket units of the underlying Franciscan Formation bedrock.³⁸ Earthmoving activities within Holocene-aged deposits have been known to yield significant subsurface archeological resources. Geologic materials underlying the project site that would be disturbed by project grading and excavation consist of approximately 3 to 5 feet of fill on top of medium-dense to dense, fine- to medium-grained, poorly graded sands. Very dense sands were encountered at depths of 33 to 40 feet at the southeast and northwest corners of the project site and these sands are underlain by Franciscan Formation bedrock.³⁹ Excavation for the proposed 12-story mixed-use building with two basement levels would extend beyond the fill to a depth of up to 40 feet bgs, with the greatest depth of excavation occurring along the western portion of the project site. Approximately 18,000 cubic yards of soil would be removed from the project site.

The PAR reports that the general project area was developed in the 19th century with working-class households on interior streets and wealthier households prevalent in more substantial houses along the major streets. These resources, if present, could be adversely affected by project construction activities. As described in the PAR, by 1869, one building (probably a house) had been built on the project site's Pine Street frontage. By the late 1880s, there were five modest one-story houses (probably occupied by working-class families) along the Austin Street frontage and two, two-story residences in the project site's northeast quadrant on Pine Street. In 1899, four of the five Austin Street dwellings remained but the easternmost dwelling had been replaced by a two-story residence. On the Pine Street frontage, the easternmost house had been demolished and replaced with a three-story building with ground-floor retail and flats above. The next two lots to the west accommodated two-story single-family residences.⁴⁰ The project area

³⁷ San Francisco Planning Department, *Preliminary Archeological Review 1527-1545 Pine Street*, November 29, 2012. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

³⁸ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 3.

³⁹ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, pp. 3, 5 and 11.

⁴⁰ San Francisco Planning Department, *Preliminary Archeological Review 1527-1545 Pine Street*, November 29, 2012.

was devastated by the 1906 earthquake and fire and the buildings that are currently on the project site were constructed at different times after this seminal event.

Due the depth of the excavation, the PAR indicated the possibility of encountering early, deeply prehistoric deposits. Although there are no recorded prehistoric sites in the project vicinity, archeological deposits or features associated with prehistoric and historical archeological resources could be adversely affected by excavation activities resulting from the proposed project. Unless mitigated, ground-disturbing construction activity within the project site, particularly within previously undisturbed soils, could adversely affect the significance of prehistoric or historical archaeological resources under California Register of Historical Resources (CRHR) Criterion 4 (Information Potential) by impairing the ability of such resources to convey important scientific and historical information.

Based on this analysis, the proposed project may adversely impact potentially significant subsurface prehistoric or historical archeological deposits and/or features that may be present under the project site. Furthermore, the research significance of prehistoric or historical archeological resources that may be present within the site is unknown; thus, it is not known if potential prehistoric or historical archeological deposits within the site would be significant under CEQA. In the absence of extant research or documentation to ascertain the research potential of such resources, it must be assumed that resources potentially present may be significant. Accordingly, in order to reduce potential impacts on significant prehistoric or historical archaeological resources, the project sponsor has agreed to comply with **Mitigation Measure M-CP-2**, detailed below, and it is incorporated as part of the project.

Mitigation Measure M-CP-2: Archaeological Monitoring Program

The project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall undertake an Archaeological Monitoring Program (AMP). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (ERO) for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological 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 archaeological resource as defined in *State CEQA Guidelines* Sect. 15064.5 (a)(c).

The AMP shall minimally include the following provisions:

- The archaeological 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 archaeological consultant shall determine what project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles

(foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

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

If the ERO in consultation with the archaeological consultant determines that a significant archaeological 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 redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- B) An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

If an archaeological data recovery program is required by the ERO, the archaeological data recovery program shall be conducted in accordance with an archaeological data recovery plan (ADRP). The project archaeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archaeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archaeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project.

Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

Final Archaeological Resources Report. The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one 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 of the FARR on CD 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.

With implementation of **Mitigation Measure M-CP-2**, project construction would have a less-than-significant impact on prehistoric or historical archaeological resources, and this topic will not be discussed in the EIR.

Impact CP-3: Construction activities for the proposed project could directly or indirectly result in damage to, or destruction of, as-yet unknown paleontological resources or sites or unique geologic features, should such resources, sites, or features exist on or beneath the project site. (*Less than Significant with Mitigation*)

As described above under **Impact CP-2**, the project site is thoroughly urbanized, with buildings covering the entire project site. As such, no rock outcroppings or exposures of undisturbed sediments occur on or near the project site, and there are no unique geologic features located on or near the project site. Therefore, the proposed project would have no impact on unique geologic features, and this topic will not be discussed in the EIR.

As described above under **Impact CP-2**, in the vicinity of the project site Holocene-aged dune sand deposits blanket units of the underlying Franciscan Formation bedrock,⁴¹ and excavation would extend to a depth of up to 40 feet bgs, beyond the fill into very dense sands underlain by Franciscan Formation bedrock. Approximately 18,000 cubic yards of soil would be removed from the project site.

Excavation activities would occur within Holocene-aged dune deposits and would extend into the Franciscan Formation bedrock, a rock unit known to contain fossils.⁴² By definition, to be considered a fossil, a specimen must be more than 11,000 years old, i.e., prior to the Early Holocene time period of between 11,000 – 8,000 Before Present.⁴³ Given that the sedimentary Franciscan Formation bedrock has yielded significant vertebrate fossils within the San Francisco Bay Area, unique paleontological resources could potentially exist in the Franciscan Formation bedrock that underlies the project area. If such resources are present under the project site, construction activities could disturb paleontological resources and impair the ability of paleontological resources to yield important scientific information. Unless mitigated, such an impact would be considered a significant impact under CEQA. Accordingly, in order to reduce this potential impact, the project sponsor has agreed to comply with **Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program**, presented below, and it is incorporated as part of the project.

Mitigation Measure M-CP-3 calls for a qualified paleontologist to implement an approved Paleontological Resources Monitoring and Mitigation Program (PRMMP). Implementation of the approved plan for monitoring, recovery, identification, and curation under **Mitigation Measure M-CP-3** would ensure that the scientific significance of the resource under CRHR Criterion 4 (Information Potential) would be preserved and/or realized.

⁴¹ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 3.

⁴² United States Geological Survey, *Geology of the Golden Gate Headlands*. Available online at <http://pubs.usgs.gov/bul/b2188/b2188ch3.pdf>. Accessed March 4, 2013.

⁴³ Society of Vertebrate Paleontology, *Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources*, 2010. Available online at <http://vertpaleo.org/PDFS/8f/8fe02e8f-11a9-43b7-9953-cdcfaf4d69e3.pdf>. Accessed March 4, 2013.

Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program

The project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program. The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program.

The PRMMP shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed.

The consultant's work shall be conducted in accordance with this measure and at the direction of the City's ERO. Plans and reports prepared by the consultant 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. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed project for as short a duration as reasonably possible and in no event for more than 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 potential effects on a significant paleontological resource as previously defined to a less-than-significant level.

With implementation of **Mitigation Measure M-CP-3**, project construction would not cause a substantial adverse change to the scientific significance of a paleontological resource. Therefore, this impact would be less than significant with mitigation, and this topic will not be discussed in the EIR.

Impact CP-4: Construction activities for the proposed project could result in the disturbance of human remains, including those interred outside of formal cemeteries, should such remains exist beneath the project site. (*Less than Significant with Mitigation*)

Given the historical use of the site, it is considered highly unlikely that human remains would be encountered at the project site during excavation and grading for the proposed project. However, in the unlikely event that human remains are encountered during construction, any inadvertent damage to human remains would be considered a significant impact. Accordingly, in order to reduce this potential impact to a less-than-significant level, the project sponsor has agreed to comply with **Mitigation Measure M-CP-4**, detailed below, and it is incorporated as part of the project.

Mitigation Measure M-CP-4: Treatment of Human Remains

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and 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 archaeological 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

With implementation of **Mitigation Measure M-CP-4**, the proposed project would have a less-than-significant impact related to the potential disturbance of human remains, and this topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-CP-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, could result in cumulative impacts to historic architectural resources. (Potentially Significant)

The project site is located in San Francisco's Lower Nob Hill neighborhood, and this area, including other sites near and around existing cultural resources, has undergone various improvements and modernization at different times during the area's development without apparent widespread impairment to its overall historic character. The *Van Ness Avenue Area Plan* identifies "Significant" and "Contributory" buildings in the project area. When considered with past, present, and reasonably foreseeable future projects in the site vicinity, the proposed demolition of the 1545 Pine Street building could result in a cumulatively considerable contribution to cumulative historic architectural resource impacts. This topic will be discussed in the EIR. The EIR will also consider whether there are any potential historic districts in the project vicinity and, if so, whether they could be adversely affected by the proposed project.

Impact C-CP-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a substantial adverse change in the significance of as-yet unknown archeological resources, as-yet unknown paleontological resources, and would not disturb as-yet unknown human remains, including those interred outside of formal cemeteries, should such resources exist on or beneath the project site. (Less than Significant with Mitigation)

Archeological and paleontological resources are non-renewable and finite, and all adverse effects to subsurface archeological and paleontological resources have the potential to erode a dwindling cultural/scientific resource base. Past, present, and reasonably foreseeable future development

projects within San Francisco and the Bay Area region would include construction activities that could disturb archaeological and paleontological resources and could contribute to cumulative impacts related to the loss of significant historical and scientific information about California, Bay Area, and San Francisco history and prehistory. Similar to the proposed project, development projects within San Francisco would be subject to the City’s standard mitigation measures, thereby reducing the potential for cumulative archeological- and paleontological-related impacts.

As discussed above under **Mitigation Measures M-CP-2** and **M-CP-3**, implementation of approved plans for the recovery, documentation, and interpretation of information about archaeological and paleontological resources that may be encountered within the project site would enhance knowledge of prehistory and history. Furthermore, as discussed under **Mitigation Measure M-CP-4**, implementation of standard mitigation related to the unearthing of human remains would preserve and realize the information potential of that potential resource. This information would be available to future archaeological and paleontological studies, contributing to the collective body of scientific and historical knowledge. Since adverse effects to subsurface archeological and paleontological resources are site specific and standard mitigation would be imposed on future projects, with implementation of **Mitigation Measure M-CP-2: Archaeological Monitoring Program, Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program, and Mitigation Measure M-CP-4: Treatment of Human Remains**, the proposed project’s contribution to cumulative impacts would not be cumulatively considerable. Therefore, this impact would be less than significant and will not be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Topic 5c is not applicable to the proposed project and will not be discussed in the EIR.

Construction and operation of the proposed project would increase auto, transit, pedestrian, and bicycle trips to and from the project site and would modify existing access and egress points to the project site. The proposed project has the potential to result in unacceptable levels of service at local intersections, could increase transportation hazards, and may conflict with adopted policies related to transit, bicycle, or pedestrian facilities. The potential project-generated and cumulative transportation impacts will be discussed in the EIR, based on the results of a Transportation Impact Study.

Impact TR-1: The proposed project could conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system; with the applicable congestion management program; and with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such features. (Potentially Significant)

The potential land use change that would result from the proposed project – the replacement of five buildings (four are vacant and one is used for off-street parking) with a 12-story building with 107 residential units, ground-floor retail space, and 82 parking spaces in two below-grade basement levels – would generate new vehicle, transit, bicycle, and pedestrian trips. These trips would result in increased demand on the local transportation system, including increased transit demand, parking demand, and traffic congestion, which could conflict with transportation and circulation policies, plans, or programs, and may result in significant impacts to the transportation network. This topic will be analyzed in the EIR.

Impact TR-2: The proposed project could substantially increase hazards due to a design feature or incompatible uses. (Potentially Significant)

The proposed project would not create unique hazards, result in difficult sight-lines and unusual conditions such as sharp or blind curves or dangerous intersections, or introduce new incompatible land uses; however, it would include features such as a two separate vehicular

exit/entry driveways along one-way, eastbound Austin Street that could intensify local traffic circulation patterns and could substantially increase transportation hazards such as turning movements from Van Ness Avenue onto Austin Street or from Austin Street onto Polk Street. The potential for impacts related to increased traffic hazards will be analyzed in the EIR.

Impact TR-3: The proposed project could result in inadequate emergency access. (Potentially Significant)

The project site is located in San Francisco’s Lower Nob Hill neighborhood. Existing emergency access to the project site is from Pine Street and Austin Street. With the proposed project, emergency vehicles would use Pine Street and Austin Street, as they do currently. Potentially significant impacts on emergency access that could arise from construction and or operation of the proposed project will be discussed in the EIR.

Cumulative Impacts

Impact C-TR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, could contribute considerably to significant cumulative transportation impacts. (Potentially Significant)

As discussed above under **Impact TR-1**, the proposed project would generate new vehicle, transit, bicycle, and pedestrian trips. This increased demand on the local transportation system, including increased transit demand, parking demand, and traffic congestion, could result in considerable project-related contributions to cumulative transportation impacts when considered in the context of past, present, and reasonably foreseeable future projects. This topic will be analyzed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or within 2 miles of a public use airport, nor is it within the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the area to excessive aviation-related noise levels, and Topics 6e and 6f are not applicable to the proposed project.

SETTING

Sound Fundamentals

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 scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. Except in carefully controlled laboratory experiments, a change of only 1 dBA in sound level cannot be perceived. Outside of the laboratory, a 3 dBA change is considered a perceptible difference. A 10 dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

Noise Descriptors

Noise is generally defined as sound that is loud, disagreeable, unexpected, or unwanted. Sound is mechanical energy transmitted in the form of a wave by a disturbance or vibration that causes

pressure variation in air the human ear can detect. Variations in noise exposure over time are typically expressed in terms of a steady-state energy level (called Leq) that represents the acoustical energy of a given measurement, or alternatively as a statistical description of what sound level is exceeded over some fraction (10, 50 or 90 percent) of a given observation period (i.e., L₁₀, L₅₀, L₉₀). Leq (24) is the steady-state acoustical energy level measured over a 24-hour period. L_{max} is the maximum, instantaneous noise level registered during a measurement period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dBA increment be added to evening and nighttime noise levels to form a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). CNEL adds a 5 dBA penalty during the evening (7 PM to 10 PM) and a 10 dBA penalty at night (10 PM to 7 AM). Another 24-hour noise descriptor, called the day-night noise level (L_{dn}), is similar to CNEL. Both CNEL and L_{dn} add a 10 dBA penalty to all nighttime noise levels between 10 PM and 7 AM, but L_{dn} does not add the evening 5 dBA penalty between 7 PM and 10 PM. In practice, L_{dn} and CNEL usually differ by less than 1 dBA at any given location for transportation noise sources. **Table 2: Typical Sound Levels Measured in the Environment** presents representative noise sources and their corresponding noise levels in dBA at 50 feet from the various noise sources.⁴⁴

Table 2: Typical Sound Levels Measured in the Environment

Examples of Common, Easily Recognized Sounds	Decibels (dBA) at 50 feet	Subjective Evaluations
Near Jet Engine	140	
Threshold of Pain (Discomfort)	130	Deafening
Threshold of Feeling – Hard Rock Band	120	
Accelerating Motorcycle (at a few feet away)	110	
Loud Horn (at 10 feet away)	100	
Noisy Urban Street	90	Very Loud
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	
Rustle of Leaves in Wind	10	Very Faint
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.

⁴⁴ U.S. Department of Housing and Urban Development, *The Noise Guidebook*, 1985, p. 1. Available online at http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/environment/training/guidebooks/noise. Accessed February 28, 2013.

Attenuation of Noise

A receptor's distance from a noise source affects how noise levels attenuate (decrease). Transportation noise sources tend to be arranged linearly, such that roadway traffic attenuates at a rate of 3.0 dBA to 4.5 dBA per doubling of distance from the source; on the other hand, point sources of noise, including stationary, fixed, and idle mobile sources, like idling vehicles or construction equipment, typically attenuate at a rate of 6.0 dBA to 7.5 dBA per doubling of distance from the source.⁴⁵ Noise levels can also be attenuated by "shielding" or providing a barrier between the source and the receptor.

Vibration and Groundborne Noise

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. With the exception of long-term occupational exposure, vibration levels rarely affect human health. Instead, most people consider vibration to be an annoyance that can affect concentration or disturb sleep. People may tolerate infrequent, short duration vibration levels, but human annoyance to vibration becomes more pronounced if the vibration is continuous or occurs frequently. High levels of vibration can damage fragile buildings or interfere with sensitive equipment.

Typical sources of groundborne vibration in San Francisco are large-scale construction projects that involve pile driving or underground tunneling, and Muni Metro's light rail vehicles and historic streetcars. Vibration is also caused by transit vehicles in the subway system under Market Street, including Muni Metro light rail vehicles and Bay Area Rapid Transit (BART) trains. Because rubber tires provide vibration isolation, rubber tire vehicles, such as Muni buses, trucks, and automobiles, rarely create substantial groundborne vibration effects unless there is a discontinuity or bump in the road that causes the vibration.⁴⁶

Existing Conditions

Ambient Noise Levels

The project site is located mid-block on the south side of Pine Street between the Van Ness Avenue and Polk Street residential/commercial corridors within the City's Lower Nob Hill

⁴⁵ The additional 1.5 dBA of attenuation is from ground-effect attenuation that occurs above soft absorptive ground (such as normal earth and most ground with vegetation). Over hard ground (such as concrete, stone, and very hard-packed earth) these effects do not occur. (U.S. Housing and Urban Development, *The Noise Guidebook*, 1985, p. 24.)

⁴⁶ Federal Transit Administration (FTA), *Transit Noise and Vibration Impact Assessment*, May 2006, p. 7-9. Available online at http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Accessed October 11, 2013.

neighborhood. The project site block is bisected by Austin Street, which provides access to off-street parking at nearby properties. Ambient noise levels in the vicinity of the project site are typical of noise levels in San Francisco's Van Ness Avenue corridor specifically (and neighborhood commercial districts generally), which are dominated by noise produced by vehicular traffic, including trucks, cars, buses, and emergency and delivery vehicles.

The San Francisco Department of Public Health (DPH) has mapped background noise levels throughout the City. The San Francisco DPH Background Noise Levels – 2009 map is based on both a citywide modeling of traffic volumes and on a sample of sound level readings.⁴⁷ The map presents background noise levels between a range of 50-55 dBA (Ldn) on the low end to over 70 dBA (Ldn) on the high end. The project site is characterized by an ambient noise level of over 70 dBA (Ldn) on Pine Street along the frontage of the existing buildings and under 60 dBA (Ldn) at Austin Street along the rear of these buildings, due to traffic noise from Pine Street, Austin Street, and, to a lesser extent, Van Ness Avenue and Polk Street.⁴⁸ The western edge of the project site is approximately 235 feet east of Van Ness Avenue and the eastern edge of the project site is approximately 120 feet west of Polk Street. Based on the DPH map, the project site is in an area with elevated background noise levels.

Groundborne Vibration

There are no known sources of groundborne vibration in the vicinity of the project site.

Ambient Noise Measurements

The acoustical engineering firm, Charles M. Salter Associates, Inc., prepared an environmental noise study for the project site (*Environmental Noise Study*).⁴⁹ Two long-term site-specific noise measurements were conducted for a 72-hour period from Wednesday, August 9, 2012 through Friday, August 10, 2012. The first measurement was taken at approximately 12 feet above grade, approximately 24 feet south of the Pine Street centerline, and approximately 310 feet east of the Van Ness Avenue centerline. The second measurement was taken at approximately 12 feet above grade, approximately 12 feet north of the Austin Street centerline, and approximately 170 feet east of the Van Ness Avenue centerline. Based on these measurements, the existing background

⁴⁷ San Francisco General Plan, Map 1: Background Noise Levels-2009. Available online at http://www.sf-planning.org/ftp/General_Plan/images/I6.environmental/ENV_Map1_Background_Noise%20Levels.pdf. Accessed November 26, 2012.

⁴⁸ San Francisco Department of Public Health, Program on Health Equity and Sustainability. Available online at <http://www.sfphes.org/elements/noise>. Accessed November 26, 2012.

⁴⁹ Charles M. Salter Associates, Inc., *1545 Pine Street Environmental Noise Study*, October 11, 2013 (hereinafter "*Environmental Noise Study*"). A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

noise levels were found to be approximately 76 dBA (Ldn) at Pine Street and 71 dBA (Ldn) at Austin Street.⁵⁰

Existing Sensitive Receptors

Some land uses (and associated users) are considered more sensitive to ambient noise levels than others due to the types of activities typically involved with the land use and the amount of noise exposure (in terms of both exposure duration and insulation from noise). In general, occupants of residences, schools, daycare centers, hospitals, places of worship, and nursing homes are considered to be sensitive receptors, i.e., persons who are sensitive to noise based on their specific activities, age, health, etc. Land uses within the project area are described in detail in Initial Study Section B, Project Setting, pp. 30-32. Off-site noise-sensitive receptors in the project vicinity are residences, a school, a church, and a skilled nursing / convalescent care facility, as listed below in **Table 3: Noise Sensitive Receptors in the Vicinity of the Project Site**. There are no daycare facilities, hospitals, or public libraries in the project area.

Table 3: Noise Sensitive Receptors in the Vicinity of the Project Site

Type of Sensitive Receptor	Address	Direction from Site
Sensitive Receptors Within Approximately 50 Feet of Project Site		
Residential	1553-1563 Pine Street	west
Residential	1515-1517 Pine Street	east
Residential	1301-1327 Polk Street	southeast across Austin Street
Residential	1450 Bush	south across Austin Street
Residential	1452 Bush	south across Austin Street
Sensitive Receptors Approximately 50 Feet or More from Project Site		
Church	Polk Street and Bush Street	approximately 165 feet southeast
Redding Elementary School	Larkin Street and Pine Street	approximately 350 feet east
Skilled Nursing/Convalescent Care Facility	Pine Street and Van Ness Avenue	approximately 240 feet west

Source: Turnstone Consulting, 2012

The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise for determining the compatibility of various land uses with different noise levels (see **Figure 18: San Francisco Land Use Compatibility Chart for Community Noise**). These guidelines, which are similar to state guidelines set forth by the Governor’s Office of Planning and Research, indicate maximum acceptable noise levels for various land uses. For residential land uses, the maximum satisfactory exterior noise level without incorporating noise insulation features into a project is 60 dBA (Ldn). Where existing noise levels exceed 60 dBA (Ldn), residential development is generally discouraged. New residential development where exterior noise levels exceed 60 dBA (Ldn) must demonstrate,

⁵⁰ Charles M. Salter Associates, Inc., *Environmental Noise Study*, p. 3.

Figure 18: San Francisco Land Use Compatibility Chart for Community Noise

Land Use Category	Sound Levels and Land Use Consequences (L _{dn} Values in dB)						
	55	60	65	70	75	80	85
Residential – All Dwellings, Group Quarters	[Light Gray]		[Dark Gray]				
Transient Lodging - Motels, Hotels	[Light Gray]		[Dark Gray]			[Black]	
School Classrooms, Libraries, Churches, Hospitals, Nursing Homes, etc.	[Light Gray]		[Black]				
Auditoriums, Concert Halls, Amphitheaters, Music Shells	[Light Gray]		[Black]				
Sports Arenas, Outdoor Spectator Sports	[Light Gray]				[Black]		
Playgrounds, Parks	[Light Gray]			[Dark Gray]		[Black]	
Golf Courses, Riding Stables, Water-Based Recreation Areas, Cemeteries	[Light Gray]				[Black]		
Office Buildings – Personal, Business, and Professional Services	[Light Gray]			[Dark Gray]			
Commercial – Wholesale and Some Retail, Industrial/Manufacturing, Transportation, Communication, and Utilities	[Light Gray]					[Dark Gray]	
Manufacturing – Noise-Sensitive Communications – Noise-Sensitive	[Light Gray]			[Dark Gray]			

[Light Gray] Satisfactory, with no special noise insulation requirements.

[Dark Gray] New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

[Black] New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[Black] New construction or development should generally not be undertaken.

Source: San Francisco Planning Department, 1996. *San Francisco General Plan*, adopted on June 27, 1996. Available online at: http://www.sf-planning.org/ftp/General_Plan/index.htm. Accessed November 27, 2012.

through the preparation of a detailed noise analysis, how the interior noise standard of 45 dBA (Ldn) would be met. Interior noise levels can be reduced through the use of noise insulating windows and by using sound insulation materials in walls and ceilings.

IMPACTS

Impact NO-1: The proposed project would not expose persons to or generate noise levels in excess of standards established in San Francisco's Noise Ordinance; nor would the proposed project result in a substantial permanent increase in ambient noise levels above levels existing without the project. (*Less than Significant*)

The project site is occupied by five buildings; four are vacant and one is used for off-street parking (storage of approximately 4 to 5 cars for a local automobile dealership). The current contribution from the project site to existing ambient noise levels is negligible, as there is minimal traffic associated with the off-street parking use and there are no on-site stationary sources. The proposed project would introduce additional mobile and stationary noise sources to the area in the form of additional traffic and new building mechanical systems, i.e., heating, ventilating, and air conditioning (HVAC) equipment and an emergency generator.

In order for the newly introduced project-related noise sources to be perceptible to existing residents, the increase to ambient noise levels would need to be 3 dBA or greater, as discussed above under "Attenuation of Noise" on p. 69. Off-site noise-sensitive receptors are identified in **Table 3**, on p. 71, and include the residents of the mixed-use residential buildings within 50 feet of the project site boundaries. Other noise-sensitive land uses in the project area include a school and a church to the east and southeast, respectively.

Mobile Sources

As stated above, the project site is located in an area with elevated background noise levels predominantly influenced by traffic, and the existing off-site noise-sensitive receptors are currently exposed to these elevated noise levels. In general, traffic attributable to a project must double existing traffic volumes on the local roadway network to cause a noticeable (3 dBA or greater) increase over existing traffic noise levels and result in a significant traffic noise impact.⁵¹ The proposed project would generate approximately 285 daily vehicle trips, with approximately 44 of those trips occurring in the weekday PM peak hour.⁵² Existing weekday PM peak hour traffic volumes along Pine Street between Polk Street and Van Ness Avenue indicate that

⁵¹ California Department of Transportation, *Technical Noise Supplement*, November 2009, Sacramento, CA. p. 7-5. Available online at http://www.dot.ca.gov/hq/env/noise/pub/tens_complete2009Redline.pdf. Accessed February 28, 2013.

⁵² LCW Consulting, 1527-1545 Pine Street - Summary of Daily and PM Peak Hour Trip Generation, September 4, 2013. A copy of this spreadsheet is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

approximately 1,870 vehicles pass by the project site during the weekday PM peak hour.⁵³ If all project-related traffic during the weekday PM peak period were assigned to Pine Street, the proposed project's generation of approximately 44 weekday PM peak hour vehicle trips would represent an approximately 2.3 percent increase over existing traffic volumes. This would be substantially less than a doubling of the approximately 1,870 weekday PM peak hour vehicle trips that now occur on Pine Street. Therefore, the proposed project would not result in a doubling of traffic volumes on Pine Street, and changes to background noise levels along Pine Street would not be substantial or noticeable.⁵⁴ Project-related background noise level increases reported in the *Environmental Noise Study* were based on the preliminary traffic data developed for the project's Transportation Impact Study.⁵⁵ As reported in the *Environmental Noise Study*, if all project-generated traffic were added to Austin Street it would generate a traffic noise level of 58 dBA (Ldn), which would be lower than the background noise level reported for Austin Street of 71 dBA (Ldn).⁵⁶ This change would not be considered substantial or noticeable in the context of existing traffic noise levels.

Fixed Noise Sources

The proposed project would include new fixed noise sources that would produce operational noise on the project site. The proposed HVAC equipment and the emergency generator⁵⁷ would be located within three separate structures on the north and south portions of the roof and as part of the elevator penthouse on the central portion of the roof. The emergency generator would be located within the southernmost rooftop enclosure. These structures would provide acoustical shielding. The southernmost rooftop enclosure would be set back approximately 40 feet from the west property line and approximately 18 feet from the south property line. Operation of this equipment would be subject to the City's Noise Ordinance (Article 29 of the San Francisco Police Code), amended in November 2008. Section 2909 (a)(1) regulates noise from mechanical equipment and other similar sources on residential property. Mechanical equipment operating on residential property must not produce a noise level more than 5 dBA above the ambient noise level at the property boundary. Section 2909 (d) states that no fixed noise source may cause the noise level measured inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 PM and 7 AM or 55 dBA between 7 AM and 10 PM with windows open, except where building ventilation is achieved through mechanical systems that allow

⁵³ LCW Consulting, 1527-1545 Pine Street Weekday AM and PM Peak Hour Volumes, September 9, 2013. A copy of this spreadsheet is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

⁵⁴ Ambient noise from traffic is based on a 24-hour traffic volume; however, because PM peak hour trips generally make up about 10 percent of total daily vehicle trips, it is reasonable to use the PM peak hour traffic volumes to assess whether the proposed project would result in a doubling of traffic volumes and thus produce a noticeable increase in traffic noise.

⁵⁵ Charles M. Salter Associates, Inc., *Environmental Noise Study*, p. 3.

⁵⁶ Charles M. Salter Associates, Inc., *Environmental Noise Study*, p. 3.

⁵⁷ Although emergency generators are intended only to be used in periods of power outages, monthly testing of the emergency generator would be required.

windows to remain closed. The proposed project would comply with the regulations and would not exceed limits for fixed noise sources set forth in the Noise Ordinance.

For the reasons discussed above, operational noise from the project-related vehicle trips would not be substantial enough to generate noticeable increases over existing traffic noise levels and fixed noise sources would not expose off-site noise-sensitive receptors to noise levels in excess of standards established in the Noise Ordinance. When considered in conjunction with existing nearby noise sources, operational noise generated by the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above those that currently exist without the proposed project. Therefore, the proposed project's operational noise impacts on existing off-site noise-sensitive receptors would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact NO-2: Project demolition and construction would temporarily and periodically increase ambient noise and vibration in the project vicinity compared to existing conditions. (Less than Significant with Mitigation)

Construction Noise

Construction noise is regulated by Sections 2907 and 2908 of the City's Noise Ordinance. Section 2907 (a) requires that noise levels from individual pieces of powered construction equipment, other than impact tools and equipment, not exceed 80 dBA at a distance of 100 feet from the source between 7 AM and 8 PM. Section 2907 (b) requires that the intakes and exhausts of impact tools and equipment be equipped with mufflers, and that pavement breakers and jackhammers be equipped with acoustically-attenuating shields or shrouds to the satisfaction of the Director of Public Works or Building Inspection, as feasible, to best accomplish maximum noise attenuation. Section 2908 prohibits construction work between 8 PM and 7 AM if the 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 proposed project would comply with the regulations set forth in the Noise Ordinance.

Demolition, excavation, and construction activities for the proposed mixed-use building would temporarily increase ambient noise levels. Construction activities would require the use of heavy trucks, excavating and grading equipment, material loaders, cranes, concrete breakers, and other mobile and stationary construction equipment, all of which produce noise as part of their operations. Construction noise would be temporary and intermittent, and is anticipated throughout the various construction phases, estimated to last approximately 23 months. The magnitude of the construction noise would fluctuate at any given off-site noise-sensitive receptor depending on the construction phase, the type of construction activity, the sound level generated by the various pieces of construction equipment in operation, the duration of the noise, the distance between the noise source and the off-site noise-sensitive receptor, and the presence or absence of noise barriers between the noise source and the off-site noise-sensitive receptor.

Temporary noise increases could be considered an annoyance by receptors and would generally be limited to the noisiest phases of construction such as demolition, excavation, foundation work, and exterior structural work, which would last approximately 20 months. Interior improvements and finishing would involve fewer large pieces of heavy-duty construction equipment, and noise associated with interior finishing work would be largely contained by the structure's façade.

Typical construction equipment (without noise controls or features such as mufflers, silencers, shields, shrouds, ducts and engine enclosures) generates noise ranging from about 70 to 92 dBA at a distance of 100 feet from the source (see **Table 4: Typical Noise Levels of Construction Equipment [in dBA]**). Pile driving, which is the most disruptive activity in terms of construction noise, would not be part of the proposed project as the proposed building would be supported on a mat foundation.⁵⁸ Noise-generating construction activities typically include the use of heavy construction equipment for demolition, earthmoving activities, and materials handling; stationary equipment for on-site power generation; and impact tools and other equipment for demolition, site preparation, and shoring activities. Many of these pieces of construction equipment would be expected to be in use at the project site during the early stages of construction. As shown in **Table 4**, noise levels (with controls) generated by heavy construction equipment and stationary equipment at a distance of 100 feet from the activity would be no greater than 69 dBA, while noise levels (with controls) from impact tools and other tools used for demolition, site preparation, and shoring activities, such as concrete breaking and drilling, would generate noise levels no greater than 74 dBA at a distance of 100 feet from the activity. Thus, construction equipment noise levels (with controls) would be expected to range from about 69 to 74 dBA at a distance of 100 feet and would be below the maximum noise level of 80 dBA at 100 feet from the source.

As part of site preparation activities expected to occur early in the proposed project's 23-month construction period, either slant piles or piers would be used to support the foundations of the adjacent buildings.⁵⁹ If slant piles were to be chosen, shafts for the slant piles would be pre-drilled, not driven, to reduce noise and vibration. The piles would then be inserted into the pre-drilled shafts and set in place. If piers were to be chosen, additional excavation would be required in order to place piers under the existing foundation of the adjacent buildings. This method would not require drilling; thus it would generate less noise than the drilling of shafts for slant piles. Therefore, the noisiest phase of construction would likely occur during drilling for placement of slant piles for the shoring of the adjacent buildings, if this method were to be chosen. In general, noise generated from drilling could reach 92 dBA at about 100 feet from the construction site (without controls). With controls, noise generated from drilling would be closer to 74 dBA at about 100 feet from the construction activity. Thus, with controls, noise from drilling of holes for slant piles would be minimized for most sensitive receptors, such as the

⁵⁸ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, pp. 11-12.

⁵⁹ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, pp. 11-12.

Table 4: Typical Noise Levels of Construction Equipment (in dBA)

Equipment	Noise Level at 50 Feet		Noise Level at 100 Feet		Noise Ordinance Maximum Noise Level at 100 feet ^b
	Without Controls	With Controls ^a	Without Controls	With Controls ^a	
Earthmoving					
Front Loaders	79	75	73	69	80
Backhoes	85	75	79	69	80
Dozers	80	75	74	69	80
Tractors	80	75	74	69	80
Graders	85	75	79	69	80
Trucks	91 ^c	75	85	69	80
Materials Handling					
Concrete Mixers	85	75	79	69	80
Concrete Pumps	82	75	76	69	80
Cranes	83	75	77	69	80
Derricks	88	75	82	69	80
Stationary					
Pumps	76	75	70	69	80
Generators	78	75	72	69	80
Compressors	81	75	75	69	80
Impact^d					
Rock Drills	98	80	92	74	e
Jack Hammers	88	75	82	69	e
Pneumatic Tools	86	80	80	74	e
Other					
Saws	78	75	72	69	80
Vibrators	76	75	70	69	80

Notes:

^a “With Controls” means that estimated levels can be obtained by selecting quieter procedures or machines by implementing noise-control features that do not require major redesign or extreme cost (e.g., improved mufflers, equipment redesign, use of silencers, shields, shrouds, ducts, and engine enclosures).

^b Construction noise at a distance of 100 feet from individual pieces of powered construction equipment, other than impact tools and equipment, are not to exceed 80 dBA per Sections 2907 and 2908 of the City’s Noise Ordinance between 7 AM and 8 PM.

^c This noise level represents the maximum noise level (Lmax) associated with a single passing truck.

^d Pile driving is not expected to be used during construction of the proposed project.

^e Section 2907 (b) of the City’s Noise Ordinance requires use of best practices to achieve maximum noise attenuation to the satisfaction of the Director of Public Works or Building Inspection.

Source: U.S. Environmental Protection Agency, 1971

nearby church and school, because these uses are located more than 100 feet from the project site boundaries. However, due to the fact that there are off-site noise-sensitive receptors within 50 feet of the project site boundaries, the impacts associated with the temporary and intermittent increases to ambient noise levels that would result from use of typical construction equipment would be noticeable, even when factoring in typical noise attenuation of about 6 dBA for every doubling of distance from a point source.

As discussed above on pp. 69-71 under “Existing Conditions”, off-site noise-sensitive receptors are present within an area with elevated ambient noise levels. Project-related construction activities would temporarily and intermittently contribute to ambient noise levels over the 23 months of construction, with more construction noise generated in the initial 20 months of project

construction and relatively lower levels of construction noise in the subsequent 3 months. Construction activities at the project site would be noticeable to off-site noise-sensitive receptors, including residences along Pine Street, Bush Street, and Polk Street. Off-site residents and tenants can reduce daytime interior noise levels to acceptable levels by closing exterior windows. Given the proximity of construction activities to adjacent off-site noise-sensitive receptors and their potential exposure to elevated noise levels during construction, the project sponsor has agreed to implement **Mitigation Measure M-NO-2: General Construction Noise Control Measures**.

Mitigation Measure M-NO-2: General Construction Noise Control Measures

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor and/or its construction contractors shall undertake the following:

- The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- The project sponsor shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically- or electrically-powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The project sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.
- Prior to the issuance of building permits, along with the submission of construction documents, the project sponsor shall submit to the Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within

300 feet of the project construction area at least 30 days in advance of extreme noise-generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

Therefore, although construction noise may be perceived by some as an occasional annoyance, with implementation of **Mitigation Measure M-NO-2**, project-related construction noise would be less than significant and would not exceed noise levels commonly experienced in an urban environment.

Groundborne Vibration

The proposed project would not involve the types of construction activities that could produce excessive groundborne vibration, i.e., pile driving for a foundation or the use of explosives for building demolition. However, construction equipment used for demolition, site preparation, and shoring activities, such as jackhammers, pavement breakers, and drills, could generate varying degrees of temporary groundborne vibration, with the highest levels expected in the first six months of construction during the demolition, excavation, and below-grade construction phases. The proposed project would also require the use of heavy trucks for material deliveries and for off-site hauling of demolition debris throughout the day and throughout the 23-month construction period. Vibration from most rubber-tired construction vehicles moving slowly through the construction area would not be expected to result in excessive groundborne vibration. All construction activities would be conducted between 7 AM and 8 PM in compliance with Section 2908 of the City's Noise Ordinance.

Since the proposed project would use standard construction equipment and would not include activities such as pile driving, the vibration impact would be temporary and would not be excessive. Therefore, the proposed project would result in a less-than-significant impact with respect to human annoyance from excessive groundborne vibration during construction. In addition, the adjacent residential structures at 1553-1563 Pine Street and 1515-1517 Pine Street would be shored and/or underpinned as part of the proposed building's below-grade construction.⁶⁰ Thus, groundborne vibration from the types of equipment that would be used for construction of the proposed project would not be expected to result in damage to buildings. Therefore, the potential impact to buildings from groundborne vibration from construction would be less than significant.

In summary, the proposed project's construction-related noise impacts would be less than significant with mitigation, and construction-related groundborne vibration impacts would be less than significant. These topics will not be discussed in the EIR.

⁶⁰ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 8.

Impact NO-3: The proposed project's new residents would not be substantially affected by existing noise levels. (*Less than Significant*)

The proposed project would introduce new residential, retail, and parking land uses to a developed, mixed-use neighborhood. As discussed above on p. 70, existing background noise levels on the project site were found to be approximately 76 dBA (Ldn) at Pine Street and 71 dBA (Ldn) at Austin Street. The exterior noise levels are in excess of the 60 dBA (Ldn) threshold requiring preparation of a detailed noise analysis, as specified in the *General Plan* Land Use Compatibility Guidelines for Community Noise. Additionally, new multi-unit residential development is subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, which states that interior noise levels attributable to exterior sources shall not exceed 45 dBA (Ldn) in any habitable room of new dwellings. Design and construction in accordance with the recommendations developed in a site-specific acoustical analysis required by Title 24, and enforced through DBI's permit review process, would reduce the impact of the existing noise environment on future residents of the development to a less-than-significant level. This would ensure that future residents of the proposed project would not be substantially affected by existing noise levels, which are predominantly associated with vehicular traffic along Pine Street, Austin Street, and, to a lesser extent, Van Ness Avenue and Polk Street.

The proposed project would also include Planning Code-required private and common open space for the project's residents at the ground floor; the 2nd, 3rd, 5th, and 7th floors; and on the rooftop. Exposure of residents to ambient noise levels at new on-site private and common open spaces is considered as part of the City's overall review for residential livability but is not required. The Planning Department would, through its building permit review process, evaluate building and site plans to ensure that open spaces are shielded, to the maximum feasible extent, from existing noise levels that could prove annoying or disruptive to users. Acoustical shielding could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources and construction of noise barriers between noise sources and open space. The proposed private and common open space areas would be designed to include building elements such as parapet walls and screens that could provide at least 5 dBA of acoustical shielding which would be perceived to noticeably muffle sound coming from the street and adjacent land uses. Consequently, when shielding and distance effects are considered, the exterior noise level for the ground-floor common open space and the rooftop common open space would be 65 dBA and 66 dBA, respectively. Exterior noise levels would range between 63 – 67 dBA on the building's private outdoor terraces.⁶¹

For the reasons discussed above, the proposed project would not expose the project residents to interior noise levels that are in excess of standards established in the *General Plan* and Title 24.

⁶¹ Charles M. Salter Associates, Inc., *Environmental Noise Study*, p. 5.

Therefore, this impact would be less than significant and mitigation is not necessary. This topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-NO-1: Project operational noise from fixed noise sources and from traffic increases generated by the proposed project, when combined with other past, present, and reasonably foreseeable future projects in the site's vicinity and noise from reasonably foreseeable traffic growth forecast to the year 2040, would not contribute considerably to a significant cumulative permanent increase in ambient noise levels in the site's vicinity above levels existing without the project or cumulative traffic noise increases. (*Less than Significant*)

Fixed Noise Sources

Each reasonably foreseeable future project in the vicinity of the project site would generate operational noise and could contribute to an overall increase in ambient noise levels in the project vicinity. As with the proposed project, the stationary or fixed noise sources included in each of these future projects analyzed in the cumulative scenario, such as HVAC equipment, emergency power generators, and other mechanical equipment, would be subject to the Noise Ordinance, which requires that fixed noise sources not produce a noise level more than 5 dBA above the ambient noise level at each property boundary. With well over 100 feet between any of the reasonably foreseeable future projects and the proposed project's site, offering attenuation of up to 6 dBA of sound, ambient noise levels at and adjacent to the project site would not be affected by stationary equipment on the sites of the future projects. Thus, due to the requirements of the Noise Ordinance and the distances between these future projects, there would be no potential to combine to result in significant cumulative long-term noise impacts related to fixed noise sources. As discussed in **Impact NO-1**, project-related fixed noise sources would be sited in a mechanical penthouse that would provide sufficient acoustical shielding to achieve compliance with the noise level limits of the Noise Ordinance. Therefore, the cumulative impact of operational noise related to fixed noise sources would not cause noise-sensitive receptors to be substantially affected by ambient noise levels, and this cumulative impact would not be significant.

Mobile Sources

Traffic levels in the project vicinity are anticipated to increase, which could also increase ambient noise levels. This would be attributable to the additional vehicle trips generated by forecasted residential and employment growth in the project vicinity, the City, and the region. Traffic that would be generated by the proposed project and other reasonably foreseeable projects, as well as the traffic effects of removing two travel lanes on Van Ness Avenue with implementation of the Van Ness Avenue Bus Rapid Transit project, is captured in future 2040 cumulative traffic volume forecasts generated by the San Francisco County Transportation Authority. These forecasts are

based on anticipated citywide and regional economic growth and development, and account for growth on the project site.

Bus rapid transit vehicle operations along the Van Ness Avenue corridor would occur at-grade in dedicated transit lanes. Noise from future operation of bus rapid transit vehicles along Van Ness Avenue is estimated to be between 51 dBA to 62 dBA.⁶² When considered in the context of existing and future ambient noise levels in the project vicinity, bus rapid transit vehicle operations would likely be imperceptible to nearby noise-sensitive receptors at or near the project site or at other future project sites. At the intersection of Van Ness Avenue and Pine Street, weekday PM peak hour traffic is expected to increase by 12 percent over existing conditions.⁶³ The future 2040 weekday PM peak hour traffic volume would not represent a doubling of the existing weekday PM peak hour traffic volume. Although these traffic data are for the weekday PM peak hour, it is reasonable to assume that daily traffic volumes would not double because the weekday PM period represents daily peak traffic periods. Future cumulative traffic-generated noise would not likely be noticeable to most people in the vicinity. This is confirmed by the analysis in the *Environmental Noise Study*, which found that future noise levels along the Pine Street and Austin Street frontages would be up to 77 dBA (Ldn) and 72 dBA (Ldn), respectively, which is 1 dBA higher than existing traffic noise levels along Pine Street.⁶⁴ Therefore, the cumulative impact of traffic-generated noise levels in the project vicinity would not cause noise-sensitive receptors to be substantially affected by ambient noise levels, and this cumulative impact would not be significant. The contribution of noise from project-generated roadway traffic to cumulative traffic noise levels in the project vicinity would not be cumulatively considerable in this context, i.e., would be less than significant.

In conclusion, project operational noise from fixed and mobile noise sources, in combination with operational noise from past, present, and reasonably foreseeable future projects in the project vicinity and cumulative traffic growth to 2040 (inclusive of the reasonably foreseeable future projects), would not contribute considerably to the long-term exposure of nearby noise-sensitive receptors to noise levels in excess of applicable noise standards and/or result in substantial permanent increase in the ambient noise levels in the project vicinity. This cumulative impact would not be significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

⁶² Charles M. Salter Associates, Inc., *Environmental Noise Study*, p. 4.

⁶³ LCW Consulting, 1527-1545 Pine Street Weekday AM and PM Peak Hour Volumes, September 9, 2013.

⁶⁴ Charles M. Salter Associates, Inc., *Environmental Noise Study*, p. 4.

Impact C-NO-2: Construction of the proposed project, in combination with other past, present, and reasonably foreseeable future projects in the site's vicinity, would not result in a cumulatively considerable contribution to significant temporary or periodic increases in ambient noise or vibration levels in the project vicinity above levels existing without the proposed project. (*Less than Significant with Mitigation*)

Construction noise is a localized impact that reduces as distance from the source increases and rapidly attenuates when line-of-sight is blocked by buildings or other intervening features. The 1634-1690 Pine Street project (approximately 290 feet west of the northwest corner of the project site), the 1433 Bush Street project (approximately 220 feet south of the project site's south property line), and the Van Ness Avenue Bus Rapid Transit project (approximately 235 feet west of the northwest corner of the project site at its closest point) are the closest project sites that could contribute to cumulative noise levels at the same noise-sensitive residential land uses that would be affected by construction noise from the proposed project should such activities occur within the same time period. Construction activities at the other future project sites within a roughly ¼-mile radius of the project site, such as the California Pacific Medical Center Hospital campus at 1101 Van Ness Avenue / 1255 Post Street, 1800 Van Ness Avenue / 1749 Clay Street, and 1481 Post Street / 1333 Gough Street, would not contribute to cumulative construction noise in the project vicinity because of their distance from the project site and the presence of intervening structures. Therefore, the cumulative noise analysis does not consider those reasonably foreseeable future projects.

The reasonably foreseeable future projects at 1634-1690 Pine Street, 1433 Bush Street, and in the Van Ness Avenue right-of-way would each involve demolition and construction work and would generate construction truck trips that would use the same routes as those for the proposed project to access their respective project sites. If construction of these future projects were to overlap, noise-sensitive receptors close to all three of these construction sites could experience temporary and intermittent increases to ambient noise levels. As with the proposed project, construction activities at these sites would also be required to comply with the Noise Ordinance and would be subject to enforcement of the Noise Ordinance by DBI and the Police Department. As explained above, the Noise Ordinance prohibits construction activities between 8 PM and 7 AM, and limits noise from any individual piece of construction equipment, except impact tools, to 80 dBA (Ldn) at 100 feet from the noise source. As described above under **Impact NO-2**, the proximity of off-site sensitive receptors to project construction activities (within 50 feet) would result in a significant construction noise impact, and **Mitigation Measure M-NO-2** was identified to reduce the impact to a less-than-significant level. Depending on the distance of sensitive receptors to the other future project sites, these reasonably foreseeable projects may also be required to incorporate measures to reduce construction-related noise. Therefore, while cumulative construction activities could temporarily increase ambient noise levels intermittently if construction periods for these projects were to overlap, measures to minimize temporary construction noise could be implemented.

Noise levels are reduced with distance from the source, as illustrated in **Table 4** on p. 77. Noise-sensitive receptors closest to the project site at 1553-1563 Pine Street and 1515-1517 Pine Street would be over 100 feet from the three construction sites included in the cumulative analysis and thus would experience reduced noise levels from construction activities that would occur at those locations. Noise-sensitive receptors at 1301-1327 Polk Street, 1450 Bush Street, and 1452 Bush Street would be over 100 feet from the future construction sites at 1634-1690 Pine Street and along the Van Ness Avenue corridor for the Van Ness BRT project. These noise-sensitive land uses would be within 100 feet of the future construction site at 1433 Bush Street. While the combined noise from multiple construction sites would be noticeable and annoying to some noise-sensitive receptors, the overall cumulative effect would not be significant.

Implementation of **Mitigation Measure M-NO-2** would ensure that the incremental contribution of the proposed project to short-term exposure of noise-sensitive receptors to increased construction noise would not result in a cumulatively considerable contribution to cumulative construction noise impacts. Therefore, this topic will not be discussed in the EIR.

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

SETTING

Overview

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Napa counties and portions of Sonoma and Solano counties. The BAAQMD is responsible for attaining and

maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2010 Clean Air Plan*, was adopted by the BAAQMD on September 15, 2010. The *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases (GHGs) in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2010 Clean Air Plan* contains the following primary goals:

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

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

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment⁶⁵ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air

⁶⁵ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.⁶⁶

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. **Table 5: Criteria Air Pollutant Significance Thresholds** identifies air quality significance thresholds. This table is followed by a discussion of each threshold.

Table 5: Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds		Operational Thresholds	
	Average Daily Emissions (lbs/day)		Average Daily Emissions (lbs/day)	Annual Average Emissions (tons/year)
ROG ^a	54		54	10
NO _x	54		54	10
PM ₁₀	82 (exhaust)		82	15
PM _{2.5}	54 (exhaust)		54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices		Not Applicable	

Note:

^a ROG = Reactive Organic Gas

Source: BAAQMD, 2011

Ozone Precursors

As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds [lbs] per day).⁶⁷ These levels represent emissions by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

⁶⁶ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011 (hereinafter “*CEQA Air Quality Guidelines*”), p. 2-1.

⁶⁷ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009 (hereinafter “*Revised Draft Options and Justification Report*”), p. 17.

*Particulate Matter (PM₁₀ and PM_{2.5})*⁶⁸

The federal New Source Review (NSR) program was created by the federal CAA to ensure that stationary sources of air pollution are constructed in a manner that is consistent with attainment of federal health-based ambient air quality standards. For PM₁₀ and PM_{2.5}, the emissions limit under NSR is 15 tons per year (82 lbs per day) and 10 tons per year (54 lbs per day), respectively. These emissions limits represent levels at which a source is not expected to have an impact on air quality.⁶⁹ Although the regulations specified above apply to new or modified stationary sources, land use development projects result in ROG, NO_x, PM₁₀ and PM_{2.5} emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ozone precursors or particulate matter. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Emission calculations of criteria air pollutants have been prepared for the proposed project.⁷⁰ The calculations present estimated construction and operational criteria air pollutant emissions from the proposed project. These issues are discussed below and, as noted there, do not require further discussion in the EIR.

Fugitive Dust

Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control fugitive dust.⁷¹ Individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to 90 percent.⁷² The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.⁷³ The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of fugitive dust control measures to ensure that construction projects do not result in visible dust. The BMPs employed in compliance with the City's Construction Dust Control Ordinance are an effective

⁶⁸ PM₁₀ is often termed "coarse" particulate matter and is made of particulates that are 10 microns or less in diameter. PM_{2.5}, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

⁶⁹ BAAQMD, *Revised Draft Options and Justification Report*, p. 16.

⁷⁰ Aspen Environmental, 1527-1545 Pine Street Air Quality Emission Calculations Summary, October 8, 2013. A copy of this spreadsheet is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

⁷¹ Western Regional Air Partnership, *WRAP Fugitive Dust Handbook*, September 7, 2006, p. 3-16. Available online at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf. Accessed February 16, 2012.

⁷² BAAQMD, *Revised Draft Options and Justification Report*, p. 27.

⁷³ BAAQMD, *CEQA Air Quality Guidelines*, pp. 8-3 to 8-5.

strategy for controlling construction-related fugitive dust. This issue is discussed below and, as noted there, does not require further discussion in the EIR.

Local Health Risks and Hazards

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

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.⁷⁴

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

Exposures to fine particulate matter (PM_{2.5}) are strongly associated with mortality, respiratory diseases and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.⁷⁵ In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998,

⁷⁴ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

⁷⁵ San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

primarily based on evidence demonstrating cancer effects in humans.⁷⁶ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed “air pollution hot spots,” were identified based on two health-protective criteria:

- (1) Excess cancer risk from the contribution of emissions from all modeled sources greater than 100 per one million population; and/or
- (2) Cumulative PM_{2.5} concentrations greater than 10 micrograms per cubic meter (µg/m³).

Excess Cancer Risk

The above 100 per one million persons (100 excess cancer risk) criterion is based on the United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁷⁷ As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,⁷⁸ the USEPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.⁷⁹

Fine Particulate Matter

In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*. In this document, USEPA staff concludes that the current federal annual PM_{2.5} standard of 15 µg/m³ should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³. Air pollution hot spots for San Francisco are based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered

⁷⁶ California Air Resources Board (ARB), Fact Sheet, “The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines,” October 1998.

⁷⁷ BAAQMD, *Revised Draft Options and Justification Report*, p. 67.

⁷⁸ 54 Federal Register 38044, September 14, 1989.

⁷⁹ BAAQMD, *Revised Draft Options and Justification Report*, p. 67.

to 10 $\mu\text{g}/\text{m}^3$ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

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

IMPACTS

Project-related air quality impacts fall into two categories: short-term impacts due to construction and long-term impacts due to project operation.

Construction Air Quality Impacts

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

Construction activities (short-term) typically result in emissions of ozone precursors and particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and particulate matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. Implementation of the proposed project would require demolition of the five existing buildings on the project site. In their place, the project sponsor proposes to construct a 137,712-gsf, 12-story mixed-use building with two below-grade parking levels, the construction of which would require excavation and off-site transport of approximately 18,000 cubic yards of soil. During the project's approximately 23-month construction period, construction activities would have the potential to result in emissions of ozone precursors and particulate matter, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the ARB, reducing 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, grading and other construction activities can cause wind-blown dust that adds particulate matter to the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

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

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

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to control construction dust on the site. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors are required to 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 must wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil must be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

Compliance with the regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less-than-significant level. No mitigation is necessary and this topic will not be discussed in the EIR.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in **Table 5**, p. 86, the BAAQMD, in its *California Environmental Quality Act Air Quality Guidelines* (May 2011) (*CEQA Air Quality Guidelines*), developed screening criteria. If a proposed project meets the screening criteria, then construction of the proposed project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield⁸⁰ sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

During the project's approximately 23-month construction period, project construction would require excavation and a number of off-site construction truck trips to haul away approximately 18,000 cubic yards of soil. As identified in the BAAQMD's *CEQA Air Quality Guidelines*, the size of proposed construction activities would be below the construction criteria air pollutant screening size for the "apartment, high-rise" land use type (249 dwelling units).⁸¹ Generally, quantification of construction-related criteria air pollutant emissions is not required. However, excavation of approximately 18,000 cubic yards of soil exceeds the 10,000-cubic-yard screening criterion for construction. Therefore, emissions calculations have been prepared for the proposed project, presenting estimated construction and operational criteria air pollutant emissions from the proposed project.

Table 6: Estimated Average Daily Construction Emissions summarizes the modeled construction-related emissions of each criteria air pollutant and precursor. As shown in the table, emissions from the proposed project's construction activities would be below the BAAQMD thresholds of significance for criteria air pollutants, and would result in a less-than-significant construction criteria air pollutant impact. No mitigation is necessary and this topic will not be discussed in the EIR.

⁸⁰ A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

⁸¹ BAAQMD, *CEQA Air Quality Guidelines*, Table 3-1 - Criteria Air Pollutants and Precursors and GHG Screening Level Sizes, pp. 3-2 to 3-3.

Table 6: Estimated Average Daily Construction Emissions

	Projected Emissions (Pounds per Day) ¹			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Average Daily Emissions	3.88	42.19	2.00	1.66
BAAQMD Threshold	54	54	82	54

Note:

¹ Emission factors were generated by CalEEMod model for San Francisco County.

Source: Aspen Environmental, 2013

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

Off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.⁸² Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the fourth largest source of DPM emissions in California.⁸³ This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised particulate matter (PM) emission estimates for the year 2010, of which DPM is a major component of total PM, have decreased by 83 percent from previous estimates for the SFBAAB.⁸⁴ Approximately half of the reduction can be attributed to the economic recession and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).⁸⁵

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines will be phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions

⁸² ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010, pp. 1 -2 and p. 13 (Figure 4)

⁸³ Ibid, p. 13 (Figure 4).

⁸⁴ ARB, “In-Use Off-Road Equipment, 2011 Inventory Model.” Available online at http://www.arb.ca.gov/msei/categories.htm#inuse_or_category. Query accessed April 2, 2012.

⁸⁵ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010, p. 2.

will be reduced by more than 90 percent.⁸⁶ Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to DPM emissions.⁸⁷

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

“Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.”⁸⁸

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. Within air pollution hot spots, discussed above on pp. 89-90 as locations with poor air quality due to substantial concentrations of fine particulates, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The project site is not located within an identified air pollution hot spot. Although on-road heavy-duty diesel vehicles and off-road equipment would be used during the approximately 23-month construction period, emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes, which would further reduce nearby sensitive receptors exposure to temporary and variable DPM emissions. Therefore, construction period TAC emissions would result in a less-than-significant impact to sensitive receptors. No mitigation is necessary and this topic will not be discussed in the EIR.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and TACs primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and TACs from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating.

⁸⁶ United States Environmental Protection Agency, “Clean Air Nonroad Diesel Rule: Fact Sheet,” May 2004.

⁸⁷ California Code of Regulations, Title 13, Division 3, §2485.

⁸⁸ BAAQMD, *CEQA Air Quality Guidelines*, p. 8-6.

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

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

The proposed project includes the development of a 137,712-gsf, 12-story mixed-use building with 107 residential units, ground-floor retail, and 82 parking spaces in two below-grade basement levels. Preliminary trip generation information indicates that the proposed project would generate approximately 285 additional vehicle trips per day. As identified in the BAAQMD’s *CEQA Air Quality Guidelines*, the proposed project would be below the criteria air pollutant operational screening size for the “apartment, high-rise” land use type (510 dwelling units).⁸⁹ Thus, quantification of project-generated criteria air pollutant emissions is not required. However, as stated above, emissions calculations have been prepared for the proposed project, presenting estimated construction and operational criteria air pollutant emissions. **Table 7: Estimated Daily and Annual Regional Emissions** summarizes the modeled project emissions of each criteria air pollutant and precursor.

Table 7: Estimated Daily and Annual Regional Emissions (2013)

	Daily Projected Emissions (Pounds per Day)			
	ROG	NO_x	PM₁₀	PM_{2.5}
Project Area-Source Emissions	4.22	0.35	0.07	0.07
Project Mobile-Source (Vehicle) Emissions	3.03	2.37	1.33	0.38
Project Stationary Source Emissions	0.37	1.73	0.11	0.11
Total	7.62	4.46	1.51	0.56
BAAQMD Threshold	54	54	82	54
	Annual Projected Emissions (Tons per Year)			
	ROG	NO_x	PM₁₀	PM_{2.5}
Project Area-Source Emissions	0.75	0.05	0.02	0.02
Project Mobile-Source (Vehicle) Emissions	0.48	0.42	0.23	0.07
Project Stationary Source Emissions	0.06	0.32	0.02	0.02
Total	1.29	0.79	0.28	0.11
BAAQMD Threshold	10	10	15	10

Source: Aspen Environmental, 2013

As shown in the table, project emissions would not exceed the adopted BAAQMD operational thresholds of significance. Therefore, the proposed project’s operational criteria air pollutant emissions would be less than significant and the project would not result in significant air quality impacts with respect to violating an air quality standard or contributing to air quality violation. No mitigation is necessary and this topic will not be discussed in the EIR.

⁸⁹ BAAQMD, *CEQA Air Quality Guidelines*, Table 3-1 - Criteria Air Pollutants and Precursors and GHG Screening Level Sizes, pp. 3-2 to 3-3.

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

Sources of Toxic Air Contaminants

Vehicle Trips: Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with less than 10,000 vehicles per day “minor, low-impact” sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project's 285 daily vehicle trips would be below this level; therefore, an assessment of project-generated TACs resulting from vehicle trips is not required. Traffic from the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

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

In summary, TAC emissions resulting from the project-related increase in vehicle trips and from the use of the backup emergency generator would not expose sensitive receptors to substantial air pollutant concentrations. Therefore, TAC emissions from operation of the proposed project would be less than significant. These topics will not be discussed in the EIR.

Siting Sensitive Land Uses

The proposed project would include development of a residential use that is considered a sensitive land use for purposes of air quality evaluation. As discussed above, San Francisco, in partnership with BAAQMD, has modeled and assessed air pollutant impacts from mobile, stationary and area sources within the City. This assessment has resulted in the identification of air pollutant hot spots. The proposed project would site sensitive land uses, but not within air pollution hot spots; therefore, the proposed project would result in a less-than-significant impact

with respect to exposing sensitive receptors to substantial levels of air pollution. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of, the 2010 Clean Air Plan. (*Less than Significant*)

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

To meet the primary goals, the 2010 CAP recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The 2010 CAP recognizes that to a great extent, community design dictates individual travel mode and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and GHGs from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the 2010 CAP includes 55 control measures aimed at reducing air pollution in the SFBAAB.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impacts with respect to GHGs are discussed in Initial Study Topic E.8, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the City's Greenhouse Gas Reduction Strategy.

The proposed project would be infill development in an area with a wide variety of neighborhood-serving commercial uses in the immediate vicinity. The availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 285 new vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would not conflict with *San Francisco General Plan* policies, as discussed in Initial Study Section C, Compatibility with Existing Zoning and Plans. Transportation control measures that are identified in the 2010 CAP are implemented by the *San Francisco General Plan* and the Planning Code, for example, through the City's Transit

First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the 2010 CAP.

Examples of projects that could cause the disruption or delay of 2010 CAP control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project is a mixed-use, infill project located in a dense, walkable urban area near a concentration of local and regional transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement such as the Van Ness Avenue Bus Rapid Transit project. As such, the proposed project would avoid disrupting or hindering implementation of control measures identified in the 2010 CAP.

For the reasons described above, the proposed project would not interfere with implementation of the 2010 CAP, and because the proposed project would be consistent with the applicable air quality plan that shows how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. (*Less than Significant*)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors, though construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors.⁹⁰ Additionally, the proposed project, which is comprised of residential uses and ground-floor retail space, would not include the types of uses that generate objectionable odors. Therefore, the proposed project would not create significant sources of new odors and odor impacts would be less than significant. This topic will not be discussed in the EIR.

Cumulative Impacts

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

⁹⁰ Turnstone Consulting, site visit conducted October 26, 2012.

As discussed above on pp. 85-86, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁹¹ The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (**Impact AQ-1**) and operational (**Impact AQ-3**) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

Although the project would add new sensitive land uses and/or new sources of TACs (e.g., new vehicle trips and/or stationary sources), the project site is not located within an air pollution hot spot. The project's incremental increase in localized TAC emissions resulting from new vehicle trips and/or a new source (i.e., back-up generator) would be minor and would not contribute substantially to cumulative TAC emissions that could affect nearby and/or proposed sensitive land uses. Therefore, cumulative air quality impacts would be considered less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

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

SETTING

Gases that trap heat in the atmosphere are referred to as greenhouse gases (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 the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

⁹¹ BAAQMD, *CEQA Air Quality Guidelines*, p. 2-1.

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. While the presence of the primary GHGs in the atmosphere is naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within 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. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO₂. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels and biomass.⁹² N₂O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).⁹³

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms and heat waves, are occurring already and will only become more frequent and more costly.⁹⁴ Secondary effects of climate change are likely to include a global rise in sea level, impacts to agriculture, the state's electricity system, and native freshwater fish ecosystems, an increase in the vulnerability of levees in the Sacramento-San Joaquin Delta, changes in disease vectors, and changes in habitat and biodiversity.^{95, 96}

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO₂E (MMTCO₂E).⁹⁷ The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state generation and imported electricity) at 23 percent and industrial sources at 18 percent. Commercial and residential fuel use (primarily for heating) accounted for nine percent of GHG emissions.⁹⁸ In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG

⁹² Center for Climate and Energy Solutions, *What is Black Carbon?*, April 2010. Available online at <http://www.c2es.org/docUploads/what-is-black-carbon.pdf>. Accessed October 29, 2012.

⁹³ 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.

⁹⁴ California Climate Change Portal. Available online at <http://www.climatechange.ca.gov>. Accessed October 29, 2012.

⁹⁵ *Ibid.*

⁹⁶ California Energy Commission, California Climate Change Center, *Our Changing Climate 2012*. Available online at <http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>. Accessed October 29, 2012.

⁹⁷ California Air Resources Board (ARB), *California Greenhouse Gas Inventory for 2000-2009 – by Category as Defined in the Scoping Plan*. Available online at <http://www.arb.ca.gov/cc/inventory/data/data.htm>. Accessed October 29, 2012.

⁹⁸ *Ibid.*

emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO₂E emitted in 2007.⁹⁹ Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at seven percent, off-road equipment at three percent and agriculture at one percent.¹⁰⁰

REGULATORY FRAMEWORK

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 457 MMTCO₂E); by 2020, reduce emissions to 1990 levels (estimated at 427 MMTCO₂E); and by 2050 reduce statewide GHG emissions to 80 percent below 1990 levels (approximately 85 MMTCO₂E).

In response, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires 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 from forecast emission levels).¹⁰¹

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. The Scoping Plan is the State's overarching plan for addressing climate change. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from 2008 levels.¹⁰² The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMTCO₂E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see **Table 8**, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.¹⁰³

⁹⁹ Bay Area Air Quality Management District (BAAQMD), *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010*. Available online at http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed October 29, 2012.

¹⁰⁰ Ibid.

¹⁰¹ Governor's Office of Planning and Research (OPR), *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available online at <http://opr.ca.gov/docs/june08-ceqa.pdf>. Accessed October 29, 2012.

¹⁰² ARB, *California's Climate Plan: Fact Sheet*. Available online at http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed October 29, 2012.

¹⁰³ ARB, *Assembly Bill 32: Global Warming Solutions Act*. Available online at <http://www.arb.ca.gov/cc/ab32/ab32.htm/>. Accessed October 29, 2012.

Table 8: GHG Reductions from the AB 32 Scoping Plan Sectors^{104, 105}

GHG Reduction Measures By Sector	GHG Reductions (MMT CO₂E)
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
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures:	
Water	4.8
Green Buildings	26
High Recycling / Zero Waste	9
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
Total	41.8-42.8

The AB 32 Scoping Plan recommendations are intended to curb projected business-as-usual growth in GHG emissions and reduce those emissions to 1990 levels. Therefore, meeting AB 32 GHG reduction goals would result in an overall annual net decrease in GHGs as compared to current levels and accounts for projected increases in emissions resulting from anticipated growth.

The Scoping Plan also 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 Bay Area

¹⁰⁴ ARB, *Climate Change Scoping Plan*, December 2008. Available online at http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed October 29, 2012.

¹⁰⁵ ARB, *California’s Climate Plan: Fact Sheet*. Available online at http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed October 29, 2012.

Metropolitan Transportation Commission's 2013 RTP, Plan Bay Area, would be its first plan subject to SB 375.

AB 32 further 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 noted that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.¹⁰⁶ The BAAQMD has conducted an analysis of the effectiveness of the region in meeting AB 32 goals from the actions outlined in the Scoping Plan and determined that in order for the Bay Area to meet AB 32 GHG reduction goals, the Bay Area would need to achieve an additional 2.3 percent reduction in GHG emissions from the land use driven sector.¹⁰⁷

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 added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). The BAAQMD recommends that local agencies adopt a Greenhouse Gas Reduction Strategy consistent with AB 32 goals and that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy.¹⁰⁸ As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the CEQA Guidelines.

At a local level, the City has developed a number of plans and programs to reduce the City's contribution to global climate change. San Francisco's GHG reduction goals, as outlined in the 2008 Greenhouse Gas Reduction ordinance are as follows: by 2008, determine the City's GHG emissions for the year 1990, the baseline level with reference to which target reductions are set; by 2017, reduce GHG emissions by 25 percent below 1990 levels; by 2025, reduce GHG

¹⁰⁶ ARB, *Climate Change Scoping Plan*, December 2008. Available online at http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed October 29, 2012.

¹⁰⁷ BAAQMD, *California Environmental Quality Act Guidelines Update, Proposed Thresholds of Significance*, December 2009. Available online at <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Proposed%20Thresholds%20of%20Significance%20Dec%207%202009.ashx?la=en>. Accessed October 29, 2012.

¹⁰⁸ BAAQMD, *California Environmental Quality Act Air Quality Guidelines*, May 2012. Available online at http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en. Accessed October 29, 2012.

emissions by 40 percent below 1990 levels; and finally by 2050, reduce GHG emissions by 80 percent below 1990 levels. San Francisco's Greenhouse Gas Reduction Strategy documents the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies. As identified in the Greenhouse Gas Reduction Strategy, the City has implemented 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 a mandatory recycling and composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding statewide AB 32 GHG reduction goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 MMTCO₂E. A recent third-party verification of the City's 2010 communitywide and municipal emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 MMTCO₂E, representing a 14.5 percent reduction in GHG emissions below 1990 levels.^{109,110}

APPROACH TO ANALYSIS

In compliance with SB 97, OPR amended the CEQA Guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. Among other changes to the CEQA Guidelines, the amendments added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. The potential for a project to result in significant GHG emissions which contribute to the cumulative effects global climate change is based on the CEQA Guidelines and CEQA Checklist, as amended by SB 97, and is determined by an assessment of the project's compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not generate enough GHG emissions to noticeably

¹⁰⁹ ICF International, "Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco." Memorandum from ICF International to San Francisco Department of the Environment, April 10, 2012. Available online at http://www.sfenvironment.org/sites/default/files/fliers/files/icf_memo_to_sfe_-_2010_community-wide_ghg_inventory_-_4.10.2012.pdf. Accessed October 29, 2012.

¹¹⁰ ICF International, "Technical Review of San Francisco's 2010 Municipal GHG Inventory." Memorandum from ICF International to San Francisco Department of the Environment, May 8, 2012. Available online at http://www.sfenvironment.org/sites/default/files/fliers/files/memo_to_sfe_-_2010_municipal_ghg_inventory_-_icf_international_-_8_may_2012_-_final.pdf. Accessed October 29, 2012.

change the global average temperature. CEQA Guidelines Sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy, demonstrating that San Francisco's policies and programs have collectively reduced communitywide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80 percent below 1990 levels by 2050. Chapter 1 of the City's *Strategies to Address Greenhouse Gas Emission* (the Greenhouse Gas Reduction Strategy) describes how the strategy meets the requirements of CEQA Guidelines Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "Aggressive GHG reduction targets and comprehensive strategies like San Francisco's 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."¹¹¹

With respect to CEQA Guidelines Section 15064.4(b), the factors to be considered in making a significance determination include: 1) the extent to which GHG emissions would increase or decrease as a result of the proposed project; 2) whether or not a proposed project exceeds a threshold that the lead agency determines applies to the project; and finally 3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

The GHG analysis provided below includes a qualitative assessment of GHG emissions that would result from a proposed project, including emissions from an increase in vehicle trips, natural gas combustion, and/or electricity use among other things. Consistent with the CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions, the significance standard applied to GHG emissions generated during project construction and operational phases is based on whether the project complies with a plan for the reduction of GHG emissions. The City's Greenhouse Gas Reduction Strategy is the City's overarching plan documenting the policies, programs and regulations that the City implements towards reducing municipal and communitywide GHG emissions. In particular, San Francisco implements 42 specific regulations that reduce GHG emissions which are applied to projects within the City. Projects that comply with the Greenhouse Gas Reduction Strategy would not result in a substantial increase in GHGs, since the City has shown that overall communitywide GHGs have decreased and that the City has met AB 32 GHG reduction targets. Individual project compliance with the City's Greenhouse

¹¹¹ BAAQMD, *Letter from J. Roggenkamp, BAAQMD, to B. Wycko, San Francisco Planning Department*, October 28, 2010. Available online at http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction_Letter.pdf. Accessed October 29, 2012.

Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis.

In summary, the two applicable greenhouse gas reduction plans, the AB 32 Scoping Plan and the City's Greenhouse Gas Reduction Strategy, are intended to reduce GHG emissions below current levels. Given that the City's local greenhouse gas reduction targets are more aggressive than the State's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of AB 32. Therefore, proposed projects that are consistent with the City's Greenhouse Gas Reduction Strategy would be consistent with the goals of AB 32, would not conflict with either plan, and would therefore not exceed San Francisco's applicable GHG threshold of significance. Furthermore, a locally compliant project would not result in a substantial increase in GHGs.

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

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

The most common GHGs resulting from human activity associated with land use decisions are CO₂, black carbon, CH₄, and N₂O.¹¹² 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 would increase on-site activity by replacing five buildings (four are vacant and one is used for off-street parking) with a 12-story mixed-use building with residences over ground-floor retail spaces and two below-grade parking levels. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and retail operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

¹¹² OPR, *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://opr.ca.gov/docs/june08-ceqa.pdf>. Accessed October 29, 2012.

As discussed above and consistent with the state CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions under CEQA, projects that are consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions* would result in a less-than-significant GHG impact. Based on an assessment of the proposed project’s compliance with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*, the proposed project would be required to comply with the ordinances that reduce greenhouse gas emissions listed in **Table 9: Regulations Applicable to the Proposed Project.**

Table 9: Regulations Applicable to the Proposed Project

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	End user employers occupying the building (e.g. ground floor retail, HOA) would comply to the extent applicable and required.
Transit Impact Development Fee (San Francisco Planning Code, Section 411)	Establishes the following fees for all commercial developments. Fees are paid to DBI and provided to SFMTA to improve local transit services. Review Planning Code Section 411.3(a) for applicability.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project sponsor would comply through payment of the transit impact development fee for the non-residential portion of the proposed building as applicable and required.
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.2.11)	Minimum Number of Class 1 Spaces Required: One Class 1 space for every dwelling unit. For buildings containing more than 100 dwelling units, 100 Class 1 spaces plus one Class 1 space for every four dwelling units over 100. Minimum Number of Class 2 Spaces Required: One per 20 units.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would provide 106 Class 1 and 8 Class 2 bicycle parking spaces, more than the total required by San Francisco Planning Code Section 155.2.11.
San Francisco Green Building Requirements (San Francisco Building Code, Chapter 13C.106.5 and 13C.5.106.5)	Requires New Large Commercial projects, New High-rise Residential projects and Commercial Interior projects to provide designated parking for low-emitting, fuel efficient, and carpool/van pool vehicles. Mark 8% of parking stalls for such vehicles.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with San Francisco Green Building Requirements for designated parking as applicable and required.

Regulation	Requirements	Project Compliance	Discussion
Car Sharing Requirements (San Francisco 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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project includes up to 107 dwelling units, and would provide two residential car share spaces, more than the total required by San Francisco Planning Code Section 166.
Parking requirements for San Francisco's Mixed-Use zoning districts (San Francisco Planning Code Section 151.1)	The Planning Code has established parking maximums for many of San Francisco's Mixed-Use districts.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project includes up to 107 dwelling units and would provide 82 parking spaces in compliance with Sections 243 and 723.94 of the San Francisco Planning Code, which states that one parking space is permitted for each dwelling unit in the Van Ness Avenue SUD and Polk Street NCD.
Energy Efficiency Sector			
Commissioning of Building Energy Systems (LEED prerequisite, EA p1)	Requires Fundamental Commissioning for New High-rise Residential, Commercial Interior, Commercial and Residential Alteration projects.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with the LEED prerequisite for the fundamental commissioning of building energy systems.
San Francisco Green Building Requirements for Energy Efficiency (San Francisco 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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with the San Francisco Green Building Requirements, and, at a minimum, would be 15% more energy efficient than Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (San Francisco Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	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 Management Ordinance and stormwater design guidelines.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is subject to the San Francisco Green Building Requirements. Therefore, the proposed project would comply with requirements for stormwater management as applicable and required.

Regulation	Requirements	Project Compliance	Discussion
<p>Indoor Water Efficiency (San Francisco Building Code, Chapter 13C sections 13C.5.103.1.2, 13C.4.103.2.2, 13C.303.2.)</p>	<p>If meeting a LEED Standard: Reduce overall use of potable water within the building by a specified percentage – for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals. New large commercial and New high rise residential buildings must achieve a 30% reduction. Commercial interior, commercial alternation and residential alteration should achieve a 20% reduction below UPC/IPC 2006, et al.</p> <p>If meeting a GreenPoint Rated Standard: Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.</p>	<p><input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would comply with San Francisco Green Building Requirements for indoor water efficiency as applicable and required.</p>
<p>San Francisco Water Efficient Irrigation Ordinance</p>	<p>Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption. Tier 1: 1,000 sf <= project landscape < 2,500 sf. Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note: Tier 2 compliance requires the services of landscape professionals. See the SFPUC Web site for information regarding exemptions to this requirement. www.sfwater.org/landscape</p>	<p><input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would comply with San Francisco Water Efficient Irrigation Ordinance requirements as applicable and required.</p>

Regulation	Requirements	Project Compliance	Discussion
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> 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. <p>Although these requirements 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.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with the Residential Water Conservation Ordinance by meeting at least the minimum standards specified in the ordinance.
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	<p>All persons in San Francisco are required 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.</p> <p>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.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with San Francisco Green Building Requirements for solid waste by providing space for recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.

Regulation	Requirements	Project Compliance	Discussion
San Francisco Green Building Requirements for construction and demolition debris recycling (San Francisco Building Code, Chapter 13C)	Projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project sponsor would comply with San Francisco Green Building Requirements for construction and demolition debris recycling during the proposed demolition and construction of this project.
San Francisco Construction and Demolition Debris Recovery Ordinance (San Francisco 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 Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project sponsor would comply with San Francisco Green Building Requirements for construction and demolition debris recovery.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 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.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project sponsor would install all street trees required by San Francisco Planning Code Section 138.1(c)(1) along Pine Street and along Austin Street, as permitted by DPW.
Construction Site Runoff Pollution Prevention for New Construction (San Francisco Building Code, Chapter 13C)	<p>Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems.</p> <p>Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1).</p> <p>Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP). See the SFPUC Web site for</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with San Francisco Green Building Requirements for construction site runoff pollution prevention as applicable and required.

Regulation	Requirements	Project Compliance	Discussion
	more information: www.sfwater.org/CleanWater		
<p>Low-emitting materials (San Francisco Building Code, Chapters 13C.4, 103.2.2,</p>	<p>For Small and Medium-sized Residential Buildings - Effective January 1, 2011 meet GreenPoint Rated designation with a minimum of 75 points.</p> <p>For New High-Rise Residential Buildings - Effective January 1, 2011 meet LEED Silver Rating or GreenPoint Rated designation with a minimum of 75 points.</p> <p>For Alterations to residential buildings submit documentation regarding the use of low-emitting materials.</p> <p>If meeting a LEED Standard:</p> <p>For adhesives and sealants (LEED credit EQ4.1), paints and coatings (LEED credit EQ4.2), and carpet systems (LEED credit EQ4.3), where applicable.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Meet the GreenPoint Rated Multifamily New Home Measures for low-emitting adhesives and sealants, paints and coatings, and carpet systems.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would comply with San Francisco Green Building Requirements for low-emitting materials (adhesives and sealants, paints and coatings, and carpet systems) as applicable and required.</p>
<p>Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)</p>	<p>If meeting a LEED Standard:</p> <p>Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Must meet applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project would comply with San Francisco Green Building Requirements for low-emitting composite wood as applicable and required.</p>

Regulation	Requirements	Project Compliance	Discussion
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	Requires (among other things): <ul style="list-style-type: none"> • All diesel generators to be registered with the Department of Public Health. • All new diesel generators must be equipped with the best available air emissions control technology. 	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with San Francisco Health Code, Article 30, for diesel generators.

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, or 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 reduction of annual GHG emissions; (3) San Francisco has met and exceeds AB 32 GHG reduction goals for the year 2020 and is on track towards meeting long-term GHG reduction goals; (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 the CEQA and BAAQMD requirements for a Greenhouse Gas 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 the requirements listed in **Table 9**, and was determined to be consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.¹¹³ As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary. This topic will not be discussed in the EIR.

¹¹³ San Francisco Planning Department, *GHG Analysis Compliance Checklist*, for 1527-1545 Pine Street Mixed-Use Project, October 11, 2013. A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

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

WIND

This section discusses the impacts of the proposed project on ground-level wind currents at various locations on the project site and in the vicinity. This discussion is based on a wind tunnel report prepared by Rowan Williams Davies & Irwin, Inc. (RWDI).¹¹⁴

Existing Climate and Wind Conditions

The difference in atmospheric pressure between two points on the earth causes air masses to move from the area of higher pressure to the area of lower pressure. This movement of air masses results in wind currents. Meteorological data from the United States Weather Bureau and the Bay Area Air Quality Management District show that winds from the northwest, west-northwest, west, and west-southwest, reflecting the persistence of sea breezes, are the most prevalent in San Francisco. Average wind speeds are highest during the summer and lowest during the winter. Typically, the highest wind speeds occur during the mid-afternoon, and the lowest wind speeds occur during the early morning.

Like many locations along the nearby Van Ness Avenue corridor, the vicinity of the project site can be characterized as windy. As reported in the *Pedestrian Wind Study* and discussed in more detail below, existing pedestrian-level wind speeds in the vicinity of the project site average 14 miles per hour (mph) and range from 8 to 26 mph under the wind comfort analysis. The windiest locations are along both sides of Pine Street between the project site and the intersection of Pine Street and Van Ness Avenue.

Buildings and Wind Speed

The direction and speed of wind currents can be altered by natural features of the land or by buildings and structures. Groups of buildings clustered together tend to act as obstacles that reduce wind speeds; the heights, massing, and orientations or profiles of the buildings are some of

¹¹⁴ Rowan Williams Davies & Irwin, Inc. (RWDI), 1545 Pine Street Pedestrian Wind Study, October 8, 2013 (hereinafter referred to as “*Pedestrian Wind Study*”). A copy of this document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

the factors that can affect wind speeds. When a building is much taller than those around it, rather than a similar height, it can intercept and redirect winds downward that might otherwise flow overhead. The massing of a building can affect wind speeds. In general, slab-shaped buildings have the greatest potential to accelerate ground-level winds, while buildings that have unusual shapes or are more geometrically complex tend to have lesser effects. The orientation or profile of a building is another factor that can affect wind speeds. When the wide face of a building, as opposed to its narrow face, is oriented toward the prevailing wind direction, the building has more surface area to intercept and redirect winds down to ground level.

Wind Speed and Pedestrian Comfort

The comfort of pedestrians varies under different conditions of sun exposure, temperature, clothing, and wind speed. Winds up to 4 mph have no noticeable effect on pedestrian comfort. With winds from 4 to 8 mph, wind is felt on the face. Winds from 8 to 13 mph will disturb hair, cause clothing to flap, and extend a light flag mounted on a pole. Winds from 13 to 19 mph will raise loose paper, dust, and dry soil, and will disarrange hair. With winds from 19 to 26 mph, the force of the wind will be felt on the body. With 26- to 34-mph winds, umbrellas are used with difficulty, hair is blown straight, walking steadily is difficult, and wind noise is unpleasant. Winds over 34 mph increase difficulty with balance, and gusts can be hazardous and can blow people over.

Regulatory Framework

Planning Code Section 243(c)(10) establishes wind comfort and wind hazard criteria for the Van Ness Special Use District (SUD). Planning Code Section 243(c)(10)(A) establishes an equivalent wind speed¹¹⁵ of 11 mph as the comfort criterion for areas of substantial pedestrian use. New buildings and additions to existing buildings may not cause ground-level winds to exceed these wind speeds more than 10 percent of the time year round between 7:00 AM and 6:00 PM. If existing wind speeds exceed the comfort criteria, or when a project would result in exceedances of the comfort criteria, the Planning Commission may grant an exception pursuant to Planning Code Section 243(c)(10)(B) provided that the building or addition cannot be designed to meet the comfort criteria without creating an unattractive and ungainly building form and without unduly restricting the development potential of the site. In granting an exception pursuant to Planning Code Section 243(c)(10)(B), the Planning Commission must determine that the exceedances of the comfort criteria would be insubstantial because of the limited amount by which the comfort criteria are exceeded, the limited location in which the comfort criteria are exceeded, or the limited time during which the comfort criteria are exceeded. Pursuant to Planning Code Section 243(c)(10)(B)(ii), no exception shall be allowed and no building or

¹¹⁵ Pursuant to Planning Code Section 243(c)(10)(C), equivalent wind speed is defined as the mean hourly wind speed adjusted to incorporate the effects of gustiness or turbulence on pedestrians.

addition shall be permitted that causes equivalent wind speeds to reach or exceed the hazard level of 26 mph for a single hour of the year.

The Planning Code pedestrian comfort criterion of 11 mph is based on wind speeds measured and averaged over a period of one minute. In contrast, the Planning Code wind hazard criterion of 26 mph is defined by a wind speed that is measured and averaged over a period of one hour. When stated on the same time basis as the comfort criterion wind speed, the hazard criterion wind speed (26 mph averaged over one hour) is equivalent to a one-minute average of 36 mph. The test results presented in the wind tunnel report for the proposed project and in this section of the Initial Study use the one-minute average of 36 mph for the hazard criterion.

Approach to Analysis

Any proposed development project in the Van Ness SUD in San Francisco that requires a wind tunnel analysis must follow the standard methodology established by the Planning Department. Under the standard methodology, the wind tunnel analysis relies on wind data collected from the United States Weather Bureau weather station atop the Federal Building at 50 United Nations Plaza. Wind data from 7:00 AM to 6:00 PM are used, because this time period represents peak pedestrian activity in a downtown setting. RWDI conducted a wind tunnel test of the proposed project using a 1:400 (1 inch = 33 feet) scale model of the proposed project and surrounding buildings within a 1,500-foot radius¹¹⁶ of the project site. The scale model, which was equipped with permanently mounted wind speed sensors, was placed inside an atmospheric boundary layer wind tunnel. Using four wind directions (northwest, west-northwest, west, and west-southwest), wind tunnel tests were then conducted for the project site and vicinity using the following three scenarios:

1. **Existing Conditions:** This configuration consists of the existing structures on the project site and the existing surrounding buildings.¹¹⁷
2. **Existing Conditions Plus Proposed Project:** This configuration consists of the proposed project and the existing surrounding buildings.¹¹⁸
3. **Existing Conditions Plus Cumulative:** This configuration includes Existing Conditions Plus Proposed Project and reasonably foreseeable future projects at 1433 Bush Street, 1634-1690 Pine Street, 1101 Van Ness Avenue / 1255 Post Street, and 1800 Van Ness Avenue / 1749 Clay Street.¹¹⁹ The reasonably foreseeable future projects included in the Existing Conditions Plus Cumulative scenario are within 1,500 feet of and close enough to the project site that they could interact with the proposed project and alter ground-level wind conditions around or near the project site.

¹¹⁶ The American Society of Civil Engineers has established a minimum standard of an 820-foot radius for wind tunnel testing.

¹¹⁷ RWDI, *Pedestrian Wind Study*, Figure 1a.

¹¹⁸ RWDI, *Pedestrian Wind Study*, Figure 1b.

¹¹⁹ RWDI, *Pedestrian Wind Study*, Figure 1c. The proposed project at 1481 Post Street/1333 Gough Street is outside this 1,500-foot radius and is not included in the Existing Conditions Plus Cumulative scenario.

Wind speed measurements were recorded at 54 ground-level locations for the Existing Conditions Configuration, the Existing Plus Proposed Project Configuration, and the Proposed Project Plus Cumulative Configuration. The test points are shown on **Figure 19: Locations of Wind Tunnel Test Points**, on p. 118, and the test results are shown in **Table 10: Wind Comfort Results**, on pp. 119-121, and **Table 11: Wind Hazard Results**, on pp. 122-124.

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

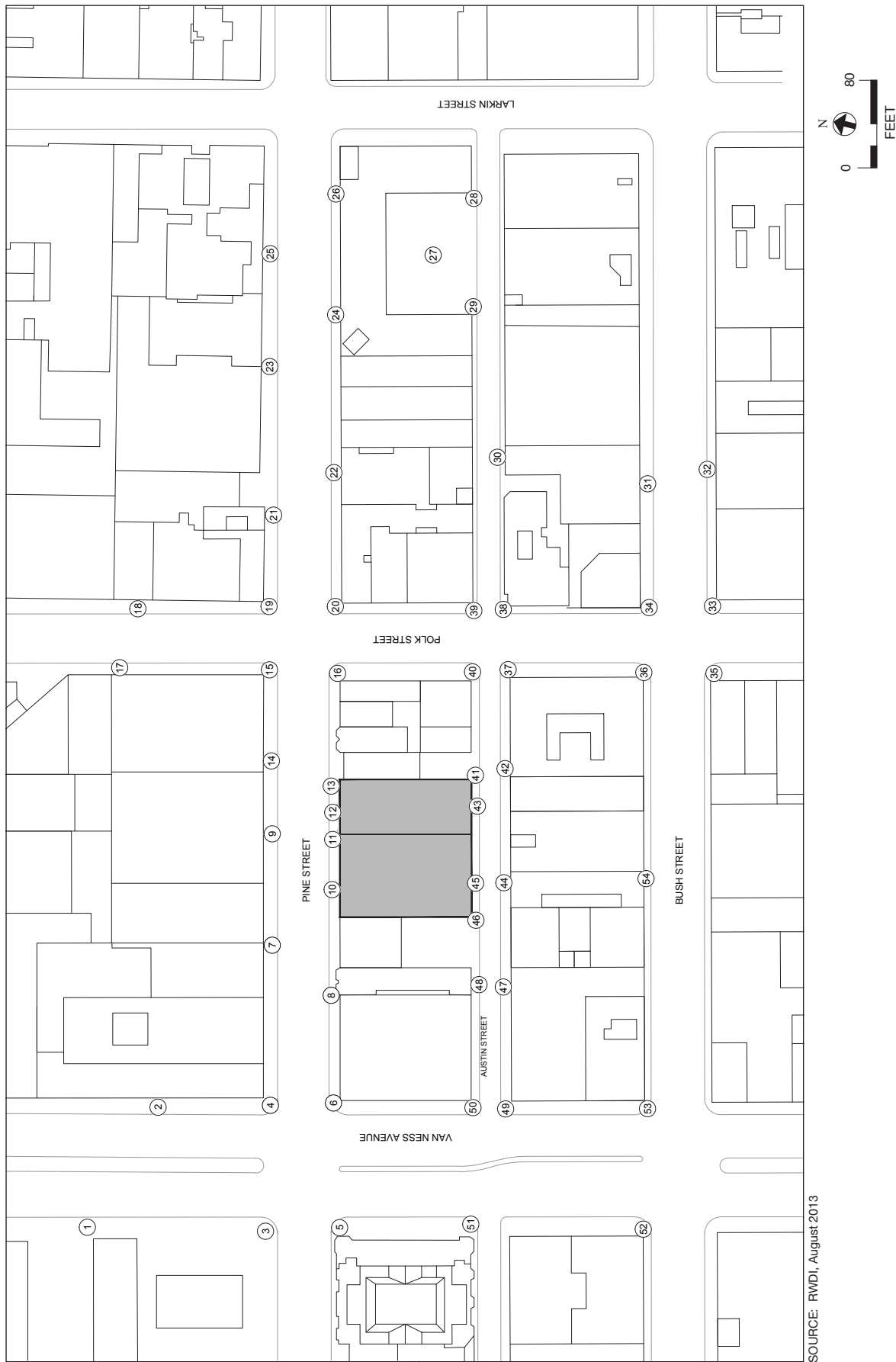
Wind Comfort Analysis for the Proposed Project¹²⁰

Under existing conditions, the average equivalent wind speed for the wind comfort analysis at the 54 test points is 14 mph, with wind speeds ranging from 8 to 26 mph. The highest wind speeds occur along the north and south sides of Pine Street between the project site and the intersection of Pine Street and Van Ness Avenue (Test Points 4, 6, 7, and 8). Under existing conditions, wind speeds at 19 of the 54 test points meet the pedestrian comfort criterion, and 35 do not exceed it.

With implementation of the proposed project, the average equivalent wind speed for the wind comfort analysis at the 54 test points would decrease from 14 mph to 13 mph. Wind speeds would range from 9 to 24 mph, and the highest wind speeds would continue to occur along the north and south sides of Pine Street between the project site and the intersection of Pine Street and Van Ness Avenue. Wind speeds would decrease at 28 locations, remain the same at 12 locations, and increase at 14 locations.

When compared to existing conditions, implementation of the proposed project would change wind patterns such that 7 existing wind comfort exceedances (Test Points 10, 16, 24, 25, 40, 47, and 48) would be eliminated and 4 new exceedances (Test Points 12, 13, 31, and 39) would be created, resulting in a net reduction of 3 exceedances. The wind speed would decrease at each of the 7 locations at which an existing wind comfort exceedance would be eliminated. The wind speed would decrease 9 mph at Test Point 10, 1 mph at Test Point 16, 2 mph at Test Points 24 and 25, 3 mph at Test Point 40, 4 mph at Test Point 47, and 5 mph at Test Point 48, resulting in an average decrease in wind speed of 3.7 mph at these 7 locations. The wind speed would increase at each of the 4 locations at which a new wind comfort exceedance would be created. Wind speeds would increase 2 mph at Test Point 12, 9 mph at Test Point 13, 6 mph at Test Point 31, and 1 mph at Test Point 39, resulting in an average increase in wind speed of 4.5 mph at these 4 locations.

¹²⁰ The data reported in this discussion are from the Pedestrian Wind Study and are summarized in **Table 10: Wind Comfort Results** on pp. 119-121 of the Initial Study.



SOURCE: RWDI, August 2013

1527-1545 PINE STREET PROJECT

2006.0383E

FIGURE 19: LOCATIONS OF WIND TUNNEL TEST POINTS

Table 10: Wind Comfort Results

Existing Conditions					Existing Conditions Plus Proposed Project			Existing Conditions Plus Cumulative		
Location Number	Comfort Criterion (mph)	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds
1	11	19	43	e	18	38	e	18	38	e
2	11	11	10		11	10		13	17	e
3	11	19	43	e	18	37	e	19	43	e
4	11	25	58	e	24	55	e	24	56	e
5	11	19	40	e	14	22	e	14	21	e
6	11	20	48	e	20	48	e	20	48	e
7	11	21	48	e	17	36	e	17	34	e
8	11	26	59	e	23	54	e	23	53	e
9	11	18	37	e	19	42	e	20	42	e
10	11	19	42	e	10	7		11	10	
11	11	14	22	e	14	22	e	14	22	e
12	11	11	10		13	19	e	12	18	e
13	11	11	10		20	47	e	20	47	e
14	11	13	20	e	17	34	e	17	33	e
15	11	14	22	e	13	20	e	13	21	e
16	11	12	14	e	11	10		11	10	
17	11	11	10		11	10		10	7	
18	11	14	23	e	15	24	e	14	20	e
19	11	15	25	e	13	17	e	13	16	e

Existing Conditions					Existing Conditions Plus Proposed Project			Existing Conditions Plus Cumulative		
Location Number	Comfort Criterion (mph)	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds
20	11	13	20	e	12	12	e	11	10	
21	11	10	6		9	4		9	5	
22	11	11	10		11	10		10	9	
23	11	10	5		9	4		8	3	
24	11	13	14	e	11	10		11	10	
25	11	12	15	e	10	8		10	8	
26	11	14	21	e	13	14	e	13	14	e
27	11	12	13	e	12	13	e	12	12	e
28	11	14	20	e	14	18	e	13	18	e
29	11	15	28	e	14	25	e	14	24	e
30	11	11	10		11	10		11	10	
31	11	8	1		14	25	e	14	24	e
32	11	10	8		9	5		9	5	
33	11	12	17	e	13	19	e	11	10	
34	11	11	10		11	10		9	4	
35	11	9	3		9	2		10	6	
36	11	10	6		11	10		12	13	e
37	11	11	10		9	4		9	3	
38	11	10	6		10	6		10	5	
39	11	11	10		12	14	e	11	10	

Existing Conditions					Existing Conditions Plus Proposed Project			Existing Conditions Plus Cumulative		
Location Number	Comfort Criterion (mph)	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds	Wind Speed Exceeded 10% of Time (mph)	Percent of Time Wind Speed Exceeds 11 mph	Exceeds
40	11	13	17	e	10	7		10	6	
41	11	14	18	e	14	23	e	14	22	e
42	11	12	14	e	15	25	e	14	23	e
43	11	15	25	e	16	29	e	15	27	e
44	11	14	24	e	15	26	e	15	25	e
45	11	16	28	e	17	33	e	17	35	e
46	11	15	27	e	14	24	e	15	25	e
47	11	14	24	e	10	5		9	4	
48	11	15	24	e	10	6		11	10	
49	11	16	29	e	15	25	e	14	22	e
50	11	17	35	e	16	30	e	15	27	e
51	11	11	10		10	7		10	8	
52	11	10	7		9	5		9	2	
53	11	17	35	e	16	33	e	14	25	e
54	11	9	4		10	6		9	4	
Average mph and % (all test points)		14	21		13	20		13	19	
Exceedances		35 of 54			32 of 54			31 of 54		

Table 11: Wind Hazard Results

Existing Conditions					Existing Conditions Plus Proposed Project					Existing Conditions Plus Cumulative				
Location Number	Hazard Criterion (mph)	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Exceeds	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Existing	Exceeds		
1	36	36	0		34	0	0		33	0	0			
2	36	21	0		20	0	0		23	0	0			
3	36	36	0		33	0	0		35	0	0			
4	36	47	70	e	45	39	-31	e	45	49	-21	e		
5	36	36	0		26	0	0		25	0	0			
6	36	38	3	e	38	3	0	e	37	2	-1	e		
7	36	39	4	e	32	0	-4		32	0	-4			
8	36	50	100	e	47	51	-49	e	47	54	-46	e		
9	36	31	0		34	0	0		34	0	0			
10	36	34	0		19	0	0		19	9	9			
11	36	25	0		24	0	0		24	0	0			
12	36	20	0		22	0	0		22	0	0			
13	36	20	0		36	0	0		36	0	0			
14	36	25	0		30	0	0		29	0	0			
15	36	29	9		24	0	0		23	0	0			
16	36	22	0		22	0	0		21	0	0			
17	36	18	0		19	0	0		19	0	0			
18	36	24	0		26	0	0		25	0	0			
19	36	31	0		28	0	0		28	0	0			
20	36	27	0		26	0	0		24	0	0			

Existing Conditions					Existing Conditions Plus Proposed Project				Existing Conditions Plus Cumulative			
Location Number	Hazard Criterion (mph)	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Exceeds	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Existing	Exceeds
21	36	20	0		18	0	0		19	0	0	
22	36	23	0		22	0	0		22	0	0	
23	36	19	0		18	0	0		17	0	0	
24	36	29	0		26	0	0		26	0	0	
25	36	25	0		23	0	0		23	0	0	
26	36	32	0		30	0	0		29	0	0	
27	36	25	0		25	0	0		25	0	0	
28	36	28	0		26	0	0		26	0	0	
29	36	29	0		28	0	0		27	0	0	
30	36	22	0		21	0	0		21	0	0	
31	36	15	0		26	0	0		27	0	0	
32	36	21	0		20	0	0		19	0	0	
33	36	23	0		23	0	0		22	0	0	
34	36	23	0		21	0	0		19	0	0	
35	36	17	0		16	0	0		20	0	0	
36	36	19	0		20	0	0		22	0	0	
37	36	23	0		19	0	0		19	0	0	
38	36	20	0		19	0	0		19	0	0	
39	36	22	0		22	0	0		21	0	0	
40	36	23	0		18	0	0		19	0	0	
41	36	30	0		26	0	0		27	0	0	

Existing Conditions					Existing Conditions Plus Proposed Project				Existing Conditions Plus Cumulative			
Location Number	Hazard Criterion (mph)	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Exceeds	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Existing	Exceeds	Wind Speed Exceeded 1 Hour per Year (mph)	Hours per Year Wind Speed Exceeds Hazard Criterion	Hours Change Relative to Existing	Exceeds
42	36	26	0		27	0	0		28	0	0	
43	36	31	0		29	0	0		29	0	0	
44	36	27	0		27	0	0		26	0	0	
45	36	31	0		32	0	0		33	0	0	
46	36	32	0		28	0	0		30	0	0	
47	36	27	0		18	0	0		17	0	0	
48	36	28	0		21	0	0		24	0	0	
49	36	30	0		29	0	0		26	0	0	
50	36	29	0		26	0	0		23	0	0	
51	36	21	0		19	0	0		21	0	0	
52	36	20	0		19	0	0		16	0	0	
53	36	31	0		30	0	0		26	0	0	
54	36	17	0		18	0	0		18	0	0	
Average mph and total hours (all test points)		27	177		25	93	-84		25	105	-72	
Exceedances		4 of 54			3 of 54				3 of 54			

In summary, implementation of the proposed project would not result in substantial changes to ground-level wind conditions near the project site. The average equivalent wind speed would decrease from 14 mph to 13 mph, and the number of locations with wind speeds that exceed the pedestrian comfort criterion would decrease by 3 (from 35 to 32). Exceeding the pedestrian comfort criterion is not a significant wind impact under CEQA. However, the proposed project would require an exception from the pedestrian comfort criterion requirements pursuant to Planning Code Section 243(c)(10)(B). The Planning Department considers an exceedance of the wind hazard criterion, not an exceedance of the pedestrian comfort criterion, to be a significant impact under CEQA. Although there would be localized changes throughout the project vicinity, the overall ground-level wind conditions would remain substantially the same with implementation of the proposed project.

Wind Hazard Analysis for the Proposed Project¹²¹

Hazardous wind speeds were measured at 54 test locations for the Existing Conditions Configuration and the Existing Conditions Plus Proposed Project Configuration. The locations of the test points are shown in **Figure 19**, on p. 118, and the test results are shown in **Table 11**, on pp. 122-124. As discussed on p. 116, the test results presented in **Table 11** use the one-minute average of 36 mph for the wind hazard criterion.

Under existing conditions, 50 of the 54 test locations comply with the wind hazard criterion, and 4 do not. At the 4 locations that do not comply with the wind hazard criterion, the existing wind speeds exceed the wind hazard criterion for a total of 177 hours per year. The locations that do not comply with the wind hazard criterion are at the northeast and southeast corners of Van Ness Avenue and Pine Street (Test Points 4 and 6, respectively), on the north side of Pine Street near the southeast corner of the Holiday Inn (Test Point 7), and on the south side of Pine Street directly across from the Holiday Inn (Test Point 8).

With implementation of the proposed project, both the wind speed and the duration of hazardous winds would decrease at Test Points 4, 7, and 8 when compared to existing conditions. At Test Point 4 (the northeast corner of Van Ness Avenue and Pine Street), the wind speed would decrease by 2 mph (from 47 to 45 mph), and the duration of hazardous winds would decrease by 31 hours per year (from 70 to 39 hours per year). Although the wind conditions at Test Point 4 would improve with implementation of the proposed project, the wind speed at this location would continue to exceed the wind hazard criterion. At Test Point 7 (the north side of Pine Street near the southeast corner of the Holiday Inn), the wind speed would decrease by 7 mph (from 39 to 32 mph), and the duration of hazardous winds would decrease by 4 hours per year (from 4 to 0 hours per year). With implementation of the proposed project, the wind speed at this

¹²¹ The data reported in this discussion are from the *Pedestrian Wind Study* and are summarized in **Table 11: Wind Hazard Results** on pp. 122-124 of the Initial Study.

location would decrease such that it would comply with the wind hazard criterion and eliminate the existing wind hazard exceedance. At Test Point 8 (the south side of Pine Street directly across from the Holiday Inn), the wind speed would decrease by 3 mph (from 50 to 47 mph), and the duration of hazardous winds would decrease by 49 hours per year (from 100 to 51 hours per year). Although the wind conditions at Test Point 8 would improve with implementation of the proposed project, the wind speed at this location would continue to exceed the wind hazard criterion.

With implementation of the proposed project, the wind conditions at Test Point 6 (the southeast corner of Van Ness Avenue and Pine Street) would remain the same when compared to existing conditions. The wind speed would remain unchanged at 38 mph, and the duration of hazardous winds would remain unchanged at 3 hours per year. With implementation of the proposed project, the wind speed at this location would continue to exceed the wind hazard criterion.

In summary, implementation of the proposed project would result in an overall improvement in ground-level wind conditions near the project site. Of the 4 locations with existing wind hazard exceedances, the wind conditions would improve at 3 locations and remain unchanged at 1 location. The total number of wind hazard exceedances would decrease from 4 to 3, and the total duration of hazardous winds would decrease by 84 hours per year (from 177 to 93 hours per year). For these reasons, the proposed project would have less-than-significant wind impacts, and no mitigation is necessary. This topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-WS-1: The proposed project, in combination with past, present, or reasonably foreseeable future projects in the site vicinity, would not make a cumulatively considerable contribution to a significant cumulative wind impact. (*Less than Significant*)

Wind Comfort Analysis for the Cumulative Scenario

Under existing conditions, the average equivalent wind speed for the wind comfort analysis at the 54 test points is 14 mph, with wind speeds ranging from 8 to 26 mph. The highest wind speeds occur along the north and south sides of Pine Street between the project site and the intersection of Pine Street and Van Ness Avenue (Test Points 4, 6, 7, and 8). Under existing conditions, wind speeds at 19 of the 54 test points meet the pedestrian comfort criterion, and 35 do not.

With implementation of the proposed project, in combination with the past, present, and reasonably foreseeable future projects discussed on p. 116, the average equivalent wind speed for the wind comfort analysis at the 54 test points would decrease from 14 mph to 13 mph. Wind speeds would range from 8 to 24 mph, and the highest wind speeds would continue to occur along the north and south sides of Pine Street between the project site and the intersection of Pine Street

and Van Ness Avenue. Wind speeds would decrease at 31 locations, remain the same at 12 locations, and increase at 11 locations.

When compared to existing conditions, implementation of the proposed project and reasonably foreseeable future projects would change wind patterns such that 9 existing wind comfort exceedances (Test Points 10, 16, 20, 24, 25, 33, 40, 47, and 48) would be eliminated and 5 new exceedances (Test Points 2, 12, 13, 31, and 36) would be created, resulting in a net reduction of 4 exceedances.

The wind speed would decrease at each of the 9 locations at which an existing wind comfort exceedance would be eliminated. The wind speed would decrease 8 mph at Test Point 10, 1 mph at Test Point 16, 2 mph at Test Points 20, 24 and 25, 1 mph at Test Point 33, 3 mph at Test Point 40, 5 mph at Test Point 47, and 4 mph at Test Point 48, resulting in an average decrease in wind speed of 3.1 mph at these 9 locations.

The wind speed would increase at each of the 5 locations at which a new wind comfort exceedance would be created. The wind speed would increase 2 mph at Test Point 2, 1 mph at Test Point 12, 9 mph at Test Point 13, 6 mph at Test Point 31, and 2 mph at Test Point 36, resulting in an average increase in wind speed of 4 mph at these 5 locations.

In summary, implementation of the proposed project and reasonably foreseeable future projects would not result in substantial changes to ground-level wind conditions near the project site. The average equivalent wind speed would decrease from 14 mph to 13 mph, and the number of locations with wind speeds that exceed the pedestrian comfort criterion would decrease by 4 (from 35 to 31). As discussed under **Impact WS-1**, exceeding the pedestrian comfort criterion is not a significant wind impact under CEQA. Although there would be localized changes throughout the project vicinity, the overall ground-level wind conditions would remain substantially the same with implementation of the proposed project and reasonably foreseeable future projects. This topic will not be discussed in the EIR.

Wind Hazard Analysis for the Cumulative Scenario

Hazardous wind speeds were measured at 54 test locations for the Existing Conditions and the Existing Conditions Plus Cumulative scenarios. The locations of the test points are shown in **Figure 19**, on p. 118, and the test results are shown in **Table 11**, on pp. 122-124. As discussed on p. 116, the test results presented in **Table 11** use the one-minute average of 36 mph for the wind hazard criterion.

The existing conditions related to hazardous winds are discussed under **Impact WS-1**, Wind Hazard Analysis for the Proposed Project, on pp. 117-126. With implementation of the proposed project and reasonably foreseeable future projects, both the wind speed and the duration of

hazardous winds would decrease at Test Points 4, 6, 7, and 8 when compared to existing conditions. At Test Point 4 (the northeast corner of Van Ness Avenue and Pine Street), the wind speed would decrease by 2 mph (from 47 to 45 mph), and the duration of hazardous winds would decrease by 21 hours per year (from 70 to 49 hours per year). Although the wind conditions at Test Point 4 would improve with implementation of the proposed project and reasonably foreseeable future projects, the wind speed at this location would continue to exceed the wind hazard criterion. At Test Point 6 (the southeast corner of Van Ness Avenue and Pine Street), the wind speed would decrease by 1 mph (from 38 to 37 mph), and the duration of hazardous winds would decrease by 1 hour per year (from 3 to 2 hours per year). Although the wind conditions at Test Point 6 would improve with implementation of the proposed project and reasonably foreseeable future projects, the wind speed at this location would continue to exceed the wind hazard criterion. At Test Point 7 (the north side of Pine Street near the southeast corner of the Holiday Inn), the wind speed would decrease by 7 mph (from 39 to 32 mph), and the duration of hazardous winds would decrease by 4 hours per year (from 4 to 0 hours per year). With implementation of the proposed project and reasonably foreseeable future projects, the wind speed at this location would decrease such that it would comply with the wind hazard criterion and eliminate the existing wind hazard exceedance. At Test Point 8 (the south side of Pine Street directly across from the Holiday Inn), the wind speed would decrease by 3 mph (from 50 to 47 mph), and the duration of hazardous winds would decrease by 46 hours per year (from 100 to 54 hours per year). Although the wind conditions at Test Point 8 would improve with implementation of the proposed project and reasonably foreseeable future projects, the wind speed at this location would continue to exceed the wind hazard criterion.

In summary, implementation of the proposed project and reasonably foreseeable future projects would result in an overall improvement in ground-level wind conditions near the project site. Of the 4 locations with existing wind hazard exceedances, the wind conditions would improve at all of them, with both the wind speed and the duration of hazardous winds decreasing at each of these locations. The total number of wind hazard exceedances would decrease from 4 to 3, and the total duration of hazardous winds would decrease by 72 hours per year (from 177 to 105 hours per year). For these reasons, the proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative wind impact. The proposed project would not make a cumulatively considerable contribution to a significant cumulative wind impact, and no mitigation is necessary. This topic will not be discussed in the EIR.

SHADOW

In 1984, San Francisco voters approved an initiative known as “Proposition K, the Sunlight Ordinance,” which was codified in 1985 as Planning Code Section 295. Section 295 prohibits the approval of “any structure that would cast any shade or shadow upon any property under the

jurisdiction of, or designated for acquisition by, the Recreation and Park Commission” unless the Planning Commission, with review and comment by the Recreation and Park Commission, has found that the shadows cast by a proposed project would not have an adverse impact on the use of the property. The period analyzed is from the first hour after sunrise until the last hour before sunset. Section 295 does not protect non-Recreation and Park Commission properties or privately owned, publicly accessible open spaces from shadows that may be cast by proposed development projects.

In order to determine whether any properties under the jurisdiction of the Recreation and Park Commission could be affected by shadow from the proposed project, the Planning Department prepared a shadow fan, which shows the maximum extent of the proposed project’s shadow over the course of an entire year (from one hour after sunrise until one hour before sunset on each day of the year) in relation to nearby open spaces, parks, and recreation facilities (see Initial Study Section B, Project Setting, p. 32). The shadow fan accounts for topographical changes but does not account for existing shadows cast by existing buildings. The shadow fan is used by the Planning Department as the basis for identifying which open spaces, parks, and recreation facilities merit further study. Those that are outside the maximum potential reach of the proposed project’s shadow do not require further study.

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

The shadow fan prepared by the Planning Department found that the proposed project’s shadow may reach as far east as Larkin Street, as far south as Sutter Street, as far west as Franklin Street, and as far north as Sacramento Street.¹²² Within this approximately 12-square-block area, there are no properties under the jurisdiction of the Recreation and Park Commission. Therefore, shadow from the proposed project would not reach any properties under the jurisdiction of the Recreation and Park Commission, and the proposed project would not conflict with Planning Code Section 295.

The San Francisco Unified School District owns and operates one facility that is within reach of the proposed project’s shadow. Redding Elementary School, one-half block east of the project site, has a street-level playground and an elevated athletic field on the roof of a one-story parking garage. The playground is bounded by Frank Norris Street on the south and the three-story school building on the west, north, and east. The athletic field is bounded by Bush Street on the south, a two-story building on the west, Frank Norris Street on the north, and a 13-story building on the east. Shadow from the proposed project has the potential to reach both of these spaces in the late afternoon and early evening from late spring until early autumn. Due to the position of

¹²² The Planning Department shadow fan for the proposed project, dated October 22, 2012, is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.0383E.

the sun in the sky (low on the horizon) at this time of the day and during these periods of the year, the playground and the athletic field would likely already be shadowed by existing buildings in the area. Therefore, net new shadow cast by the proposed project on either of these spaces, if any, would be minimal and would occur during a time of day when school would not be in session.

There are no privately owned, publicly accessible open spaces within reach of the proposed project's shadow.

The proposed project would cast net new shadow on nearby sidewalks, including, but not limited to, those along Pine Street, Polk Street, Austin Street, and Van Ness Avenue, at certain times of day throughout the year. Many of the sidewalks in this part of San Francisco are already shadowed for much of the day by densely developed, multi-story buildings, and additional project-related shadow would be transitory in nature and would not substantially affect the use of the sidewalks.

For these reasons, the proposed project would not create new shadow that substantially affects outdoor recreation facilities or other public areas. This impact would be less than significant, and no mitigation is necessary. This topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-WS-2: New shadow from the proposed project, in combination with new shadow from reasonably foreseeable future projects, would not create new shadow that would substantially affect outdoor recreation facilities or other public areas. (*Less than Significant*)

There are several proposed projects in the vicinity of the project site that have the potential to shadow some of the same areas that the proposed project would shadow. These reasonably foreseeable future projects are 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street / 1333 Gough Street, 1101 Van Ness Avenue / 1255 Post Street (the California Pacific Medical Center's [CPMC] Cathedral Hill campus), and 1800 Van Ness Avenue / 1749 Clay Street. For the reasons discussed below, the dispersed locations of these reasonably foreseeable future projects, in relation to existing outdoor recreation facilities or other public areas, would not have a significant cumulative shadow impact, and the proposed project would not contribute considerably to any significant shadow impact.

As discussed under **Impact WS-2**, shadow from the proposed project would not reach any Recreation and Park Commission properties or any privately owned, publicly accessible open spaces. Therefore, the proposed project would not combine with reasonably foreseeable future projects to have a cumulatively considerable contribution to significant cumulative shadow

impacts on Recreation and Park Commission properties or privately owned, publicly accessible open spaces.

As discussed under **Impact WS-2**, shadow from the proposed project could reach the playground and athletic field at Redding Elementary School in the late afternoon and early evening from late spring until early autumn. The CPMC's Cathedral Hill campus buildings and the reasonably foreseeable future projects at 1433 Bush Street and 1634-1690 Pine Street are west or southwest of Redding Elementary School and have the potential to cast shadow on the school's playground and athletic field in the late afternoon and early evening from late spring until early autumn. At this time of the day, the playground and the athletic field are already shadowed by existing buildings in the area. Net new shadow cast by the proposed project and the reasonably foreseeable future projects, if any, would be minimal and would occur during a time of day when school would not be in session. For these reasons, the proposed project would not combine with reasonably foreseeable future projects to have a significant cumulative shadow impact on the playground and athletic field at Redding Elementary School.

Due to the dispersed locations of the reasonably foreseeable future projects, it is unlikely that they would combine with the proposed project to cast net new shadow on the same sidewalks at the same time of day and/or the same time of year. The sidewalks in the project vicinity are already shadowed for much of the day by densely developed, multi-story buildings. Although implementation of the proposed project and the reasonably foreseeable future projects would add net new shadow to the sidewalks in the project vicinity, these shadows would be transitory in nature, would not substantially affect the use of the sidewalks, and would not increase shadows above levels that are common and generally expected in an urban environment.

For these reasons, the proposed project, in combination with reasonably foreseeable future projects in the project vicinity, would not have a significant cumulative shadow impact on outdoor recreation facilities and other public areas. The proposed project would not make a cumulatively considerable contribution to a significant cumulative shadow impact, and no mitigation is necessary. This topic will not be discussed in the EIR.

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

SETTING

The San Francisco Recreation and Park Department (SFRPD) manages more than 200 parks, playgrounds, and open spaces throughout the City. SFRPD recreation facilities also include 15 recreation centers, 9 swimming pools, 5 golf courses, and more than 300 athletic fields, tennis courts, and basketball courts.¹²³ As discussed in Initial Study Section B, Project Setting, p. 32, the following five SFRPD public parks, open space, and recreation facilities are within a ½-mile range of the project site, and all of them are accessible by walking, bicycling, or transit:

- The 0.8-acre Helen Wills Playground (0.4 mile north), which includes a basketball court, a tennis court, a play area with a climbing structure, and a small recreation center;
- The 0.2-acre Washington & Hyde Mini-Park (0.35 mile northeast), which includes a play area with climbing structures;
- The 0.6-acre Tenderloin Recreation Center and Playground (0.35 mile southeast), which includes a play area with climbing structures, concrete game courts, and a recreation center;
- The 0.2-acre Sergeant John Macauley Park (0.3 mile southeast), which includes a play area with climbing structures; and
- The 11.5-acre Lafayette Park (0.3 mile northwest), which includes two tennis courts and a playground.

Combined, these nearby locations comprise five playgrounds, two recreation centers, one outdoor basketball court, and three outdoor tennis courts.

The *San Francisco General Plan Recreation and Open Space Element (Open Space Element)* notes that “While the number of neighborhood parks and facilities is impressive, they are not well distributed throughout the City...The [unequal distribution] merits correction where

¹²³ San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004, p. 21. Available online at <http://sfrecpark.org/about/publications/2004-recreation-assessment/>. Accessed November 29, 2012.

neighborhoods lacking parks and recreation facilities also have relatively high needs for such facilities.” The Open Space Element defines “high need areas” as areas with high population density and high percentages of children, youth, seniors, or low-income households relative to the City as a whole. The Open Space Element defines “deficient” areas as areas that are not served by public open space, areas with population that exceeds the capacity of the open spaces that serve it, or areas with facilities that do not correspond well to neighborhood needs.

The high need areas and deficient areas are shown on Figures 3 through 8 and Map 9 of the Open Space Element, and are based on information from the 1980 U.S. Census. The figures show that the project site is within a “high need” area based on population density per net acre, population density of seniors and children per net acre, and low household incomes relative to the City median. These maps and figures were updated for the Revised Draft Open Space Element (June 2011) to reflect 2005-2009 American Community Survey data and 2010 U.S. Census data. Figure 2, High Needs Areas, of the Revised Draft Open Space Element shows that the project site remains within an area considered “high need” with respect to population density by block, household income, density of seniors, and density of youth. Figure 3, Priority Renovation & Acquisition Areas, of the Revised Draft Open Space Element is a composite of the “high need” area maps that focus City efforts on providing an equitable distribution of parks, open spaces, and recreational facilities. The project site and its vicinity are designated as a high priority area for recreation and open space improvements. In general, District 3, the supervisorial district in which the project site is located, is one of the most built-up parts of the City, and, as a result, one of its many challenges is the provision of recreational and open space at levels commensurate to its diverse range of population densities which include a high number of children and seniors.

In August 2004, the SFRPD published a Recreation Assessment Report that evaluated the recreation needs of San Francisco residents. Nine service area maps were developed for the report. The service area maps were intended to help SFRPD staff and key leadership assess where services are offered, how equitable the service delivery is across the City, and how effective the service is as it applies to the demographics of the service area. The maps, which were developed based on population served rather than distance, show that the project site is outside the defined service areas for the nearest existing SFRPD ballfields, multi-use/soccer fields, pools, outdoor basketball courts, and tennis courts, and within the service area for the nearest recreation center, the Tenderloin Recreation Center.¹²⁴ Based on the standards recommended in the report, the City as a whole is in need of additional public ball fields, multi-use/soccer fields, and outdoor basketball courts.

¹²⁴ San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004, pp. 20-23 and Maps. Available online at <http://sfrecpark.org/about/publications/2004-recreation-assessment/>. Accessed November 29, 2012.

Impact RE-1: The proposed project would not increase the use of existing neighborhood parks or other recreation facilities such that substantial physical deterioration or physical degradation of existing recreational resources would occur or be accelerated, nor would it include or result in the need for the expansion or construction of recreational facilities.
(Less than Significant)

As described under Initial Study Topic E.3, Population and Housing, implementation of the proposed project would add approximately 244 residents to the project area. This would represent an approximately 4.5 percent increase over the existing population of 5,164 in Census Tract 111. This residential population growth would increase the demand for parks, open spaces, and recreation facilities. The proposed project would provide Planning Code-required private and common open space for project residents. The 5,288 sq. ft. of private open space and 7,458 sq. ft. of common open space would partly offset the demand for open space generated by the project residents. Although project residents may use parks, open spaces, and other recreational facilities in the vicinity of the project site, the additional use of these recreational resources is expected to be modest (based on the size of the projected population increase). Furthermore, the increase in demand would not be in excess of amounts expected, provided for, or planned for in the project area and the City as a whole.

In conclusion, the project site is located near existing neighborhood public parks, open spaces, and recreational facilities and any use of these local recreational resources attributable to the project residents would be relatively minor compared with their existing use. Based on the number of public parks, open spaces, and recreational facilities in the project vicinity and the small increase in population due to the proposed project, project-generated demand could be accommodated by the existing local recreational resources. Project residents could also use other public parks, open spaces, and recreational facilities throughout the City and region. Additionally, the provision of private/common open space and an on-site fitness center would provide recreational opportunities to the project residents, thereby reducing the demand on surrounding recreational resources. Therefore, the proposed project would not result in a substantial increase in the use of existing regional and neighborhood parks or other recreational facilities within the project vicinity such that substantial deterioration of the facilities would occur or would be accelerated. Further, project-generated demand would not require the construction or expansion of recreational facilities, nor would it physically degrade existing recreational resources. Therefore, the proposed project would have a less-than-significant impact on recreational resources, and no mitigation measures are necessary. This topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-RE-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would not contribute considerably to significant cumulative impacts on recreational resources leading to their physical deterioration or physical degradation, nor would it contribute considerably to cumulative demand for construction or expansion of recreational facilities resulting in physical effects on the environment. (*Less than Significant*)

By 2030, the population in San Francisco is estimated to reach 934,800, approximately 129,565 more new residents than reported in the 2010 U.S. Census.¹²⁵ The citywide population increase between 2010 and 2030 would result in increased citywide demand for recreational resources in the future. Past, present, and reasonably foreseeable future projects within a ¼-mile radius of the project site include mixed-use projects at 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street / 1333 Gough Street, and 1800 Van Ness Avenue / 1749 Clay Street. Together, these projects would develop up to 620 residential units. Based on a conservative average of approximately 2.28 persons per household these projects could add up to 1,415 residents to the project area. As described in **Impact RE-1**, the project area has been identified as “high need” with respect to its population density and share of low-income households, senior residents, and children, and has been designated as a high priority area for recreation and open space improvements.

Implementation of the proposed project would result in the introduction of approximately 244 new residents to the project area and would include Planning Code-required private and common open space for project residents. The provision of the required open space would partially offset the demand for recreational resources and the potential for the deterioration and/or degradation of existing recreational resources in the project area. Similar to the proposed project, the nearby mixed-use projects would also include Planning Code-required private and common open space to partially meet the demand for recreational resources from future residents of those mixed-use projects. Although future residents of these nearby mixed-use projects would use some of the same public parks, open spaces, and recreation facilities as the residents of the proposed project, their use of these local recreational resources would be tempered by the availability of other recreational resources that may be closer such as Alta Plaza, Allyne Park, or Jefferson Square. Therefore, when considered in combination with other past, present, or reasonably foreseeable future projects, the proposed project would not result in a cumulatively considerable contribution to significant recreation-related cumulative impacts. No mitigation is necessary, and this topic will not be discussed in the EIR.

¹²⁵ ABAG, *Projections 2009*, p. 92.

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

SETTING

The project site is located in the Channel subdrainage area of the Bayside basin and is served by the City's combined sanitary sewer and stormwater system.¹²⁶ This system collects, transports, and treats sanitary sewage and stormwater runoff in the same facilities. Discharges to federal and state waters are governed by two National Pollutant Discharge Elimination System (NPDES) permits; the 2008 Bayside Permit (NPDES Permit No. CA0037664) and the 2009 Oceanside Permit (NPDES Permit No. CA0037681). These permits are issued and enforced by the San Francisco Bay Regional Water Quality Control Board (RWQCB).

All wastewater and stormwater flows that emanate from the Bayside basin are subject to the 2008 Bayside Permit. This permit specifies discharge prohibitions, dry-weather effluent limitations,

¹²⁶ San Francisco is roughly divided into two major drainage areas: the Bayside and Westside basins, which are further divided into eight subdrainage areas. Draft San Francisco Sewer System Improvement Program Report, August 10, 2010, Figure 1. San Francisco Major Drainage Basins and Wastewater Facilities, p. 2. Available online at <http://sfwater.org/modules/showdocument.aspx?documentid=984>. Accessed October 9, 2012.

wet-weather effluent performance criteria, receiving water limitations, sludge management practices, and monitoring and reporting requirements for the Southeast Water Pollution Control Plant (Southeast Plant), the North Point Wet-Weather Facility, and the Bayside Wet-Weather Transport/Storage and Diversion Structures, a series of storage/transport boxes located around the perimeter of the City's bayside.¹²⁷ During wet weather the capacity at the Southeast Plant is supplemented by the North Point Wet-Weather Facility and the Bayside Wet-Weather Transport/Storage and Diversion Structures. If wet-weather flows exceed the capacity of the overall system, the excess (primarily stormwater) is discharged from one of 36 combined sewer overflow (CSO) structures located along the waterfront. The permit prohibits overflows from the CSO structures during dry weather, and requires wet-weather overflows to comply with the nine minimum controls specified in the United States Environmental Protection Agency's (USEPA) Combined Sewer Overflow Control Policy.

Impact UT-1: The proposed project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board. (*Less than Significant*)

Implementation of the proposed project is expected to increase the average daily population at the project site by approximately 244 residents and 7 employees over existing conditions. This population increase would incrementally increase wastewater flows from the project site. This incremental increase would not affect the City's ability to treat the additional volume of wastewater because future flows attributable to projected population and employment growth are accounted for in the San Francisco Public Utilities Commission's (SFPUC) infrastructure capacity plans. Wastewater flows would continue to be treated in accordance with the RWQCB-issued NPDES permits prior to discharge into the Bay. All CSO discharges are regulated with permits issued by the RWQCB and with the USEPA's National Combined Sewer Overflow Control Policy. Therefore, the proposed project would not result in an exceedance of any wastewater treatment requirements, and the impact would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact UT-2: The proposed project would not require or result in the construction of new or the expansion of existing water, wastewater treatment or stormwater drainage facilities; or result in a determination that the wastewater treatment provider has inadequate capacity to serve the project. (*Less than Significant*)

The City's combined sanitary sewer and stormwater system collects, transports, and treats sanitary sewage and stormwater runoff in the same facilities. Stormwater runoff comprises the primary source of total flows collected, conveyed, and eventually treated at the City's wastewater treatment facilities.

¹²⁷ The storage/transport boxes provide treatment consisting of settling and screening of floatable materials inside the boxes and is equivalent to primary treatment at the wastewater treatment plants.

The 15,000-sq.-ft. project site is completely developed in its current state. The proposed building footprint would also completely cover the project site; thus, project implementation would not result in an increase in impervious surfaces (see **Figure 4**, p. 8). Project sites over 5,000 sq. ft. are subject to the *San Francisco Stormwater Design Guidelines (Stormwater Design Guidelines)* adopted by the SFPUC on January 12, 2010 (Stormwater Management Ordinance No. 83-10). The *Stormwater Design Guidelines* would require landscape features and structural elements such as vegetated roofs, swales, rainwater harvesting, and rain gardens to be incorporated as part of site design to reduce and/or delay the amount of stormwater runoff entering the combined sanitary sewer and stormwater system. The project sponsor would be required to develop a Stormwater Control Plan to comply with the Stormwater Management Ordinance. The Stormwater Control Plan would be submitted for review and approval by the SFPUC with the final construction drawings. For this project site, where impervious surfaces currently cover over 50 percent of the site, the Stormwater Control Plan would have to show that the stormwater runoff rate and volume would be decreased by 25 percent from the 2-year 24-hour design storm. A detailed hydrologic analysis would be completed during the preparation of the Stormwater Control Plan to measure the total reduction. Therefore, implementation of a Stormwater Control Plan would result in a reduction to stormwater discharge volumes from the project site to the combined sanitary sewer and stormwater system

Implementation of the proposed project would incrementally increase wastewater flows from the project site due to the introduction of approximately 244 residents and 7 employees. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the City's Green Building Ordinance. Compliance with these regulations would reduce wastewater flows and the amount of potable water used for building functions. The SFPUC's infrastructure capacity plans account for projected population and employment growth. The incorporation of water-efficient fixtures into new development is also accounted for by the SFPUC because widespread adoption can lead to more efficient use of existing capacity.

Based on the above information, implementation of the proposed project would not require construction of new water, wastewater, or stormwater collection, conveyance, or treatment facilities, or the expansion of existing facilities; or result in the determination by the SFPUC that it has insufficient capacity to serve the proposed project. Therefore, the proposed project's impact would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact UT-3: The proposed project would have sufficient water supply available from existing entitlements and would not require new or expanded water supply resources or entitlements. (*Less than Significant*)

The SFPUC provides an average of approximately 265 million gallons per day (mgd) of water to approximately 2.5 million people in San Francisco, Santa Clara, Alameda, San Mateo, and Tuolumne counties.¹²⁸ Approximately 96 percent of the water provided to San Francisco is supplied by the SFPUC Regional Water System, which is made up of water from the Hetch Hetchy Reservoir and Bay Area reservoirs in the Alameda Creek and Peninsula watersheds.¹²⁹ The project site is currently served by this water delivery infrastructure.

Although implementation of the proposed project would incrementally increase the demand for water in San Francisco, it is an infill site within a developed urban area that is already served by the SFPUC. The incremental increase in water demand (approximately 12,600 gallons) by the new 244 residents and 7 employees would be not be substantial and would not be in excess of the projected demand for the City as a whole.^{130,131} According to the *2010 Urban Water Management Plan for the City and County of San Francisco* (2010 UWMP), the combination of the existing Water Shortage Allocation Plan and the additional supplies from the Water System Improvement Program means that “sufficient water is available to meet existing demand and planned future uses within San Francisco.”¹³² Any increase in water demand from the proposed project is accounted for in the 2010 UWMP, as the proposed project would not be unusual or result in population increases beyond those forecast by the City or ABAG (see the discussion in Initial Study Topic E.3, Population and Housing, on pp. 51-54). Therefore, a project-specific Water Supply Assessment is not required. In addition, the proposed project would be designed to incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the City’s Green Building Ordinance. Therefore, implementation of the proposed project would not generate additional demand for water that exceeds water supply projections. As a result, it would not require new or expanded water supply resources or entitlements. The impacts of the proposed project on water supply would therefore be less than significant, and no mitigation is necessary. This topic will not be discussed in the EIR.

Impact UT-4: The proposed project would increase the amount of solid waste generated on the project site, but would be adequately served by the City’s landfill and would comply with federal, state and local statutes and regulations related to solid waste. (*Less than Significant*)

¹²⁸ SFPUC, *2010 Urban Water Management Plan for the City and County of San Francisco*, adopted June 2011 [hereinafter “2010 UWMP”], pp. 7, 14, 22-25.

¹²⁹ SFPUC, 2010 UWMP, pp. 22-25. Groundwater and recycled water make up the remainder of the SFPUC supplies to the City.

¹³⁰ The 2010 UWMP, pp. 66-69, projects that, during normal precipitation years and multiple dry years, the SFPUC will have adequate supplies to meet projected demand through 2035.

¹³¹ SFPUC, 2010 UWMP, p. 34. Based on current residential use in San Francisco of 50 gallons per capita per day. SFPUC, 2011 Retail Water Conservation Plan, June 2011, p. 28. Based on current employee use in San Francisco of 53.9 gallons per employee-day. Available online at <http://www.sfwater.org/modules/showdocument.aspx?documentid=188>. Accessed October 5, 2012.

¹³² SFPUC, 2010 UWMP, Sections 5.6 and 5.7.

Recology (formerly Norcal Waste Systems, Inc.) provides solid waste collection, recycling, and disposal services for residential and commercial garbage and recycling in San Francisco through its subsidiaries San Francisco Recycling and Disposal, Golden Gate Disposal and Recycling, and Sunset Scavenger. Recology's Golden Gate Disposal and Recycling subsidiary provides daily solid waste, recyclables, and compost pick-up service in the project area. The project site is not currently served by Golden Gate Disposal and Recycling because four buildings are vacant and one is used for off-street parking.

San Francisco's Mandatory Recycling and Composting Ordinance (No. 100-09) states that all persons located in San Francisco are required to separate recyclables, compostables, and landfilled trash and participate in recycling and composting programs. The ordinance covers any "property where refuse is generated...including schools, institutions, and City properties." San Francisco uses a three-cart collection program: residents and businesses sort solid waste into recyclables, compostable items, such as food scraps and yard trimmings, and garbage. All materials are taken to the San Francisco Solid Waste Transfer and Recycling Center, located at 501 Tunnel Avenue in the southeast San Francisco. There, the three waste streams are sorted and bundled for transport to the composting and recycling facilities and the landfill.

Compostable materials are sent to Recology's Jepson-Prairie composting facility, located in Solano County, where food scraps, plant trimmings, soiled paper, and other compostables are turned into a nutrient-rich soil amendment. Recyclable materials are sent to Recycle Central, located at Pier 96 on San Francisco's southern waterfront, where they are separated into commodities and sold to manufacturers that turn the materials into new products. The majority of waste that is not composted or recycled is taken to the Altamont Class II disposal facility (Altamont Landfill) located east of Livermore in Alameda County, a regional landfill that handles residential, commercial, and construction waste. Altamont Landfill has a permitted maximum disposal of 11,500 tons per day, a maximum permitted capacity of 62 million cubic yards, and a remaining permitted capacity of about 45.7 million cubic yards.¹³³ Altamont Landfill received about 1.13 million tons of waste in 2011 and is estimated to continue operation until 2025.^{134,135} In 2011, San Francisco generated approximately 446,634 tons of solid waste and sent

¹³³ California Department of Resources Recycling and Recovery (CalRecycle), Facility/Site Summary Details: Altamont Landfill & Resource Recovery (01-AA-0009). Available online at <http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0009/Detail/>. Accessed November 29, 2012.

¹³⁴ CalRecycle, Jurisdiction of Origin Waste Disposal By Facility. Available online at <http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=ReportName%3dReportEdrsFacilitySummaryByJurisdiction%26DisposalFacilityID%3dCa7%26SwisNo%3d>. Accessed November 29, 2012.

¹³⁵ California Department of Resources Recycling and Recovery (CalRecycle), Facility/Site Summary Details: Altamont Landfill & Resource Recovery (01-AA-0009). Available online at <http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0009/Detail/>. Accessed November 29, 2012.

approximately 374,202 tons to the Altamont Landfill, about 33 percent of the total volume of waste received at that facility in 2011.¹³⁶

Prior to receipt of a demolition permit, a project is required to show compliance with the City's Construction and Demolition Debris Recovery Ordinance (Ordinance 27-06). Requirements for a full demolition include the development of a waste diversion plan that provides for a minimum of 65 percent diversion of construction and demolition debris, including materials source separated for reuse and recycling. The City's Green Building Ordinance, which became effective January 1, 2009, requires that at least 75 percent of a project's construction debris be diverted from the landfill.

Under the California Integrated Waste Management Act of 1989, San Francisco was required to adopt an integrated waste management plan, implement a program to reduce the amount of waste disposed, and have its waste diversion performance periodically reviewed by the California Integrated Waste Management Board. The City was required to reduce the amount of waste sent to landfills by 50 percent by 2000. The City met the 50 percent reduction goal in 2000 by recycling, composting, reuse, and other efforts, and achieved 70 percent reduction in 2006. San Francisco exceeded its goal to divert 75 percent of its waste by 2010 and will implement new strategies to meet its zero waste goal by 2020.¹³⁷

The State of California sets a 50 percent Equivalent Per Capita Disposal Target (resident or employee) for the state and each jurisdiction pursuant to the Solid Waste Disposal Measurement Act, passed in 2007. In 2010, the target disposal rate for San Francisco residents and employees was 6.6 pounds/resident/day and 10.6 pounds/employee/day. Both of these targeted disposal rates were met in 2010 (the most recent year reported), with San Francisco residents generating about 3.0 pounds/resident/day and employed persons in San Francisco generating about 5.0 pounds/per employee/per day.¹³⁸

Implementation of the proposed project would result in the demolition of five buildings on the project site. The project sponsor would develop a waste diversion plan to meet the 75 percent diversion requirement identified in the City's Green Building Ordinance. Development of the residential and retail uses would increase the average daily throughput¹³⁹ at the Altamont

¹³⁶ CalRecycle, Jurisdiction Disposal By Facility. Available online at <http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=OriginJurisdictionIDs%3d438%26ReportYear%3d2011%26ReportName%3dReportEDRSJurisDisposalByFacility>. Accessed November 29, 2012.

¹³⁷ San Francisco Department of the Environment, Zero Waste Program. Available online at <http://www.sfenvironment.org/zero-waste/overview/goals>. Accessed December 3, 2012.

¹³⁸ CalRecycle, Jurisdiction Diversion/Disposal Rate Detail. Available online at <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=438&Year=2010>. Accessed December 3, 2012.

¹³⁹ The amount of municipal solid waste processed by a resources recovery facility is determined by dividing the average annual tonnage of municipal solid waste by 365 days.

Landfill. The maximum daily increase in solid waste produced by the 244 new residents and 7 employees would be approximately 732 pounds per day and approximately 35 pounds per day, respectively. Thus, the proposed project would generate a maximum increase of approximately 767 pounds of solid waste per day (or 0.38 ton of solid waste per day). This would translate into a negligible percentage (less than 0.003 percent) of the Altamont Landfill's maximum total permitted throughput of about 11,500 tons per day. This landfill is projected to have sufficient capacity to operate until at least 2025, with the potential to operate for a longer period of time, depending on waste flows and incorporation of statewide waste reduction measures. Therefore, the increase in solid waste from implementation of the proposed project could be accommodated by the Altamont Landfill's existing permitted disposal capacity, and would be a less-than-significant impact.

As described under Initial Study Topic E.16, Hazards and Hazardous Materials, excavated soil that is classified as a hazardous waste would be disposed of in a Class I permitted landfill in accordance with applicable laws and regulations for the disposal of hazardous waste. Soil not classified as a hazardous waste could be disposed of in a Class III permitted landfill such as the Altamont Landfill, or, more likely, would be reused at another site. The approximately 18,000 cubic yards of excavated soils would be shipped off site. (It is not expected that the majority of this excavated soil would be classified as hazardous.)

Given the above, the proposed project would be adequately served by a landfill with sufficient disposal capacity to accommodate the solid waste generated by its new residents and employees. The proposed project would also fully adhere to published federal, state, and local statutes and regulations related to solid waste collection and disposal. Therefore, the proposed project's impact would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-UT-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would not contribute considerably to significant cumulative impacts on utilities and service systems. (*Less than Significant*)

The proposed project's contribution to cumulative impacts on utilities and service systems was analyzed in relation to anticipated citywide population and employment growth projections. The City's existing utilities and service system management plans anticipate citywide growth and are updated periodically based on citywide population and employment growth projections.

Combined Sanitary Sewer and Stormwater System

Wastewater

Discharges to federal and state waters that would be generated by the construction and operations of projected future development in the City are subject to the requirements of the RWQCB-issued 2008 Bayside Permit or 2009 Oceanside Permit and the USEPA's National Combined Sewer Overflow Control Policy. Increased wastewater flows from projected future development in the City would not be substantial enough that the City could not continue treatment in accordance with the standards of the RWQCB-issued NPDES permits and the USEPA's National Combined Sewer Overflow Control Policy prior to discharge into federal and state waters. Therefore, cumulative development would not result in an exceedance of any wastewater treatment requirements, and cumulative impacts related to water quality violations would be less than significant.

As noted above in **Impact UT-1**, the proposed project would increase demand on the City's combined sanitary sewer and stormwater system but the additional wastewater flows generated by the estimated 244 new residents and 7 employees would not exceed the system's capacity to collect, transport and treat the additional wastewater flows prior to discharge. Therefore, the proposed project, in combination with projected future development in the City, would not contribute considerably to cumulative impacts related to water quality violations. No mitigation is necessary, and this topic will not be discussed in the EIR.

Stormwater

Stormwater runoff comprises the primary source of total flows collected, conveyed, and eventually treated at the City's wastewater treatment facilities. Projected future development in the City would result in the demolition of existing buildings and the development of new structures on those project sites. Projected future development in the City on sites over 5,000 sq. ft. would be required to adhere to the City's Stormwater Management Ordinance which include requires the development of Stormwater Control Plans to manage stormwater on site; all with the goal of reducing or delaying the entry of stormwater into the combined sanitary sewer and stormwater system. Compliance is expected to result in a citywide net reduction in the total amount of stormwater entering the combined sanitary sewer and stormwater system. Therefore, new or expanded stormwater drainage facilities would not be needed as a result of projected future development in the City, and this cumulative impact would be less than significant.

As discussed in **Impact UT-2**, the proposed project would comply with the City's Stormwater Management Ordinance and develop a Stormwater Control Plan, thereby reducing the effect of its project-specific contribution on the capacity of existing stormwater drainage facilities. Therefore,

the proposed project, in combination with future projected development in the City, would not contribute considerably to cumulative stormwater drainage facilities impact.

Projected future development in the City would incorporate water-efficient fixtures to reduce wastewater flows and the amount of potable water used for building functions, as required by Title 24 and the City's Green Building Ordinance. Thus, it is not expected that projected future development in the City would result in the generation of substantial unplanned future demand such that existing water or wastewater treatment facilities would need to be expanded or new facilities would need to be constructed. Therefore, the cumulative demand from future citywide growth for new or expanded water or wastewater treatment facilities would be less than significant, and determinations that the SFPUC has inadequate capacity to serve this cumulative development would not be expected.

As noted above in **Impact UT-2**, the proposed project would incorporate water-efficient fixtures, as required by Title 24 and the City's Green Building Ordinance, thereby reducing the proposed project's contribution to cumulative wastewater flows. Furthermore, the wastewater flows attributable to the proposed project's new residents and employees would not result in the determination that the SFPUC has inadequate capacity to serve the project site. Therefore, the proposed project, in combination with projected future development in the City, would not contribute considerably to cumulative demand for new or expanded water or wastewater treatment facilities or determinations that there would be insufficient capacity to serve this cumulative development. No mitigation is necessary, and these topics will not be discussed in the EIR.

Water Supply

Anticipated population and employment growth is expected to increase demand for water, but is also expected to be adequately served by existing water supply resources. The SFPUC's *2010 UWMP* accounts for anticipated growth in the City and the region to 2035. New development in the City would be subject to Title 24 and the City's Green Building Ordinance, thereby reducing overall demand on water supplies. Thus, while anticipated population and employment growth would incrementally increase demand on water supply resources, this increase would not result in significant cumulative impacts.

As noted above in **Impact UT-3**, the proposed project is accounted for in the 2010 UWMP. The proposed project would also be designed to comply with Title 24 and the City's Green Building Ordinance, thereby reducing its contribution to cumulative water demand. Therefore, the proposed project, in combination with projected future development in the City, would not contribute considerably to cumulative impacts related to demand for new or expanded water supply resources or entitlements. No mitigation is necessary, and this topic will not be discussed in the EIR.

Solid Waste

Demolition, construction, and operation of projected future development in the City would contribute to the demand on the disposal capacity of the Altamont Landfill. Construction management for projected future development in the City would include the development of plans to divert between 65 and 75 percent of its demolition debris from landfills in compliance with the City’s Construction and Demolition Debris Recovery Ordinance or the City’s Green Building Ordinance. Projected future development would also be required to comply with the City’s Mandatory Recycling and Composting Ordinance. Therefore, with implementation of state and local requirements for waste diversion, there would be no significant cumulative impacts on solid waste disposal facilities.

As noted above in **Impact UT-4**, the proposed project would meet the construction waste diversion requirements identified in the City’s Green Building Ordinance and would comply with the City’s Mandatory Recycling and Composting Ordinance, thereby reducing its contribution to the overall waste stream. Therefore, the proposed project, in combination with projected future development in the City, would not contribute considerably to a cumulative impact on the disposal capacity of the Altamont Landfill. No mitigation is necessary, and this topic will not be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is within an urban area that is currently fully served by public services, including fire protection, police protection, public schools, parks, and other services. Project-related impacts on parks and other recreational facilities are discussed under Initial Study Topic E.10: Recreation, on pp. 132-134. The proposed project would increase the intensity of development on the site. The five existing one- to two-story commercial buildings on the project site would be replaced with a 137,712-gsf, 12-story mixed-use building with ground-floor retail space and up to 107 dwelling units.

Impact PS-1: The proposed project would not result in substantial adverse physical impacts associated with the provision of police protection, fire protection, schools, and library services in order to maintain acceptable service ratios, response times, or other performance objectives. (*Less than Significant*)

Police Protection Services

The San Francisco Police Department (SFPD), headquartered at 850 Bryant Street, provides police protection in the City and County of San Francisco. The SFPD divides the City into two divisions – Metro and Golden Gate – each of which is divided into five districts.¹⁴⁰ The project site is located within the Northern Police District, which is made up of Pacific Heights, Japantown, Polk Gulch, Russian Hill, the Marina, and a portion of the Western Addition.¹⁴¹ The Northern Station, located at 1125 Fillmore Street, is part of the Metro division and has jurisdiction over the project site. It is approximately 1 mile southwest of the project site and is staffed by approximately 138 officers.¹⁴² According to the SFPD Crime Maps, the most reported crimes in a 0.5-mile radius of the project site are disturbing the peace and theft/larceny. Other frequently reported crimes in the area include burglary, assault, and motor vehicle theft. These crime data statistics are based on reports taken from a 6-month time period from February 17, 2013 through August 16, 2013.¹⁴³

Development of the project site would replace five buildings (four are vacant and one is used for off-street parking) with new residential, retail, and parking uses. The proposed project would generate an increase of approximately 244 people on the project site. These new residents would result in an approximately 4.5 percent increase over the existing residential population for Census Tract 111, as reported in the 2010 U.S. Census (5,164 people). SFPD bases its estimates for additional facilities on calls for service, types and times of traffic and pedestrian flow patterns, and operational hours of uses within each Police District area, and not on increases in population.

The project sponsor would, as part of the permit review process, work with the SFPD and the Department of Emergency Management to ensure that emergency communication systems within the new high-rise building are functional and appropriately designed. Communication systems would be incorporated into the proposed project to the extent practicable based on consultation with SFPD.

¹⁴⁰ San Francisco Police Department (SFPD), Operations. Available online at <http://sf-police.org/index.aspx?page=24>. Accessed August 29, 2012.

¹⁴¹ SFPD, Police District Maps. Available online at <http://sf-police.org/Modules/ShowDocument.aspx?documentid=12829>. Accessed August 29, 2012.

¹⁴² The Public Safety Strategies Group, *San Francisco Police Department District Station Boundaries Analysis Final Report*, May 13, 2008, pp. D5–D6. Available online at <http://sf-police.org/Modules/ShowDocument.aspx?documentid=14683>. Accessed August 29, 2012.

¹⁴³ SFPD, *SFPD CrimeMAPS*. Available online at <http://www.sf-police.org/index.aspx?page=1618>. Accessed August 16, 2013.

SFPD policy is to accommodate the additional growth with existing infrastructure through re-deployment of resources from other areas of the City, if needed. The additional 244 residents anticipated under the proposed project would be accommodated in this manner. This increase would not be substantial in light of the existing demand for police protection in the City. The proposed project would not generate the demand for new, or physically altered, facilities or increased staffing needs, nor would the proposed project affect the SFPD's ability to meet its response time goals. Therefore, the proposed project would have a less-than-significant impact on police protection services. No mitigation is necessary, and this topic will not be discussed in the EIR.

Fire Protection and Emergency Services

The San Francisco Fire Department (SFFD), headquartered at 698 Second Street, provides fire suppression services and unified emergency medical services (EMS) and transport, including basic life support (BLS) and advanced life support (ALS) services, in the City and County of San Francisco. The SFFD provides about 80 percent of the ambulance response.¹⁴⁴ Several privately operated ambulance companies are also authorized to provide BLS and ALS services in San Francisco.¹⁴⁵

The SFFD fire suppression companies have three divisions: the Airport Division (serving the San Francisco International Airport) and Divisions 2 and 3 (serving the rest of San Francisco). Division 2 is divided into four battalions, and Division 3 is divided into five battalions. The SFFD has 43 active fire stations located throughout the Division 1 and 2 service areas. SFFD resources include 43 engine companies, 19 truck companies, 19 ambulances, 2 heavy rescue squad units, 2 fire boats, and multiple special purpose units. The SFFD employs 1,438 persons, including both uniformed and non-uniformed personnel.¹⁴⁶ The daily operational strength is approximately 295 (minimum) staff members citywide. The SFFD responded to approximately 26,630 fire response calls and approximately 81,450 emergency medical service response calls in 2009-2010.¹⁴⁷

The project site is located within the Division 2 service area, which encompasses an area extending from the Downtown and Financial Districts to the northwestern boundaries of the City.

¹⁴⁴ San Francisco Fire Department (SFFD), Learn More about the EMS Division. Prior to April 2008 the SFFD was the exclusive provider of EMS services. Available online at <http://www.sf-fire.org/index.aspx?page=1017>. Accessed August 29, 2012.

¹⁴⁵ San Francisco Department of Emergency Management, EMS System Providers. Available online at <http://www.sfdem.org/index.aspx?page=183>. Accessed August 29, 2012.

¹⁴⁶ SFFD, Departmental Climate Action Plan Fiscal Year 2010-2011, May 11, 2012, p. 4. Available online at <http://www.sf-fire.org/modules/showdocument.aspx?documentid=2771>. Accessed August 29, 2012.

¹⁴⁷ SFFD, *San Francisco Fire Department Annual Report Fiscal Year 2009-2010*. Available online at <http://www.sf-fire.org/modules/showdocument.aspx?documentid=2759>. Accessed August 29, 2012.

The project site is in the First Alarm area¹⁴⁸ for Station 3 (Battalion 2), located at 1067 Post Street, about 0.2 mile southeast of the project site. Station 3 has one engine company, with one officer and three firefighters and one aerial (ladder) truck company, with one officer and four firefighters. Other fire stations in the vicinity include Station 41 (Battalion 1) at 1325 Leavenworth Street (about 0.4 mile northeast) and Station 38 (Battalion 4) at 2150 California Street (about 0.5 mile west).¹⁴⁹ Station 41 houses one engine company with one officer and three firefighters. Station 38 houses one engine company with one officer and three firefighters and a mobile command unit. Renovations to Stations 38 and 41 have recently been completed and were funded through the 2010 Earthquake Safety and Emergency Response Bond.¹⁵⁰ SFFD's average response time inside the First Alarm area for all stations in the City is 3 minutes and 23 seconds for an emergency call (Code 3). For 90 percent of calls (inside and outside of First Alarm areas), the response time is currently 4 minutes and 53 seconds. SFFD's average response time for nonemergency calls is 8 minutes and 54 seconds. For 90 percent of these non-emergency calls, the response time is currently 15 minutes and 39 seconds.

Construction of the proposed 12-story building would be required to comply with all regulations of the San Francisco Fire Code that establish requirements for fire safety and fire prevention such as the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. The proposed project would generate an increase of approximately 244 people on the project site, an approximately 4.5 percent increase over the existing residential population for Census Tract 111, as reported in the 2010 U.S. Census (5,164 people). At buildout, the number of fire suppression and emergency medical service calls received from the project area would increase. However, the increase would be incremental, funded largely through project-related increases to the City's tax base, and would not be substantial in light of the existing demand for fire suppression and emergency medical services in the City. The proposed project would not generate the demand for new, or physically altered, facilities or increased staffing needs. Therefore, the proposed project would have a less-than-significant impact on fire protection and emergency medical services. No mitigation is necessary, and this topic will not be discussed in the EIR.

Public Schools

The San Francisco Unified School District (SFUSD) provides primary and secondary education in San Francisco. The SFUSD manages 64 elementary schools (K-5), 12 middle schools (grades

¹⁴⁸ The First Alarm area is the geographic area in which a station is responsible for arriving first in the case of an emergency.

¹⁴⁹ SFFD, *SFFD Fire Station Locations*. Available online at <http://www.sf-fire.org/Modules/ShowDocument.aspx?documentid=1975>. Accessed August 29, 2012.

¹⁵⁰ City and County of San Francisco Earthquake Safety and Emergency Response Program, Fire Station Project Status. Available online at <http://sfearthquakesafety.org/the-bond/neighborhood-fire-houses/fire-station-program-status/>. Accessed October 11, 2013.

6-8), 17 high schools (grades 9-12), and 9 alternatively configured schools with a total enrollment of 52,989 students. An additional 637 students are enrolled in County programs and approximately 2,988 students are enrolled in charter schools.^{151,152} According to the 2010 U.S. Census, there are approximately 90,000 school-aged children in San Francisco.¹⁵³ Elementary school student enrollment in the SFUSD has increased over the past five years, from approximately 21,400 to 23,259, while middle school and high school enrollment has decreased over the same time period. Overall student enrollment between the 2006-2007 and 2012-2013 academic years has decreased slightly from 55,240 to approximately 53,000.¹⁵⁴ The SFUSD projects its overall enrollment to increase through 2014 with the largest increases projected to occur at the elementary and middle school level, and high school enrollment projected to decrease.¹⁵⁵

The project site is within the attendance area of Redding Elementary School at 1421 Pine Street, one block east of the project site.¹⁵⁶ For the 2010-2011 academic year Redding Elementary had a total K-5 enrollment of 318 students.¹⁵⁷ Based on the current SFUSD enrollment and matriculation process, students that attend Redding Elementary School would graduate to the Marina Middle School.¹⁵⁸ After middle school, the students would then apply for any high school across the city.

¹⁵¹ San Francisco Unified School District (SFUSD), Research Planning and Accountability Data Center, School List and Summary – Student Enrollment. Available online at <http://tinyurl.com/lekoo89>. Accessed October 10, 2013.

¹⁵² Five charter schools submit their student data directly to the California Department of Education rather than through SFUSD; thus, the charter school enrollment number is greater.

¹⁵³ U.S. Census Bureau, American FactFinder, Profile of General Population and Housing Characteristics: 2010, 2010 Demographic Profile Data. Available online at <http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>. Accessed October 29, 2012.

¹⁵⁴ SFUSD, Research Planning and Accountability Data Center, School List and Summary – Student Enrollment. Available online at <http://tinyurl.com/lekoo89> and <http://tinyurl.com/n86yr6t>. Accessed October 10, 2013.

¹⁵⁵ SFUSD, SFUSD Recommended Budget for Fiscal Year 2013 – 2014, p. 8. Available online at <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/budget/Volume%201%20FY%202013-14%20Recommended%20Budget%202nd%20Reading.pdf>. Accessed October 10, 2013.

¹⁵⁶ For elementary schools, a lottery that gives some weight to the attendance area in which the student resides is used to assign students. There is no requirement that the elementary attendance area school be chosen by parents, nor can placement at the elementary attendance area school be guaranteed. Available online at <http://www.sfusd.edu/en/enroll-in-sfusd-schools/frequently-asked-questions.html>. Accessed August 29, 2012.

¹⁵⁷ SFUSD, Research Planning and Accountability Data Center, School List and Summary – Student Enrollment. Available online at <http://tinyurl.com/lekoo89>. Accessed October 10, 2013.

¹⁵⁸ SFUSD Address and School Locator. Beginning in 2017, 5th grade students will receive an automatic, initial assignment into their designated middle school feeder. They will also have an opportunity to apply to enroll at other middle schools, but there will be a guaranteed assignment into the middle school based on where they attend elementary school. Available online at <http://www.sfpublicschools.org/php/>. Accessed August 29, 2012.

The proposed project would add 107 market rate units that could generate about five students for SFUSD. If the project sponsor were to meet the affordable housing requirements on site (94 market rate units and 13 below market rate units) about eight students would be added to the SFUSD population.¹⁵⁹ As discussed above, elementary school enrollment has increased over the last five years and SFUSD projections indicate that elementary enrollment will continue to grow. The SFUSD currently maintains a property and building portfolio that has a student capacity for over 90,000 students.¹⁶⁰ Thus, even with increasing enrollment, SFUSD facilities throughout the City are underutilized. An increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students.

The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), restricts the ability of local agencies to deny land use approvals on the basis that public school facilities are inadequate. SB 50, however, permits the levying of developer fees to address local school facility needs resulting from new development. Local jurisdictions are precluded under state law from imposing school-enrollment-related mitigation beyond the school development fees. The SFUSD collects these fees for all construction and building permits issued within the City and County of San Francisco. Developer fee revenues are utilized, in conjunction with other District funds, to support efforts to complete capital improvement projects. The School Facilities Impact Fees to be collected for residential, commercial, and retail developments for fiscal year 2010-2011 are set at \$2.24/sq. ft for new residential construction and \$0.18/sq. ft. for retail space.¹⁶¹ Thus, with payment of school impact fees, project impacts on SFUSD facilities and services would be considered less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Libraries

The San Francisco Public Library operates the Main Library at Civic Center, at 100 Larkin Street, and 28 neighborhood branches throughout San Francisco. Public libraries provide reading rooms, book lending, information services, access to technology, and library-sponsored public programs. The public libraries near the project site are the Golden Gate Valley Branch at 1801 Green Street, about 0.7 mile northwest; the Chinatown Branch at 1135 Powell Street, about 0.7 mile northeast; the Main Library at 100 Larkin Street, about 0.75 mile southeast; and the Western Addition Branch at 1550 Scott Street, about 1 mile west.

¹⁵⁹ Based on student generation rates of 0.25 students for below market rate units and 0.05 students for market rate units.

¹⁶⁰ SFUSD, Student Enrollment, Recruitment and Retention: Community Conversations about San Francisco Public Schools, p. 29. Available online at <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/SERR-2007.pdf>. Accessed August 29, 2012.

¹⁶¹ SFUSD, Developer Impact Fee Annual and Five Year Reports for the Fiscal Year Ending June 30, 2011, November 28, 2011, p. 2. Available online at http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/SFUSD_AnnualFiveYearReport_FY2011.pdf. Accessed August 29, 2012.

In 1994, San Francisco voters passed Proposition E, a Charter amendment that created the Library Preservation Fund, which provided library services and materials, and aids in the operation of library facilities. Proposition E requires the City to maintain funding for the San Francisco Public Library at a level no lower than the amount it spent during the 1992–1993 fiscal year. Voters renewed the Library Preservation Fund in November 2007 (Proposition D).

The Branch Library Improvement Program resulted from a bond measure passed in November 2000 to provide \$106 million in funding to upgrade San Francisco’s branch library system, and Proposition D, which passed in November 2007, authorizing additional funding to improve the branches. These funds were used to establish the Mission Bay Branch, which opened in February 2009.

The proposed project would introduce 244 residents into the neighborhood. The existing library branches near the project site, the Golden Gate Valley Branch, the Chinatown Branch, the Main Library, and the Western Addition Branch, would be able to meet the incremental increase in demand for library services generated by the proposed project. The proposed project would not require construction of new or expanded library facilities beyond those already proposed or under construction under the Branch Library Improvement Program.

Thus, the new, existing, and rebuilt San Francisco Public Library branches could accommodate increased demand from the proposed project, and no additional library facilities would be required. Impacts on library services would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-PS-1: The proposed project, in combination with other past, present or reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative impacts on public services. (*Less than Significant*)

The proposed project’s contribution to cumulative public services impacts was analyzed in relation to anticipated citywide population growth estimates. Reasonably foreseeable cumulative development in the project area includes the mixed-use projects at 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street / 1333 Gough Street, and 1800 Van Ness Avenue / 1749 Clay Street. Together, these projects would develop up to 620 residential units. Based on a conservative average of approximately 2.28 persons per household, these projects could add up to 1,415 residents to the project area. Implementation of the California Pacific Medical Center project at 1101 Van Ness Avenue / 1255 Post Street, also within a ¼-mile radius of the project site, would add approximately 4,030 net new employees to the project area by 2030, resulting in a citywide population increase of approximately 3,230 San Francisco residents. Implementation of the proposed project and reasonably foreseeable future projects would not exceed growth projections

for San Francisco, as discussed in Initial Study Topic E.3, Population and Housing, pp. 54-56. As a result, projected future development would not result in any service gap in citywide police, fire and emergency medical services. Because there is no citywide shortfall with respect to school or library services and because reasonably foreseeable future projects would be required to pay school impact fees pursuant to SB 50, there would also be no significant cumulative effects with respect to those public services.

As discussed in **Impact PS-1**, the addition of 244 residents to the project site would incrementally increase demand for police protection, fire protection and emergency medical services, schools, and library services, but not beyond levels anticipated and planned for by these service providers. The proposed project would, therefore, not require construction of new facilities or affect service levels, response times or performance objectives.

Thus, the proposed project, when considered together with reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to cumulative impacts on police protection and fire protection and emergency services, or the provision of school and library services. No mitigation is necessary, and this topic will not be discussed in the EIR. Refer to Initial Study Topic E.10, Recreation, on p. 135 for a discussion of cumulative impacts on park services.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. BIOLOGICAL RESOURCES—					
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations; or on federally protected wetlands through direct removal, filling, hydrological interruption, or other means; nor would it conflict with any provisions in an approved local, regional, or state habitat conservation plan. (No Impact)

The project site is located in San Francisco’s Lower Nob Hill neighborhood at 1527-1545 Pine Street. The project site is completely developed with five buildings, and there is no landscaping or vegetation on the site. There are three existing street trees adjacent to the project site along the Pine Street sidewalk. There are no existing water features on the project site. The proposed project would not include any construction-related activities that could affect federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Furthermore, there are no adopted habitat conservation plans that include the project site or the immediate vicinity. Given the conditions on the project site and in the area, the proposed project would not directly or indirectly affect candidate, sensitive, or special status plant or animal species or riparian habitat or sensitive natural communities identified in local, regional, state, or federal plans, policies, or regulations. Therefore, the proposed project would have no impact related to these topics, and they will not be discussed in the EIR.

Impact BI-2: The proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (No Impact)

The project site and its surroundings are in San Francisco’s Lower Nob Hill neighborhood, an area that is fully developed and covered with structures and other impervious surfaces. The project site is not located within or near any natural watercourses or established wildlife corridors that would result in interference in the movement of native resident or migratory fish or wildlife

species. In addition, the project site is not located on or in the vicinity of a native wildlife nursery site. Therefore, the proposed project would have no impact on native resident or migratory fish or wildlife movement and would not impede the use of native wildlife nursery sites. These topics will not be discussed in the EIR.

Impact BI-3: The proposed project would not conflict with the City’s local policies or ordinances protecting biological resources such as the tree ordinance. (No Impact)

The Planning Department, Department of Building Inspection, and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, is implemented. San Francisco Public Works Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant, and street trees, collectively known as “protected trees” located on private and public property.

There are no trees on the project site and no trees would be removed with development of the proposed project. There are three street trees adjacent to the project site along Pine Street. These would remain, and the project sponsor would plant up to four new street trees along Pine Street and up to six new street trees along Austin Street, in compliance with the Planning Code. DPW has indicated concern regarding the width of Austin Street and its sidewalks and the appropriateness of adding street trees along that frontage. Based on DPW’s concerns, the Zoning Administrator may waive the requirement for street trees along Austin Street. In this case, the project sponsor would pay an in-lieu fee under Planning Code Section 428, deposited into DPW’s Adopt-A-Tree Fund. Given the above, the proposed project would not conflict with the local tree preservation ordinance or with any local policies or ordinances protecting trees. The proposed project would also not conflict with any other local policies or ordinances protecting other biological resources as there are no biological resources on the project site. Thus, the proposed project would have no impact, and this topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-BI-1: The proposed project, in combination with other past, present or reasonably foreseeable future projects in the site vicinity, would not result in a considerable contribution to significant cumulative impacts to biological resources. (Less than Significant)

The proposed project, combined with reasonably foreseeable future projects listed on p. 44 of the Initial Study, would result in increased population and development in the project vicinity. The project site is currently fully developed and does not include any on-site vegetation. Similarly, wildlife species on and in the vicinity of the project site are those that have adapted to the urban environment and are able to co-exist with people and the built environment. The vegetation and wildlife that could occur on and around the project site represent an urban environment rather than a wildland condition. No nearby development sites contain any special status species.

Moreover, as all development projects must comply with federal, state, and local regulations that protect biological resources, there would be no significant project-level impacts on biological resources, and no significant cumulative impact on biological resources. For these reasons, the proposed project would not have a cumulatively considerable contribution to significant cumulative impacts on biological resources, and no mitigation is necessary. This topic will not be discussed in the EIR.

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

The proposed project would connect to and would be served by the City's combined stormwater and sewer system. Therefore, Topic 14e is not applicable and will not be discussed in the EIR.

A geologic and seismic hazards evaluation and geotechnical investigation (*Preliminary Geotechnical Investigation*) was prepared for the project site; the results and recommendations are summarized below.¹⁶² The purpose of the *Preliminary Geotechnical Investigation* is to explore subsurface conditions and develop recommendations regarding the geotechnical aspects of project design and construction.

The *Preliminary Geotechnical Investigation* indicates the subsurface presence of fill, soil, and bedrock. Borings EB-1 to EB-6 along the southern portion of the project site extended to a depth of between 10 to 30 feet below ground surface (bgs) and indicated that a fill layer beneath the project site extends approximately 3 feet bgs and consists primarily of loose- to medium-dense, poorly graded sand. At the northwest portion of the project site along the retaining wall there may be up to 5 feet of undocumented fill. Under the fill layer, native dune sand deposits are composed primarily of medium-dense to dense, fine- to medium-grained, poorly graded sands with silt and clay fines.¹⁶³ Very dense sands and/or weathered bedrock of the Franciscan Formation were encountered at depths of 33 and 40 feet at the southeast and northwest corners of the project site, respectively. Groundwater was not encountered and is estimated to be 50 feet or more bgs.¹⁶⁴

Excavation for the proposed 12-story building with two below-grade basement levels would extend to about 40 feet bgs. The proposed excavation would extend beyond the fill, and the new structure would be constructed on a mat foundation on compacted subsurface soils. Approximately 18,000 cubic yards of soil would be removed from the project site.

Impact GE-1: The proposed project would not result in the exposure of persons or structures to seismically-induced geologic hazards, i.e., rupture of a known earthquake fault, strong seismic ground shaking, ground failure, and landslides. (*Less than Significant*)

Fault Rupture

The Alquist-Priolo Earthquake Fault Zoning Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The project site is not located within an Alquist-Priolo Earthquake Fault Zone as established by the California Geological Survey (CGS), and no active or potentially active faults exist on or in the immediate vicinity of this site.¹⁶⁵ Therefore, the potential for surface fault rupture is low, and this impact

¹⁶² Cornerstone Earth Group, *Preliminary Geotechnical Investigation*.

¹⁶³ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, Appendix C, Figure Number A-1. Soils are generally classified from coarse-grained to fine-grained based on whether or not 50 percent of soil samples are retained or pass through a No. 200 sieve, respectively.

¹⁶⁴ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 5.

¹⁶⁵ California Geological Survey, Table 4, Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of January 2010. Available online at <http://www.consrv.ca.gov/cgs/rghm/ap/Pages/affected.aspx>. Accessed February 27, 2013.

would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Ground Shaking

Like the rest of the San Francisco Bay Area, the project site is subject to ground shaking in the event of an earthquake on regional fault lines. The United States Geological Survey estimates that there is a 63 percent probability of a strong earthquake (Moment magnitude¹⁶⁶ [Mw] 6.7 or higher) occurring in the San Francisco Bay region during the 30-year period between 2007 and 2036.¹⁶⁷ The nearest faults that could cause substantial ground shaking in the project area are the San Andreas Fault, located approximately 7.4 miles west; the San Gregorio Fault, located approximately 10.4 miles west; and the Hayward Fault, located approximately 10.8 miles east.¹⁶⁸ The Rodgers Creek Fault is more than 15 miles north, and the Calaveras and Mount Diablo Faults are 15 miles east of the project site.

The Association of Bay Area Governments has prepared maps that show areas of the City subject to ground shaking during an earthquake. The project site is in an area subject to “very strong” ground shaking from a major earthquake along the Peninsula segment of the San Andreas Fault and “strong” ground shaking from a major earthquake along the northern Hayward Fault.¹⁶⁹ In addition, the CGS estimates that peak ground accelerations¹⁷⁰ (expressed in the acceleration due to Earth’s gravity in g) within the project area would be 0.502 g.¹⁷¹

Although the potential for “strong” to “very strong” seismic ground shaking is present, the intensity of earthquake ground motion in the vicinity of the project site would depend on the characteristics of the generating fault, the distance to the earthquake’s epicenter, the magnitude and duration of the earthquake, and site geologic conditions. In the event of an earthquake that exhibits “strong” to “very strong” seismic ground shaking, considerable damage could occur to existing buildings on the project site, potentially injuring building occupants and neighbors.

¹⁶⁶ An earthquake is classified by the amount of energy released, expressed as the magnitude of the earthquake. Traditionally, magnitudes have been quantified using the Richter scale. However, seismologists now use a moment magnitude (Mw) scale because it provides a more accurate measurement of the size of major and great earthquakes.

¹⁶⁷ United States Geological Survey, Earthquake Hazards Program. Available online at <http://earthquake.usgs.gov/regional/nca/ucerf/>. Accessed August 28, 2012.

¹⁶⁸ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 4.

¹⁶⁹ Association of Bay Area Governments, Earthquake and Hazards Program, Hazard Maps and Information, Earthquake Shaking, Future Earthquake Shaking Scenarios, Static Shaking Maps for Future Earthquake Scenarios. Available online at <http://www.abag.ca.gov/cgi-bin/pickmapx.pl>. Accessed August 27, 2012.

¹⁷⁰ Acceleration of gravity (g) = 980 centimeters per second squared. Acceleration of 1.0 g is a rate of increase in speed equivalent to a car traveling 328 feet from rest in 4.5 seconds.

¹⁷¹ California Geological Survey, Probabilistic Seismic Hazards Mapping Ground Motion Page. Available online at <http://redirect.conservation.ca.gov/cgs/rghm/pshamap/pshamap.asp>. Accessed August 28, 2012.

A site-specific design-level geotechnical investigation would be prepared for the proposed project, and the proposed building would be designed in accordance with the investigation's recommendations. The Department of Building Inspection (DBI) would review the final plans for the proposed building, and through this process, would ensure that the proposed building would be designed and constructed to withstand seismically-induced ground shaking. DBI would also review the proposed building permit applications for compliance with the 2010 San Francisco Building Code, and for implementation of recommendations in the site-specific design-level geotechnical investigation that address seismic hazards. Although damage and injury from ground shaking cannot be entirely avoided, adherence to current commercial and regulatory practices, including current building code requirements, would reduce the potential for injury and damage. Therefore, the proposed project would not expose persons or structures to substantial adverse effects related to ground shaking, and the impact would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Liquefaction, Lateral Spreading, and Seismic Settlement

Strong shaking during an earthquake can cause ground failure as a result of soil liquefaction, lateral spreading, or seismic settlement. Liquefaction refers to the loss of strength of saturated soils during ground shaking. Lateral spreading is horizontal ground movement of relatively flat-lying soil deposits toward a free face such as an excavation and is generally associated with liquefaction of subsurface soils at or near the bottom of an exposed surface. Differential seismic settlement typically results when seismic densification, a phenomenon in which non-saturated, cohesionless soil is densified by earthquake vibrations, occurs.

The project site is not located in an area of liquefaction potential as identified in the Seismic Hazards Zone Map for the City and County of San Francisco.¹⁷² As discussed above, the project site's subsurface soils include a fill layer which consists primarily of loose- to medium-dense, poorly graded sand with varying fines underlain by medium-dense to dense, fine- to medium-grained, poorly graded sands with silt and clay fines. The moisture content of the subsurface soils is low and groundwater is estimated to be 50 feet or more bgs. The project site's low liquefaction potential and the absence of an open face within 200 feet of the project site would minimize the potential for lateral spreading. The fill and the loose unsaturated sandy soils are prone to settlement during strong ground shaking; however, the subsurface soils would be over excavated and compacted, minimizing the potential for seismic settlement. Based on this information, the

¹⁷² California Geological Survey, Seismic Hazards Zonation Program, City and County of San Francisco Quadrangle, November 17, 2000. Available online at http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_sf.pdf. Accessed August 28, 2012.

Preliminary Geotechnical Investigation concludes that the potential for liquefaction, lateral spreading, and seismic settlement at the project site is low.¹⁷³

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the site-specific design-level geotechnical investigation 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 liquefaction, lateral spreading, and seismic settlement. DBI could require that additional site-specific soils report(s) be prepared in conjunction with the building permit applications. Therefore, potential damage to structures from geologic hazards on a project site would be minimized through the DBI requirement for a site-specific design-level geotechnical investigation and review of the building permit application pursuant to its implementation of the Building Code. Any changes incorporated into the foundation design required to meet the Building Code standards that are identified as a result of the DBI permit review process would constitute minor modifications of the project and would not require additional environmental analysis.

Therefore, the proposed excavation and building construction on the project site would result in less-than-significant impacts related to the potential for ground failure as a result of liquefaction, lateral spreading, and seismic settlement. No mitigation is necessary, and these topics will not be discussed in the EIR.

Seismically Induced Landslides

The project area is relatively flat with a gradual southeasterly grade and is not located within or near an area of seismically induced landslide susceptibility as identified in the Seismic Hazards Zone Map for the City and County of San Francisco.¹⁷⁴ Therefore, there would be no impact related to seismically induced landslides, and this topic will not be discussed in the EIR.

Impact GE-2: The proposed project would not cause soil erosion or the loss of topsoil. (Less than Significant)

The project site is covered with impervious surfaces. Construction of the proposed project would require excavation to a depth of up to 40 feet bgs. Site preparation and excavation activities would disturb soils, creating the potential for wind- and water-borne soil erosion; however, these activities would not result in substantial erosion because the project area is relatively flat. Furthermore, as discussed in Initial Study Topic E.15, Hydrology and Water Quality, pp. 163-164, the construction contractor would be required to implement construction Best Management Practices (BMPs) to prevent erosion and discharge of sediment into construction site stormwater

¹⁷³ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 6.

¹⁷⁴ California Geological Survey, Seismic Hazards Zonation Program, City and County of San Francisco Quadrangle, November 17, 2000. Available online at http://gmnw.consrv.ca.gov/shmp/download/pdf/_sf.pdf. Accessed December 3, 2012.

runoff. Therefore, impacts related to soil erosion and loss of topsoil would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact GE-3: The proposed project would not be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project construction, nor would it potentially result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. (*Less than Significant*)

The project site is immediately underlain by 3 to 5 feet of fill consisting of loose- to medium-dense, poorly graded sand with varying fines. Below the fill layer, subsurface soils are characterized as medium-dense to dense, fine- to medium-grained, poorly graded sands with silt and clay fines. The underlying soils do not contain a high percentage of clay particles and generally have low expansion potential.

As discussed in **Impact GE-1**, the potential for liquefaction, lateral spreading, seismic settlement, and seismically induced landslides on the project site is low, indicating that the project site is likely not located on a geologic unit or soil that is unstable. Implementation of the proposed project would require excavation to a depth of up to 40 feet bgs. In order to prevent slope instability and settlement, the sides of the excavation would be shored using standard engineering practices. Standard practices include adaptive management practices to adjust foundation design for any unforeseen conditions that can only become evident during construction. Therefore, any signs of slope instability not currently evident would be corrected through design and, as a result, the proposed project would have a low potential for adverse effects from landslides.

The *Preliminary Geotechnical Investigation* recommends soldier beams and tie-backs, braced excavations, or other shoring methods to support the excavation. However, due to the low fines contents of the native dune sands deposits at the project site, the potential for caving and sloughing during excavation is very high, and the shoring system may have to include a secant pile wall installed using auger cast piles, or an approved equivalent, to make the excavation more stable.¹⁷⁵ The shoring system would also need to support adjacent loads such as construction vehicles and incidental loading, existing structure foundation loads, and street loading.¹⁷⁶ The proposed excavation would likely extend below the foundations of existing adjacent buildings to the east and west. To ensure the integrity of those buildings, temporary shoring such as underpinning would be required. As described in the *Preliminary Geotechnical Investigation*, the site-specific design-level geotechnical investigation would determine the parameters for the final shoring system.¹⁷⁷

¹⁷⁵ Secant pile walls are formed by constructing intersecting concrete piles that are reinforced with either steel rebar or with steel beams and are constructed by either drilling under mud or augering.

¹⁷⁶ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 10.

¹⁷⁷ Cornerstone Earth Group, *Preliminary Geotechnical Investigation*, p. 10.

Preliminary design recommendations indicate that the proposed structure would be constructed on a mat foundation on compacted soils. Therefore, the potential for project construction to result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be low, and this impact would be less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

Additionally, as discussed under **Impact GE-1**, the proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. As stated there, decisions about appropriate foundation design and whether additional background studies are required would be considered as part of the DBI review process. As a result, potential damage to structures (including existing adjacent structures) from geologic hazards on the project site would be addressed through the DBI requirement for a site-specific design-level geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. Therefore, this impact would be less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

Impact GE-4: The proposed project would not be located on expansive soils creating substantial risks to life or property. (No Impact)

The City and County of San Francisco is within an area where less than 50 percent of the soil consists of clay with high swelling potential, i.e., expansive soils. Expansive soils shrink or swell substantially with changes in moisture content and generally contain a high percentage of clay particles. The project site is immediately underlain by up to 3 to 5 feet of fill consisting of loose- to medium-dense, poorly graded sand with varying fines. Below the fill layer, subsurface soils are characterized as medium-dense to dense, fine- to medium-grained, poorly graded sands with silt and clay fines. The underlying soils do not contain a high percentage of clay particles and generally have low expansion potential. Therefore, the potential for substantial risks to life or property related to the presence of expansive soils would not exist and there would be no impact. This topic will not be discussed in the EIR.

Impact GE-5: The proposed project would not substantially alter site topography or unique geologic or physical features of the project site. (No Impact)

The project site is located in a densely developed urban area in San Francisco's Lower Nob Hill neighborhood. The site is fully occupied by five one- to two-story commercial buildings, all of which would be demolished. The proposed 12-story building with two below-grade basement levels would replace the existing buildings. There are no unique geologic or physical features on the project site. The proposed project would not substantially alter the topography or change any unique geologic or physical features of the project area; therefore, there would be no impact. This topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-GE-1: The proposed project, in combination with other past, present or reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to a significant cumulative impact related to geology and soils. (*Less than Significant*)

Geology and soils impacts are generally localized and site specific, and do not have cumulative effects with other projects. As with the proposed project, the reasonably foreseeable future projects in the site vicinity would be subject to applicable seismic standards and safety measures and applicable construction site runoff BMPs to reduce geologic hazards and the potential for soil erosion, respectively. Therefore, there would not be a significant cumulative impact related to geology and soils, and implementation of the proposed project would not have a cumulatively considerable contribution to any significant cumulative impacts on geology and soils. No mitigation is necessary, and this topic will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
15. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunamis, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. (*Less than Significant*)

Construction-Related Stormwater Runoff

Project development would require excavation to a depth of approximately 40 feet bgs. The greatest depth of excavation would occur along the western edge of the project site. Construction activities such as grading and earthmoving operations would expose soil and could result in erosion and excess sediments carried in stormwater runoff to the combined sanitary sewer and stormwater system. In addition, stormwater runoff from temporary on-site use and storage of vehicles, fuels, wastes, and other hazardous materials could carry pollutants to the combined sanitary sewer and stormwater system if proper handling methods were not employed.

Construction-related stormwater runoff would flow to the combined sanitary sewer and stormwater system and would be treated at the Southeast Plant, North Point Wet-Weather Facility, or other Bayside Wet-Weather Transport/Storage and Diversion Structures. Treatment would be provided pursuant to the effluent discharge limitations set by the 2008 Bayside Permit and USEPA Combined Sewer Overflow Control Policy. In accordance with guidelines for development of sustainable sites and Article 4.1 of the San Francisco Public Works Code (supplemented by San Francisco Department of Public Works [DPW] Order No. 158170), which incorporates and implements the 2008 Bayside Permit and minimum controls described in the USEPA Combined Sewer Overflow Control Policy, the construction contractor would be required to implement construction Best Management Practices (BMPs) listed on the Stormwater Pollution and Prevention Program “Checklist for Construction Management Requirements.” The construction BMP erosion and sedimentation control measures, in coordination with City and County of San Francisco Construction Site Water Pollution Prevention Program requirements,

would prevent sedimentation from entering the combined sanitary sewer and stormwater system. BMPs for spill prevention and response would also be implemented to minimize the potential for spills of any hazardous material on the project site, such as fuel oil, from entering the combined sanitary sewer and stormwater system. The City of San Francisco's Construction Runoff Control Program would enforce City requirements through periodic and unplanned site inspections. Compliance with these regulatory requirements would ensure that water quality impacts related to violation of water quality standards or degradation of water quality due to discharge of construction-related stormwater runoff would be less than significant.

Construction-Related Groundwater Dewatering

As noted in Initial Study Topic E.14: Geology and Soils, p. 156, previous investigations indicate that groundwater is present in the project area at approximately 50 feet bgs. Project excavation would extend to about 40 feet bgs, well above the water table. Therefore, the proposed excavation would likely not require dewatering.

Should groundwater be encountered during construction, the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater discharges meet specified water quality standards before it may be discharged into the sewer system. The SFPUC's Bureau of Systems Planning, Environment, and Compliance must be notified of projects necessitating dewatering, and may require water analysis before discharge. If groundwater dewatering is necessary, the final soils report required for the proposed project would address the potential settlement and subsidence associated with the dewatering. The report would contain a determination as to whether or not a lateral movement and settlement survey should be prepared to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, DPW 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. With discharge to the combined sanitary sewer and stormwater system in accordance with regulatory requirements, water quality impacts related to violation of water quality standards or degradation of water quality due to discharge of groundwater produced during dewatering would be less than significant.

Operation

During dry weather (typically May 1 to October 15), all sanitary sewage generated at the project site is treated at the Southeast Plant, which currently operates at about 80 percent of its design capacity. During wet weather (typically October 16 to April 30), the combined sanitary sewer and stormwater system collects large volumes of stormwater runoff, and the wet-weather facilities provide additional treatment as needed before discharging treated effluent to the Bay. When combined flows exceed the total capacity of all of the facilities, excess flows receive primary treatment and are discharged through combined sewer overflow (CSO) structures located

along the Bayside waterfront. These intermittent CSO discharges occur in compliance with the 2008 Bayside Permit and USEPA Combined Sewer Overflow Control Policy. Discharge of typical wastewater to this existing wastewater treatment system would not violate any water quality standards or waste discharge requirements and would be within the capacity of the Southeast Plant.

The project site is currently covered entirely with impervious surfaces and the proposed project would not create any additional impervious surfaces, thus no additional stormwater runoff would be generated and discharged to the combined sanitary sewer and stormwater system. In addition, as described in **Impact UT-2** on p. 138, the proposed project would implement a Stormwater Control Plan that would reduce the total stormwater runoff volume and peak runoff rate from the project site by 25 percent. Domestic wastewater from the project site flows to the City's combined sanitary sewer and stormwater system, where it is treated to standards identified in the 2008 Bayside Permit prior to discharge. The proposed project's compliance with Title 24 and the City's Green Building Ordinance would result in efficient water use and would minimize the total volume of wastewater that would be generated on the project site from project operations. The additional wastewater flows associated with the proposed project would be typical for a mixed-use project and could be accommodated within the system's existing capacity.

In light of these efforts and the continuation of treatment of wastewater and stormwater at the Southeast Plant, as currently practiced, discharges would be made in accordance with the 2008 Bayside Permit for the Southeast Plant, North Point Wet-Weather Facility, and Bayside Wet-Weather Transport/Storage and Diversion Structures, and the project-specific impact related to violation of water quality standards or degradation of water quality during construction and operation of the proposed project would be a less than significant.

In conclusion, the potential for project construction and operations to adversely impact water quality would be less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

Impact HY-2: The proposed project would not 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. (*Less than Significant*)

On the basis of geologic and geophysical data, San Francisco has seven identified groundwater basins: Lobos, Marina, Downtown, Islais, South, Visitacion Valley, and Westside. The SFPUC has defined a groundwater basin as a continuous body of unconsolidated sediments and the surrounding surface drainage area. Groundwater levels on the east side of the City generally are

closer to the land surface than those on the west side. Groundwater basins on the east side are thinner and smaller in volume than those on the west side.¹⁷⁸

The project area is located on the east side of the City and is within the Downtown groundwater basin. As discussed in **Impact HY-1**, groundwater levels in the project area are below the depth of the proposed excavation; thus, dewatering is not expected for the proposed development. Should dewatering be necessary, dewatering of excavations during construction could temporarily lower groundwater levels in the project vicinity. However, any effects of groundwater dewatering would be temporary, and, once dewatering is completed, groundwater levels would return to normal. In addition, the proposed project would not increase the amount of impervious surfaces on the project site that could interfere with groundwater recharge. Therefore, impacts related to depletion of groundwater supplies or levels would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact HY-3: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site. (*Less than Significant*)

The existing drainage pattern of the site or area would not be altered as a result of project implementation, and there are no surface water channels on the project site that would be affected. As discussed under **Impact HY-1**, construction BMP erosion and sedimentation control measures would be implemented on the project site to minimize loss of soil during construction. Therefore, the proposed project would have a less-than-significant impact on erosion or siltation on or off site, and no mitigation is necessary. This topic will not be discussed in the EIR.

Impact HY-4: The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river; or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. (*Less than Significant*)

The project site is completely covered by impervious surfaces, does not have surface water channels, and is located outside of flood-prone areas of the City. As described in **Impact UT-2**, p. 138, the project sponsor would be required to reduce stormwater runoff peak rate and total volume by 25 percent in accordance with the City's Stormwater Management Ordinance. Through implementation and installation of appropriate stormwater management systems that reduce the stormwater discharge rate, retain runoff on site, and promote stormwater reuse, the proposed project would reduce the impacts of runoff originating from the project site. The

¹⁷⁸ San Francisco Public Utilities Commission, Sewer System Improvement Program Background Materials, Supplementary Report Chapter 2, pp. 2-10 to 2-12. Available online at <http://www.sfwater.org/modules/showdocument.aspx?documentid=610>. Accessed February 27, 2013.

proposed project would not alter the existing drainage pattern of the project site or area or increase the amount of impervious surfaces on the project site. Furthermore, implementation of construction BMPs, as discussed in **Impact HY-1**, would minimize the potential for sedimentation and spills of pollutants stored on site from entering construction stormwater runoff.

Thus, the proposed project would not substantially increase the rate or amount of surface runoff resulting in on- or off-site flooding, nor would it create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed project would have less-than-significant impacts related to altering drainage patterns, exceeding the capacity of existing or planned stormwater drainage systems, or providing a substantial additional source of polluted runoff. No mitigation is necessary, and these topics will not be discussed in the EIR.

Impact HY-5: The proposed project would not place housing within a 100-year flood hazard area or place structures within a 100-year flood hazard area that would impede or redirect flood flows. (No Impact)

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. The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration.

In September 2007 FEMA published Preliminary Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco.¹⁷⁹ FIRMs identify areas that are subject to inundation during a flood having a 1.0 percent chance of occurrence in a given year (also known as a “base flood” or “100-year flood”). FEMA refers to the floodplain that is at risk from a flood of this magnitude as a special flood hazard area. FEMA has tentatively identified special flood hazard areas 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), as shown in the Preliminary FIRMs.

On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a Floodplain Management Ordinance to govern new construction and substantial improvements in flood-prone areas of San Francisco, and to authorize the City’s participation in NFIP upon passage of the ordinance. In July 2008, the Department of Public Works prepared Interim Floodplain Maps to support the implementation of the Floodplain Management Ordinance.¹⁸⁰ On

¹⁷⁹ City and County of San Francisco, General Services Agency – Risk Management, FEMA Preliminary Flood Insurance Rate Maps - September 2007. Available online at <http://www.sfgsa.org/index.aspx?page=828>. Accessed October 10, 2013.

¹⁸⁰ City and County of San Francisco, General Services Agency – Risk Management, San Francisco’s Interim Floodplain Maps - July 2008. Available online at <http://sfgsa.org/index.aspx?page=828>. Accessed October 10, 2013.

August 5, 2008, the San Francisco Board of Supervisors adopted legislation to enact a Floodplain Management Ordinance. On March 23, 2010, the ordinance was amended to include additional construction standards and language regarding floodplain and flood-prone area maps.¹⁸¹

The Department of Public Works will publish flood maps for the City to replace the interim floodplain maps. Applicable City departments and agencies have begun implementing new construction and substantial improvements in areas shown on the interim floodplain map. The project site is not located within a flood zone designated on the City's interim floodplain map.¹⁸² In addition, there are no natural waterways within or near the project site that could cause stream-related flooding. Therefore, there would be no impacts related to the placement of housing or other structures in a 100-year flood hazard area that would impede or redirect floodwater flows, and this topic will not be discussed in the EIR.

Impact HY-6: The proposed project would not expose people or structures to a significant risk of loss, injury, or death from flooding as a result of a levee/dam failure, or as a result of inundation by tsunami, seiche, or mudflow. (No Impact)

The project site is not located within an area that would be flooded as the result of failure of a levee or dam, is not located within an area that is subject to inundation by seiche, tsunami, or mudflow, and is not in an area that is subject to inundation from failure of above-ground reservoirs and water tanks.^{183,184} Therefore, no impact would occur, and these topics will not be discussed in the EIR.

Cumulative Impacts

Impact C-HY-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would not contribute considerably to significant cumulative impacts that would result in violations of water quality standards or waste discharge requirements or otherwise substantially degrade water quality, nor result in the substantial depletion of groundwater supplies or interference with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table. (Less than Significant)

¹⁸¹ City and County of San Francisco, Floodplain Management Ordinance 56-10 (2010). Available online at <http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances10/o0056-10.pdf>. Accessed December 3, 2012.

¹⁸² City and County of San Francisco, General Services Agency – Risk Management, San Francisco's Interim Floodplain Map Northeast FINAL DRAFT – July 2008. Available online at <http://sfgsa.org/index.aspx?page=828>. Accessed October 10, 2013.

¹⁸³ ABAG, Dam Failure Inundation Hazard Map for San Francisco. Available online at <http://www.abag.ca.gov/cgi-bin/pickdamx.pl>. Accessed December 3, 2012.

¹⁸⁴ ABAG, Tsunami Inundation Map for Emergency Planning. Available online at <http://www.abag.ca.gov/bayarea/eqmaps/tsunami/tsunami.html>. Accessed December 3, 2012. San Francisco Planning Department, San Francisco General Plan Community Safety Element, Map 5 - Tsunami Hazard Zones and Map 6 - Potential Inundation Areas Due to Reservoir Failure. Available online at http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf. Accessed December 3, 2012.

Water Quality

The proposed project's contribution to cumulative water quality impacts was analyzed in combination with projected future development on the east side of the City that would be served by the Southeast Plant, North Point Wet-Weather Facility, or other Bayside Wet-Weather Transport/Storage and Diversion Structures. During wet weather, any net increase in combined sewage could cumulatively contribute to an increase in the average volume of CSO discharges to the Bay. Such an increase could be a concern because the RWQCB has designated this portion of the Bay as an impaired water body under Section 303(d) of the Clean Water Act, which indicates water quality standards are not expected to be met after implementation of technology-based effluent limitations, and because CSO discharges contain pollutants for which the Bay is impaired.

Dry-weather and wet-weather discharges to the combined sanitary sewer and stormwater system would result from construction and operation of projected future development on the east side of the City. New development would be subject to the same set of regulatory requirements as the proposed project, such as the Stormwater Management Ordinance, Title 24, and the City's Green Building Ordinance. Compliance with these requirements would result in more efficient use of potable water and on-site stormwater management leading to reductions and/or delays to wastewater and stormwater flows into the combined sanitary sewer and stormwater system. Dry-weather and wet-weather discharges from the combined sanitary sewer and stormwater system to the Bay are governed by the RWQCB-issued 2008 Bayside Permit and the U.S. Environmental Protection Agency's CSO Control Policy. Adherence to these regulatory requirements would ensure that water quality standards and discharge requirements are met, and would not substantially degrade water quality. Therefore, cumulative impacts from projected future development on the east side of the City would not result in violations of water quality standards or waste discharge requirements that could lead to substantial degradation to water quality.

As described in **Impact HY-1**, the proposed project would comply with the *Stormwater Design Guidelines* for on-site stormwater management, e.g., development of a Stormwater Control Plan, and would implement construction BMPs to manage construction site stormwater runoff, thereby reducing the proposed project's potential to degrade water quality as a result of erosion and sedimentation as well through an accidental release of hazardous materials stored at the construction site. Furthermore, the proposed project's compliance with Title 24 and the City's Green Building Ordinance would result in efficient water use and would minimize the total volume of wastewater that would be generated on the project site from project operations. Therefore, the proposed project, in combination with reasonably foreseeable future development on the east side of the City, would not contribute considerably to any cumulative impacts related to degradation of water quality. No mitigation is necessary, and this topic will not be discussed in the EIR.

Groundwater

The proposed project's contribution to the substantial depletion of groundwater supplies or interference with groundwater recharge was analyzed in combination with projected future development on the east side of the City located over the Downtown groundwater basin. Depending on the depth of excavation, groundwater may be encountered at the locations of future projected development. Therefore, projected future development on the east side of the City could require groundwater dewatering and/or groundwater pumping. However, it is unlikely that the temporary reduction in groundwater levels at any one construction site would result in a long-term depletion of groundwater in the underlying basin or a lowering of the groundwater table. Thus, there would not be a significant cumulative impact on groundwater. Furthermore, groundwater in the Downtown groundwater basin is not used and is not proposed to be used as a source of drinking water.¹⁸⁵ Therefore, projected future development would not contribute to the depletion of groundwater supplies.

As discussed in **Impacts HY-1 and HY-2**, construction of the proposed project would not require dewatering. Therefore, the proposed project, in combination with projected future development on the east side of the City, would not result in a cumulatively considerable contribution to a significant cumulative impact related to groundwater depletion or groundwater recharge interference. No mitigation is necessary, and these topics will not be discussed in the EIR.

Impact C-HY-2: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would not contribute considerably to significant cumulative impacts related to the substantial alteration of existing drainage patterns in the area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site; or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. (*Less than Significant*)

The hydrology and water quality issues related to drainage and run-off are area-wide issues rather than City- or region-wide. Therefore, the cumulative analysis is based on the list of reasonably foreseeable future projects within a ¼-mile radius of the project site – the mixed-use projects at 1433 Bush Street, 1634-1690 Pine Street, 1481 Post Street / 1333 Gough Street, and 1800 Van Ness Avenue / 1749 Clay Street, and the California Pacific Medical Center project at 1101 Van Ness Avenue / 1255 Post Street. These project sites are currently fully developed, and implementation of these future projects would result in the demolition of existing buildings and the development of new structures on those project sites in compliance with the City's Stormwater Management Ordinance. As such, development of the reasonably foreseeable future projects in the project vicinity could result in a net reduction in the amount of impervious

¹⁸⁵ SFPUC, 2010 UWMP, p. 25.

surfaces, thereby reducing and/or delaying surface runoff. There are no surface water channels on these project sites; thus, construction on these project sites would not alter the existing drainage patterns on the site or in the area. Furthermore, compliance with the City’s Stormwater Management Ordinance and implementation of construction BMPs on these project sites would be required to manage erosion or siltation, to minimize the rate or amount of surface runoff, and to manage on-site storage of hazardous materials. Therefore, these reasonably foreseeable future projects in the project site vicinity would not result in significant cumulative impacts related to area-wide erosion, siltation, flooding, exceedance of stormwater drainage system capacity, or additional sources of polluted runoff.

As discussed in **Impacts HY-3 and HY-4**, there are no surface water channels on the project site that would be affected by project implementation and the existing drainage pattern of the site or area would not be altered as a result of project implementation. The proposed project would also comply with the City’s Stormwater Management Ordinance and implement construction BMPs. Thus, the proposed project would not substantially increase the rate or amount of surface runoff resulting in on- or off-site flooding, nor would it create or contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed project, in combination with the reasonably foreseeable projects in the project vicinity, would not result in a cumulatively considerable contribution to any significant cumulative impacts related to these topics. No mitigation is necessary, and these topics will not be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. HAZARDS AND HAZARDOUS MATERIALS— Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project is not located on a site that is included on a list of hazardous materials sites pursuant to Government Code Section 65962.5 (the Hazardous Waste and Substances Sites List [or Cortese List]).¹⁸⁶ In addition, the project site is not located within an airport land use plan, within 2 miles of a public or public use airport, or in the vicinity of a private airstrip. Therefore, Topics 16d, 16e, and 16f are not applicable and will not be discussed in the EIR.

Impact HZ-1: The project would not create a significant hazard to the public or the environment through either: a) the routine transport, use, or disposal of hazardous materials, or b) reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment. (*Less than Significant*)

The proposed project calls for the construction of residential, retail, and parking uses on the project site. Although these proposed land uses typically use small quantities of hazardous materials, including cleaners, solvents, paints, toners, and disinfectants, these materials would generally be used in quantities too small to create a significant hazard to the public or the environment. The small quantities of hazardous materials expected to be used on the project site, and the ways they would be used, would not result in reasonably foreseeable upset or accident conditions that would release hazardous materials into the environment.

The use and storage of these typical hazardous materials would comply with Article 21 of the San Francisco Health Code, which implements the hazardous materials requirements of the California Health and Safety Code and provides for safe handling of hazardous materials in the City. In accordance with this article, any person or business that handles, sells, stores, or otherwise uses hazardous materials in quantities exceeding specified threshold amounts would be required to

¹⁸⁶ Department of Toxic Substances Control and California Environmental Protection Agency. Available online at http://www.envirostor.dtsc.ca.gov/public/map.asp?global_id=60000877&zl=16 and <http://geotracker.waterboards.ca.gov/map>. Accessed November 21, 2012.

obtain and keep a current hazardous materials certificate of registration and to implement a hazardous materials business plan submitted with the registration application.

In addition, the California Highway Patrol and the California Department of Transportation regulate transportation of hazardous materials. Due to the small quantities of hazardous materials expected to be used and/or generated on the project site, the proposed project would not routinely transport hazardous materials. With compliance with existing regulations, impacts related to the routine transport, use, and storage of hazardous materials would be less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

Potential Impacts Related to Materials in Soil as a Result of Past Use

Implementation of the proposed project would involve the excavation of approximately 18,000 cubic yards of soil. As described in Initial Study Topic E.14, Geology and Soils, the project site is underlain by relatively shallow fill materials and native dune sands, below which bedrock is present. As described below, former uses on the project site involved the use of hazardous materials. Thus the shallow fill may contain hazardous materials, which could be encountered during construction. The proposed project is located on a site subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6. Pursuant to the Maher Ordinance, an ESA was prepared for the project site at 1527-1545 Pine Street.¹⁸⁷ An ESA determines the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit.

The ESA prepared for the project site assesses possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil or groundwater quality. The ESA also reviews the land use history of the project site and operating practices at or near the project site to assess potential hazards from reported chemical releases on nearby properties and the potential migration of chemicals, contaminants, and toxics onto the project site.

¹⁸⁷ Cornerstone Earth Group, *Phase I ESA*.

The Phase I ESA includes an historical review of the uses of the project site, obtained from fire insurance maps, historical aerial photographs and topographic maps, and City directories. These uses are listed below by building.¹⁸⁸ The earliest recorded uses are residential uses on all five properties prior to the 1906 earthquake and fire.

- 1527 Pine Street (vacant since 2005): Uses included residences; painting and decorating, carpentry and upholstery, plumbing, printing, blind and window shade making, and dressmaking services; furniture finishing and warehouses; and a warehouse.
- 1529 Pine Street (vacant since 2004): Uses included residences; a locksmith shop; a sheet metal work business; furniture making, repair, upholstery, and sales; and various offices. Includes two buildings that were internally connected in the mid-1940's.
- 1533-1535 Pine Street (vacant since 2005): Uses included residences, real estate schools, a store, and various offices.
- 1545 Pine Street (used for parking since January 2012): Uses included residences, furniture making, and car repair and sales.

Hazardous materials that could have been associated with the prior uses of the project site include various automobile-related chemicals; lead in paint; furniture paints, cleaners, and solvents; fuel oil; metals; and the oils and chemical cleaners related to locksmithing and metal work.

Testing was done on 22 soil samples: 10 collected near the surface, 6 collected from a depth of about 5 feet, and 6 collected at a depth of 10 feet. Certain of the samples were found to have lead in high levels. Above-average levels of copper, zinc, and polychlorinated biphenyls (PCBs) were also found in fewer samples. Petrochemical hydrocarbons were present in several samples.

A review of regulatory agency files was conducted as part of the Phase I ESA. This review showed that the former automobile repair center at 1545 Pine Street was documented to be a small generator of hazardous waste and had filed paperwork for off-site disposal of solvents and asbestos-containing waste. A visual inspection conducted for the ESA revealed metal drums on the site containing automotive products, including oils and lubricants.

Based on the information above, the project sponsor would be required to submit an SMP and remediate soil contamination in accordance with Article 22A of the Health Code. Thus, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and the proposed project would result in a less-than-significant impact. No mitigation is necessary and this topic will not be discussed in the EIR.

¹⁸⁸ Cornerstone Earth Group, *Phase I ESA*, Table 6, pp. 9-10. As shown in Table 1, p. 3, the parcels on the project site have had different addresses.

Potential Impacts Related to Demolition and Renovation

The proposed project would involve demolition and removal of all five buildings on the project site. Given the age of the existing buildings, lead-based interior or exterior paint, asbestos-containing building materials, and PCBs related to fluorescent lighting may be present.

Lead-Based Paint

Work that could result in the disturbance of lead paint must comply with Section 3425 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint on Pre-1979 Buildings and Steel Structures. 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 34, Section 3425 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3425 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. There are no specific requirements in Section 3425 for removal of interior lead-based paint for other types of building uses. 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 federal *Housing and Urban Development Guidelines* (the most recent *Guidelines for Evaluation and Control of Lead-Based Paint Hazards*) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter vacuum following interior work.

Section 3425 also includes notification requirements and requirements for signs. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection (DBI) of the address and location of the project; the scope of work including specific location; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property, and 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. The code contains provisions regarding inspection and sampling for compliance by DBI and enforcement, and describes penalties for non-compliance. Compliance with these regulations and

procedures required by the San Francisco Building Code for work on the project site would ensure that potential impacts related to the demolition and/or renovation of structures with lead-based paint are less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

Asbestos

Asbestos-containing materials may be found within the existing on-site structures on the project site that are proposed to be demolished as part of the 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 10 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 BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation about which a complaint has been received.

The local office of the Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations (California Code of Regulations, or CCR) contained in 8 CCR 1529 and 8 CCR 341.6 through 341.14 where there is asbestos-related work involving 100 sq. ft. 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 are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the 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 ensure that any potential project-related impacts due to asbestos would be less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

Polychlorinated Biphenyls and Other Building Materials

PCBs may be present in fluorescent lighting fixtures and old electrical equipment. Because of the age of the on-site buildings, there could be sumps, piping, and sewer pipes. These facilities could contain hazardous materials. As described above on pp. 172-174, the removal and disposal of equipment that could contain PCBs would be conducted in accordance with the required Site Mitigation Plan and regulations for transport and disposal of hazardous waste. Thus, any project-related impacts due to the presence of PCBs on the project site would be less than significant. No mitigation is necessary and this topic will not be discussed in the EIR.

Impact HZ-2: The proposed project would not emit hazardous emissions and handle hazardous materials within ¼-mile of a school. (*No Impact*)

Implementation of the proposed project would entail demolition of all five buildings on the project site and construction, in their place, of a 12-story, mixed-use building. As described in **Impact HZ-1**, adherence to the requirements in local and state laws and regulations would minimize the potential for demolition activities to result in the release of hazardous materials. While the proposed project is located within a ¼-mile of a school site (Redding Elementary School, 1421 Pine Street), the residential, retail, and parking uses planned for the proposed project would not generate hazardous emissions nor involve the handling of hazardous materials. Therefore, there would be no impact. No mitigation is necessary, and this topic will not be discussed in the EIR.

Impact HZ-3: The proposed project would not impair or interfere with implementation of an adopted emergency response or evacuation plan or expose people to a significant risk of loss, injury, or death involving fires. (*Less than Significant*)

Implementation of the proposed project would not change the existing traffic circulation network in the vicinity. The proposed project would add residential, retail, and parking uses to the site. The proposed project would contribute to existing local congestion, due to the additional vehicular, bicycle, and pedestrian trips that it would generate. However, this level of congestion would not impair or interfere with the implementation of an adopted emergency response plan or evacuation plan to any greater extent than other similar urban development, and the impact would be less than significant.

The proposed project would locate new residents and employees in an area that is subject to severe ground shaking from potentially large earthquakes. However, the proposed project would be subject to a more stringent building code than most existing buildings; thus, the new residents would be relatively safer than residents in some older existing buildings. The proposed project would comply with the Building Code fire safety and fire prevention standards, including Section 12.202(e)(1) of the San Francisco Fire Code, which requires that high-rises have established procedures to be followed in the case of fire or other emergencies. Because the proposed project

would conform to these standards, impacts related to exposing people to a significant risk of loss, injury, or death involving fires would be less than significant. No mitigation is necessary, and this topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-HZ-1: The proposed project, in combination with other past, present or reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to significant cumulative impacts related to hazards and hazardous materials. (*Less than Significant*)

Hazardous material impacts typically occur in a local or site-specific context versus a citywide context combined with other development projects. Reasonably foreseeable future projects within a ¼-mile radius of the project site are primarily residential projects with ground-floor retail and would be subject to the same regulatory oversight as the proposed project. The California Pacific Medical Center (CPMC) project at 1101 Van Ness Avenue / 1255 Post Street, which consists of the CPMC Cathedral Hill Hospital and Medical Office Building, introduces an institutional land use that would be subject to heightened regulatory oversight due to the nature of its operations. Therefore, compliance with existing state and federal regulatory requirements, as applicable, under the local supervision of the DPH Hazardous Materials Unified Program Agency, would ensure that there would not be significant cumulative hazards and hazardous materials impacts related to the implementation of reasonably foreseeable future projects.

As discussed in **Impact HZ-1**, pp. 173-174, the project sponsor would be required to implement a Site Mitigation Plan pursuant to Article 22A of the San Francisco Health Code to address potential contamination in the excavated soils. Compliance with applicable regulations would ensure that the proposed project would result in less-than-significant impacts related to the use, transport, or handling of hazardous materials during demolition and construction. The proposed project's contribution to a significant cumulative hazards impact would therefore be less than significant. As further discussed under **Impact HZ-1**, compliance with regulatory requirements for abatement of asbestos-containing materials and lead paint, transporting hazardous materials, or disposing of hazardous waste would ensure that the proposed project would not contribute to a cumulative impact relate to the potential to expose persons and the environment to hazards and hazardous materials.

As discussed above under **Impact HZ-2**, project operations would result in less-than-significant hazard-related impacts because hazardous emissions would not be generated nor would hazardous materials be handled near a school. As discussed above under **Impact HZ-3**, the proposed project would have minimal impacts on emergency response and/or evacuation plans and would not expose people or structures to a significant risk of loss, injury or death involving fires. Due to the distance of the project site from those of the reasonably foreseeable future projects the

potential for the proposed project’s impacts to contribute to a cumulative impact would be less than significant.

Therefore, the proposed project, in combination with other reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative impacts related to hazards and hazardous materials. No mitigation is necessary, and this topic will not be discussed in the EIR.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
17. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact ME-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. (No Impact)

All land in the City and County of San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975.¹⁸⁹ This designation signifies that there is inadequate information available for assignment to any other MRZ, and the project site is not a designated area of significant mineral deposits. Since the project site does not contain any known mineral resources, the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

Implementation of the proposed project would not result in the loss of a locally-important mineral resource recovery site because there are none delineated in the *San Francisco General Plan* or other land use plan. Therefore, there would be no impact on mineral resources, and no mitigation is necessary. This topic will not be discussed in the EIR.

Impact ME-2: The proposed project would consume additional energy, but not in large amounts or in a wasteful manner. (Less than Significant)

¹⁸⁹ California Division of Mines and Geology, Open File Report 96-03, 1996 and Special Report 146 Parts I and II, 1986.

The proposed project would involve the demolition of the five existing buildings on the project site. In their place, a 137,712-gsf, 12-story mixed-use building with residences above ground-floor retail uses and two subsurface basement levels for parking would be constructed. Demolition and construction activities would require electricity to operate air compressors, hand tools, mobile project offices, and lighting. Construction vehicles and equipment would primarily use diesel fuel, and construction workers would use gasoline and diesel to commute. The construction activities would not result in demand for electricity or fuels greater than that for any other similar project in the region. Given this, the construction-related energy use associated with the proposed project would not be large or wasteful. Therefore, the construction-related impacts on mineral and energy resources would be less than significant, and no mitigation is necessary. This topic will not be discussed in the EIR.

The operation of the proposed building would not result in the use of large amounts of fuel, water, or energy in the context of energy use throughout the City, region, or state. In 2008, San Francisco's residential sector consumed about 24 percent of the total electricity used in the City.¹⁹⁰ San Francisco receives the majority (over 75 percent) of its electricity from Pacific Gas and Electric Company (PG&E).¹⁹¹ PG&E's 2010 resource mix was approximately 19.6 percent natural gas, 23.8 percent nuclear, 15.6 percent large hydroelectric, 15.9 percent renewables, and 1.0 percent coal.¹⁹² The remaining portion came from natural gas/fossil fuel (21.8 percent) and unspecified sources (22.9 percent).¹⁹³ PG&E's eligible renewable energy (15.9 percent) consisted of about 26.6 percent biomass and waste, 18.3 percent small hydroelectric, 30.5 percent geothermal, 24 percent wind, and 0.5 percent solar.¹⁹⁴

The proposed project would use energy produced in regional power plants using hydropower and natural gas, coal, and nuclear fuels and would not use substantial quantities of other non-renewable natural resources. The proposed project would meet, or exceed, current state and local energy conservation standards, including the City's Green Building Ordinance and Title 24 of the

¹⁹⁰ San Francisco Public Utilities Commission (SFPUC), *San Francisco's 2011 Updated Electricity Resource Plan*, March 2011, p. 38. Available online at <http://sfwater.org/Modules/ShowDocument.aspx?documentID=40>. Accessed August 9, 2012.

¹⁹¹ SFPUC, *San Francisco's 2011 Updated Electricity Resource Plan*, March 2011, p. 36. PG&E and other energy service providers currently provide 83 percent of San Francisco's electricity needs. The SFPUC Power Enterprise provides for the electricity needs of San Francisco municipal facilities (17 percent). Available online at <http://sfwater.org/Modules/ShowDocument.aspx?documentID=40>. Accessed August 9, 2012.

¹⁹² Pacific Gas and Electric, "PG&E's 2010 Electric Power Mix Delivered to Retail Customers". Available online at http://www.pgecorp.com/corp_responsibility/reports/2010/en02_clean_energy.jsp. Accessed August 9, 2012.

¹⁹³ Unspecified sources refers to electricity that is not traceable to specific generation sources by any auditable contract trail.

¹⁹⁴ Pacific Gas and Electric, "PG&E's 2010 Electric Power Mix Delivered to Retail Customers". Available online at http://www.pgecorp.com/corp_responsibility/reports/2010/en02_clean_energy.jsp. Accessed August 9, 2012.

California Code of Regulations, enforced by the Department of Building Inspection. While the proposed project would increase demand for energy, the project-generated demand would be typical for a project of this size and would be negligible in the context of the overall consumer demand in San Francisco and the state. Therefore, the operation of the proposed building would not result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. Furthermore, the proposed project would, in and of itself, generate a less-than-significant demand for energy resources that would not result in the need for a major expansion of power facilities. No mitigation is necessary and this topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-ME-1: The proposed project, in combination with other past, present or reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to significant cumulative impacts related to mineral and energy resources. (*Less than Significant*)

As described above in **Impact ME-1**, no known minerals exist on or under the project site or in its immediate vicinity. Therefore, the proposed project would not contribute to any cumulatively considerable impact on mineral resources, and no mitigation is necessary. This topic will not be discussed in the EIR.

In December 2002, the City adopted the *Electricity Resource Plan*, which includes implementation steps for strategies to maximize energy efficiency; develop renewable power; and ensure reliable power. In response to the Board of Supervisors' guidance in their 2009 Ordinance 94-09, San Francisco Public Utilities Commission staff have developed an updated *Electricity Resource Plan*.¹⁹⁵ This update identifies proposed recommendations to work toward achieving the broad policy goals laid out in the 2002 Plan. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. Development in the City would be required to maximize energy efficiency through implementation of provisions of the *Electricity Resource Plan* and the City's Green Building Ordinance, which requires use of energy-efficient features in new buildings. Therefore, there would not be significant cumulative impacts related to energy consumption.

As describe above in **Impact ME-2**, the project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the state, and would not, in and of itself, require a major expansion of power facilities. Therefore, implementation of the proposed project, in combination with past, present or reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant cumulative impact on

¹⁹⁵ SFPUC, *San Francisco's 2011 Updated Electricity Resource Plan*, March 2011, Executive Summary, pp. 1-20. Available online at <http://sfwater.org/Modules/ShowDocument.aspx?documentID=40>. Accessed August 12, 2013.

energy resources, either directly or indirectly. No mitigation is necessary, and this topic will not be discussed in the EIR.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
<p>18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> <p>—Would the project</p>					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact AF-1: The proposed project would not convert farmland or forest land to non-farm or non-forest use, nor would it conflict with existing zoning for agricultural uses or forest land. (No Impact)

The project site is completely developed and is located within an urbanized area in the City and County of San Francisco. According to the California Department of Conservation's Farmland Mapping and Monitoring Program, the project site and all of San Francisco is categorized as "Urban and Built-up Land."¹⁹⁶ Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any Prime Farmland, Unique Farmland or Farmland of Statewide Importance to non-agricultural use. The proposed project would not conflict with existing zoning for agricultural uses or a Williamson Act contract. Also,

¹⁹⁶ California Department of Conservation, Farmland Mapping and Monitoring Program, *Bay Area Region Important Farmland 2008*. Available online at ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/regional/2008/bayarea_2008_wallsize.pdf. Accessed on December 5, 2012.

the proposed project would not conflict with existing zoning for forest land or timberland (as defined by Public Resources Code Sections 12220(g) and 4526, respectively) or result in the rezoning of forest land or timberland. Further, the proposed project would not involve other changes to the existing environment that could result in conversion of farmland to non-agricultural use or forest use to non-forest use. Therefore, there would be no impact with respect to agricultural and forest resources, and no mitigation is necessary. This topic will not be discussed in the EIR.

Cumulative Impacts

Impact C-AF-1: The proposed project, in combination with other past, present and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to a significant cumulative impact on agricultural resources or forest land or timberland. (No Impact)

As discussed above, there are no existing agricultural or forest uses on the project site or in the project vicinity, nor is there any zoning related to agricultural or forest uses, nor are any such uses anticipated. The proposed project would not result in land use conflicts related to agricultural and forest related land uses. Therefore, there would be no cumulatively considerable contribution to a significant cumulative impact with respect to agricultural and forest resources, and no mitigation is necessary. This topic will not be discussed in the EIR.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The EIR will address potential impacts, including cumulative impacts, related to the environmental topics of Aesthetics, Cultural and Paleontological Resources (historic architectural resources only), and Transportation and Circulation. These topics, along with Compatibility with Existing Zoning and Plans, will be evaluated in an EIR prepared for the proposed project.

F. MITIGATION MEASURES

The project sponsor has agreed to implement the following mitigation measures which would reduce potentially significant impacts related to archaeological resources, paleontological resources, and construction noise to a less-than-significant level.

Mitigation Measure M-CP-2: Archaeological Monitoring Program

The project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archaeological consultant shall undertake an Archaeological Monitoring Program (AMP). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (ERO) for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archaeological 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 archaeological resource as defined in *State CEQA Guidelines* Sect. 15064.5 (a)(c).

The AMP shall minimally include the following provisions:

- The archaeological 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 archaeological consultant shall determine what project activities shall be archaeologically monitored. In most cases, any soils-disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archaeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archaeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archaeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archaeological consultant and the ERO until the ERO has, in consultation with the project archaeological consultant, determined that project construction activities could have no effects on significant archaeological deposits;

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

If the ERO in consultation with the archaeological consultant determines that a significant archaeological 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 redesigned so as to avoid any adverse effect on the significant archaeological resource; or
- B) An archaeological data recovery program shall be implemented, unless the ERO determines that the archaeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

The scope of the ADRP shall include the following elements:

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

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

Final Archaeological Resources Report. The archaeological consultant shall submit a Draft Final Archaeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archaeological resource and describes the archaeological and historical research methods employed in the archaeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archaeological resource shall be provided in a separate removable insert within the draft final report. Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one 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 of the FARR on CD along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Mitigation Measure M-CP-3: Paleontological Resources Monitoring and Mitigation Program

The project sponsor shall retain the services of a qualified paleontological consultant having expertise in California paleontology to design and implement a Paleontological Resources Monitoring and Mitigation Program. The PRMMP shall include a description of when and where construction monitoring would be required; emergency discovery procedures; sampling and data recovery procedures; procedure for the preparation, identification, analysis, and curation of fossil specimens and data recovered; preconstruction coordination procedures; and procedures for reporting the results of the monitoring program.

The PRMMP shall be consistent with the Society for Vertebrate Paleontology Standard Guidelines for the mitigation of construction-related adverse impacts to paleontological resources and the requirements of the designated repository for any fossils collected. During construction, earth-moving activities shall be monitored by a qualified paleontological consultant having expertise in California paleontology in the areas where these activities have the potential to disturb previously undisturbed native sediment or sedimentary rocks. Monitoring need not be conducted in areas where the ground has been previously disturbed, in areas of artificial fill, in areas underlain by nonsedimentary rocks, or in areas where exposed sediment would be buried, but otherwise undisturbed.

The consultant's work shall be conducted in accordance with this measure and at the direction of the City's ERO. Plans and reports prepared by the consultant 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. Paleontological monitoring and/or data recovery programs required by this measure could suspend construction of the proposed

project for as short a duration as reasonably possible and in no event for more than 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 potential effects on a significant paleontological resource as previously defined to a less-than-significant level.

Mitigation Measure M-CP-4: Treatment of Human Remains

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and 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 archaeological 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, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

Mitigation Measure M-NO-2: General Construction Noise Control Measures

To ensure that project noise from construction activities is minimized to the maximum extent feasible, the project sponsor shall undertake the following:

- The project sponsor shall require the general contractor to ensure that equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- The project sponsor shall require the general contractor to locate stationary noise sources (such as compressors) as far from adjacent or nearby sensitive receptors as possible, to muffle such noise sources, and to construct barriers around such sources and/or the construction site, which could reduce construction noise by as much as 5.0 dBA. To further reduce noise, the contractor shall locate stationary equipment in pit areas or excavated areas, if feasible.
- The project sponsor shall require the general contractor to use impact tools (e.g., jack hammers, pavement breakers, and rock drills) that are hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used, along with external noise jackets on the tools, which could reduce noise levels by as much as 10 dBA.
- The project sponsor shall include noise control requirements in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.

- Prior to the issuance of building permits, along with the submission of construction documents, the project sponsor shall submit to the Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating noise levels of 90 dBA or greater) about the estimated duration of the activity.

G. PUBLIC NOTICE AND COMMENT

Concurrently with this Initial Study, the San Francisco Planning Department has issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the 1527-1545 Pine Street Mixed-Use Project. Together, the NOP and this Initial Study are called the NOP/Initial Study. The NOP/Initial Study (or a Notice of Availability of a NOP/Initial Study) is sent to owners of properties within 300 feet of the project site, neighborhood organizations, and other interested parties. Publication of the NOP/Initial Study initiates a 30-day public comment period. Comments received on the NOP/Initial Study will be considered in preparation of the EIR analysis.

H. DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Sarah B. Jones

Environmental Review Officer

for

John Rahaim

Director of Planning

DATE October 31, 2013

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EIR AUTHORS

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PLEASE CUT ALONG DOTTED LINES

PLEASE RETURN THIS POSTCARD TO REQUEST A COPY OF
THE FINAL ENVIRONMENTAL IMPACT REPORT

(NOTE THAT THE DRAFT EIR PLUS THE RESPONSES TO COMMENTS
DOCUMENT CONSTITUTE THE FINAL EIR)

REQUEST FOR FINAL ENVIRONMENTAL IMPACT REPORT
Planning Department Case No. 2006.0383E, 1527-1545 Pine Street
Mixed-Use Project

Check one box: Please send me a copy of the Final EIR on CD-ROM.
 Please send me a paper copy of the Final EIR.

Signed: _____

Name: _____

Street: _____

City: _____ State: _____ Zip: _____
