



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

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Case No.: 2013.1168E
 Project Address: 400-600 20th Street, Pier 70 ("20th Street Historic Core")
 Zoning: M-2 (Heavy Industrial) Use District
 40-X and 65-X Height and Bulk District
 Block/Lot: Block 4046, Lot 001; Block 4111, Lots 003 and 004; and a portion of
 Block 4052, Lot 001
 Lot Size: 333,798 square feet total
 Plan Area: Central Waterfront Subarea of the Eastern Neighborhoods Area
 Plan
 Project Sponsors: Phil Williamson, Port of San Francisco, (415) 274-0453
 and
 James Madsen, Orton Development, Inc., (510) 734-7605
 Staff Contact: Andrea Contreras, (415) 575-9044, andrea.contreras@sfgov.org

PROJECT DESCRIPTION:

The project site is located along northern and southern portions of 20th Street between Illinois and Louisiana Streets within the greater approximately 70-acre Pier 70 area bounded by Mariposa, Illinois, 22nd Streets and San Francisco Bay in San Francisco's Central Waterfront area. The project site includes four parcels (Assessor's Block 4046, Lot 001; Block 4111, Lots 003 and 004; and a portion of Block 4052, Lot

(Continued on next page.)

EXEMPT STATUS:

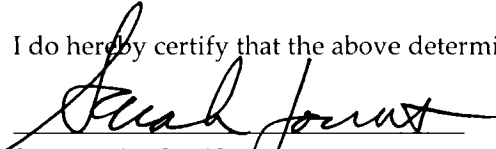
Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3

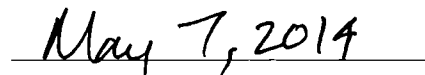
REMARKS:

(See next page.)

DETERMINATION:

I do hereby certify that the above determination has been made pursuant to State and Local requirements.


 SARAH B. JONES
 Environmental Review Officer


 Date

cc: Phil Williamson, Project Sponsor; James Madsen, Project Sponsor; Supervisor Cohen, District 10; Rich Sucre, Current Planning Division; Virna Byrd, M.D.F.; Exemption/Exclusion File

PROJECT DESCRIPTION (continued):

001) which contain ten Port-owned buildings (Buildings 101, 102, 104, 113, 114, 115, 116, 122, 123 and 14)¹ which are referred to as the “20th Street Historic Core.” The ten buildings on the project site range in size from approximately 400 square feet (sq. ft.) to 95,157 sq. ft.

Beginning in the late 19th century, Pier 70 has been a ship building and repair facility, formerly known as the Union Iron Works (“UIW”) facility, the Bethlehem Steel Shipyard, and the San Francisco Yard. Ships built at Pier 70 served the United States military from the Spanish-American War in the late-1800s through the two World Wars and into the 1970s. The previous uses of the buildings include the following: Main Office/Administration Building (Building 101), Power House (Building 102), UIW Headquarters (Building 104), UIW Machine Shop (Building 113), foundry (Building 114), new foundry and mold room (Building 115 and 116), and warehouse (Building 14). In the 1980s, Bethlehem Steel sold the shipyard to the Port of San Francisco. Since 2004, the project site has been largely vacant with some buildings used for Port maintenance storage.

To the northeast of the project site is a ship repair facility, operated under a lease with the Port by BAE Systems. This facility provides maintenance and repairs to cruise liners, pipeline tankers, military vessels, and bulk carriers and container ships and local vessels. Currently, the secured entrance to BAE Systems is located between Buildings 104 and 105 on the northern side of 20th Street.

The 20th Street Historic Core currently contains approximately 270,000 gross square feet (gsf) of largely vacant industrial and office space. The proposed project would include: 1) historic renovation of the 20th Street Historic Core to satisfy current seismic, structural, and code requirements; 2) remediation of hazardous materials; 3) reuse of the buildings as primarily light industrial and commercial uses; 4) the addition of approximately 69,000 gross square feet (gsf) of new building space, primarily in interior mezzanines; 5) removal of approximately 5,000 gsf of previous additions to Building 104 at the northeast corner, and to Building 113 on the eastern side and western sides; 6) creation of an outdoor publically accessible plaza to be used for events, and 7) roadway, sidewalk, and parking lot improvements as described below under “Parking, Access, Circulation and Loading”. In total, the proposed project would include approximately 334,000 gsf of existing and new building space, as detailed in Tables 1 and 2, below.

¹ The Port of San Francisco often refers to Buildings 113/114 and 115/116 as pairs because they share common walls.

Table 1 - North of 20th Street: Buildings 101, 102, 104, 122 and 123

Building No./Name	Year Built	Former Use	Existing Use	Existing Sq. Ft.	Proposed Use	Proposed Sq. Ft.
Building 101- Bethlehem Steel Office Building	1917	Office, Light Industrial, Residential Unit	Vacant	61,311 sq. ft. total	Office, Light Industrial, Residential Unit	62,211 sq. ft. total
Building 102 – Power House	1912	Industrial	Industrial; Partial Vacant	11,266 sq. ft.	New Restaurant, New Commercial	13,831 sq. ft. total
Building 104 – UIW Headquarters	1896	Office, Medical Office, Storage	Vacant	45,759 sq. ft. total	Office, Medical Office, Storage	45,237 sq. ft. total
Building 122	1916	Mechanical Equipment	Mechanical Equipment	774 sq. ft.	Mechanical Equipment	774 sq. ft.
Building 123	1916	Industrial	Vacant	400 sq. ft.	New Commercial	400 sq. ft.

Table 2 - South of 20th Street: Buildings 14, 113/114, 115/116

Building No./Name	Year Built	Former Use	Existing Use	Existing Sq. Ft.	Proposed Use	Proposed Sq. Ft.
Building 14	1941	Warehouse	Storage	16,315 sq. ft.	Light Industrial	22,780 sq. ft.
Building 113/114- Union Iron Works Machine Shop	1885/ 1886	Industrial	Vacant	95,157 sq. ft.	Light Industrial, Publicly Accessible Atrium	127,163 sq. ft. total
Building 115/116	1916/ 1917	Warehouse	Storage	38,694 sq. ft.	Light Industrial	61,260 sq. ft.
Plaza	N/A	Industrial Yard	Courtyard	45,000 sq. ft.	Publically Accessible Open Space, Loading	45,000 sq. ft.

The proposed historic renovation of the buildings would meet the Secretary of the Interior Standards for Treatment of Historic Buildings (the “Secretary’s Standards”), building and other codes, and all other applicable requirements. The Port, in consultation with the Maritime Museum, would oversee the salvage of building contents. Contents not salvaged by the Port would be salvaged or disposed of by Orton

Development, Inc. (ODI). Interior fixtures and historic materials that are part of a building would be salvaged by ODI.

Once rehabilitated, these historic office and industrial buildings would include light industrial, technology, life science, office, commercial, artisan/artist studios and showrooms, and residential and restaurant uses. The proposed project would also include an indoor lobby/atrium in Building 113, and an outdoor courtyard (“Plaza”), both of which would be accessible to the public. Finally, the proposed project would include removal of approximately 5,000 gsf of non-historic building additions to Building 104 at the northeast corner and to Building 113 on the eastern side and western sides.

Parking, Access, Circulation and Loading

The project site is accessible from Illinois and 20th Streets, and is bisected by 20th Street. Limited surface parking (approximately 75 spaces) and loading would be provided on the northern side of Buildings 101, 102, and 104 by reusing an existing parking lot north of Building 102 currently used by BAE Systems. An access ramp or stairs may be provided between Buildings 101 and 102 to provide pedestrian access from 20th Street to the parking areas behind the buildings. As part of the proposed project, the secured entrance of the BAE Systems ship repair facility would be moved approximately 100 feet north of Building 123.

A portion of Michigan Street and the area to the southeast of the intersection of 20th and Illinois Streets currently includes parking uses and self-storage in on-site containers. The existing storage containers would be relocated to the southeast corner of Pier 70. The proposed project would include the use of the area to the west of Michigan Street as a surface parking lot with approximately 215 parking spaces. The existing asphalt would be repaired and improved lighting would be installed.

The proposed project includes repair of 20th Street adjacent to the project site, including sidewalk and other repairs. A publicly accessible atrium in Building 113 would provide the primary pedestrian access to the buildings fronting the plaza. Louisiana Street lies to the east of Building 113, and currently exists as an accessway from 20th Street to the existing Industrial Yard behind Buildings 14, 113/114 and 115/116. As part of the proposed project, Louisiana Street would be widened from 20-foot-wide to 58-foot-wide. The Louisiana Street improvements would provide truck access from 20th Street to the southern portion of the 20th Street Historic Core. The western side of Louisiana Street would provide a truck staging and loading area to serve the proposed project. An existing concrete slab on the western side of Building 113 would be modified to serve as a loading dock. Five new loading docks along the western side of Buildings 113/114 and 115/116 would also be created to provide loading for these buildings.

Project Approval

The proposed project would require a Lease and Lease Disposition and Development Agreement (LDDA). Approval of the Lease and LDDA by the San Francisco Port Commission would constitute the approval action for the purpose of establishing the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.16 of the San Francisco Administrative Code.

REMARKS:

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

This determination evaluates the potential project-specific environmental effects peculiar to the 400-600 20th Street project described above, and incorporates by reference information contained within the *Eastern Neighborhoods Rezoning and Area Plans Final EIR* (hereinafter referred to as, "FEIR") (Planning Department Case No. 2004.0160E and State Clearinghouse No. 2005032048), which is the underlying EIR for the proposed 400-600 20th Street project. Project-specific studies summarized in this determination were prepared for the proposed project to determine if there would be any additional (i.e., "peculiar") potentially significant impacts attributable to the proposed project.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the FEIR. This determination does not identify new or additional information that would alter the conclusions of the FEIR. In addition, this determination identifies mitigation measures contained in the FEIR that would be applicable to the proposed project. Relevant information pertaining to prior environmental review conducted for the FEIR as well as an evaluation of potential environmental effects are provided in the Community Plan Exemption (CPE) Checklist for the proposed project.²

BACKGROUND:

On August 7, 2008, the Planning Commission certified the FEIR for the *Eastern Neighborhoods Rezoning and Area Plans*.³ The FEIR analyzed amendments to the *San Francisco General Plan (General Plan)*, the San Francisco Planning Code (Planning Code), and the Zoning Maps associated with the establishment of the *Eastern Neighborhoods Rezoning and Area Plans*. The FEIR analysis was based upon assumed development and activity that were anticipated to occur under the *Eastern Neighborhoods Rezoning and Area Plans*.

² The CPE Checklist is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of Case File No. 2013.1168E.

³ San Francisco Planning Commission Motion No. 176592, adopted August 7, 2008. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2004.0160E.

On December 9, 2008, the San Francisco Board of Supervisors (Board of Supervisors) adopted ordinances amending the *General Plan*, *Planning Code*, and *Zoning Maps* that constituted the “project” analyzed in the *Eastern Neighborhoods Rezoning and Area Plans FEIR*. On December 19, 2009, the Mayor signed the ordinances into law. These legislative amendments created new zoning controls to rezone much of the City’s industrially zoned land. The goals of the Area Plans were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. Although these legislative amendments resulted in the rezoning throughout the Eastern Neighborhoods, the 400-600 20th Street project site was not rezoned and instead, remained zoned as M-2 (Heavy Industrial), and its height and bulk limits remained 40-X and 65-X. The *Eastern Neighborhoods Rezoning and Area Plans*, as evaluated in the FEIR and as adopted by the Board of Supervisors, accommodates the proposed use, design, and density of the proposed 400-600 20th Street project.

Individual projects implemented under the *Eastern Neighborhoods Rezoning and Area Plans* undergo project-level evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development. If so, additional environmental review would be required. This determination concludes that the proposed project at 400-600 20th Street is consistent with and was encompassed within the analysis in the FEIR for the *Eastern Neighborhoods Rezoning and Area Plans*, and that the FEIR adequately described the impacts of the proposed 400-600 20th Street project and identified the necessary mitigation measures, as adapted for project-specific conditions described in this Certificate of Determination. The proposed project is in conformity with the *General Plan* and the *Eastern Neighborhoods Rezoning and Area Plans*, and complies with the provisions of the *Planning Code*.^{4,5} Therefore the proposed 400-600 20th Street project is consistent with the certified *Eastern Neighborhoods Rezoning and Area Plans*, its impacts are adequately addressed in the FEIR, and no further CEQA evaluation is necessary. In sum, the *Eastern Neighborhoods Rezoning and Area Plans FEIR* and this Certificate of Exemption for the proposed project comprise the full and complete CEQA evaluation necessary for the proposed project.

PROJECT SETTING:

The project site, which is on the east side of Illinois Street on the northern and southern sides of 20th Street, is on Pier 70 in the Central Waterfront area. The project site is characterized by late 19th- and early 20th-century industrial buildings, active industrial uses, its proximity to San Francisco Bay and presence of Port-related uses, and some commercial and residential uses typical in an urban setting. This includes one-to-two-story industrial buildings and structures, both active and vacant, open lots, and industrial equipment including dry docks, pier structures, and cranes. Existing uses near the project site to the west of Illinois Street include a residential building to the northwest of the project site (820 Illinois Street) and the American Industrial Center northern building between 20th and 22nd Streets. Directly adjacent to the project site to the north and south are various active and vacant Port-related industrial uses and storage areas on Pier 70. To the east of the project site is the San Francisco Bay. The project site, similar to other

⁴ Josh Switzky, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 400-600 20th Street, December 5, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

⁵ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning Analysis, 400-600 20th Street, March 27, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

parcels on Pier 70, is zoned M-2. The project site has a height and bulk limit of 40-X and 65-X, and the parcels adjacent to the project site to the west of Illinois are 68-X.

POTENTIAL ENVIRONMENTAL EFFECTS:

The *Eastern Neighborhoods Rezoning and Area Plans FEIR* analyzed the following environmental topics: land use; plans and policies; visual quality and urban design; population, housing, business activity, and employment (growth inducement); transportation; noise; air quality; parks, recreation and open space; shadow; archeological resources; historic architectural resources; hazards; and other issues not addressed in the previously issued initial study for the Eastern Neighborhoods project. Significant and unavoidable impacts were identified for the following topics: land use, cultural and paleontological resources, transportation, noise, air quality, shadow and hazardous materials. The proposed project would not contribute to the land use, cultural resource, noise, air quality, shadow or hazardous materials significant and unavoidable impacts. As for the significant and unavoidable impact related to traffic, the proposed project would make a cumulatively considerable contribution to traffic conditions at the intersection of 20th and Illinois Streets, which is projected to operate poorly in the year 2040. A summary of the project's effects as they relate to historic architectural resources, traffic, geology and soils, and hazardous materials is provided below.

Historic Architectural Resources

In evaluating whether the proposed project would be exempt from environmental review under the California Environmental Quality Act (CEQA), the Planning Department must first determine whether the subject building is a historical resource as defined by CEQA. The Pier 70 Historic Buildings consist of Buildings 14, 101, 102-122, 104-123, 113/114, and 115/116, all of which contribute to the eligible Union Iron Works Historic District. The District's period of significance ranges from 1884 to 1945 and illustrates the evolution of factory design from the opening of the yard in the early 1880s to the end of World War II. The District maintains exceptional integrity in terms of location, design, setting, materials, workmanship, feeling, and association. The entire sixty-five-acre property was previously identified in the San Francisco Planning Department's 2001 Central Waterfront Cultural Resources Survey as an eligible National Register Historic District. The California Office of Historic Preservation (OHP) determined that the shipyard was eligible for the National Register in 2001. On February 7, 2014, the California State Historic Resources Commission nominated the District for listing on the National Register. Therefore, for the purposes of the California Environmental Quality Act (CEQA), Buildings 14, 101, 102-122, 104-123, 113/114, and 115/116 are considered to be individually-eligible historic resources, as well as contributors to the Union Iron Works Historic District.

Planning Department preservation staff completed a Historic Resource Evaluation Response (HRER) that evaluated the proposed project and its consistency with the existing historic resources. The proposed project would rehabilitate Buildings 14, 101, 102/122, 104/123, 113/114, and 115/116, consistent with the applicable Port Building Code and the California Historical Building Code. This would generally require minimal change to the exterior and interior. Building repairs and alterations would address building deficiencies and meet modern usage standards. The proposed rehabilitation would repair historic interiors and exteriors including the architectural elements of the exterior, the roof, and character-defining interior spaces and elements. The exception is a new rear deck on the north side of Building 102, which would be designed in a contemporary architectural style, thus providing for differentiation, yet compatibility, to the historic building. Within the interior, the proposed project would include

infrastructure and seismic upgrades, as well as the preservation, repair and rehabilitation of interior features and spaces. Removal of non-historic structures and materials would also be included. Work would be undertaken in a manner that is sensitive towards the historic character of the structure according to standard historic preservation practices as detailed within the historic report.

The HRER confirmed that the proposed modifications to Buildings 14, 101, 102/122, 104/123, 113/114, and 115/116, would maintain the character-defining features of the historic property and would be consistent with the Secretary of the Interior Standards for Rehabilitation. The HRER concluded that the project work would not cause a significant adverse impact to either the individual historic resource or the eligible Union Iron Works Historic District. Therefore, the proposed project would have no significant impact to on-site or off-site historic resources and would not contribute to the significant and unavoidable impacts identified in the *Eastern Neighborhoods Plan FEIR*.

Traffic

Trip generation rates for the proposed project were calculated based on the methodology in the *San Francisco Transportation Impact Analysis Guidelines for Environmental Review*, dated October 2002. During the weekday afternoon/evening (p.m.) peak hour, the proposed project would generate an estimated 358 new vehicle trips. These new vehicle trips would not degrade the current levels of service (LOS) at nearby intersections such that they would change from LOS D or better to LOS E or LOS F or from LOS E to LOS F. Thus the project would not result in any significant project-related traffic impacts.

However, under cumulative (Year 2040) conditions⁶, the adjacent study intersection of 20th Street and Illinois Street would operate at unacceptable LOS conditions (LOS F) in the critical westbound approach. The intersection of Cesar Chavez Street and Third Street would operate at undesirable LOS conditions (LOS E). During the p.m. peak hour, the intersection of Cesar Chavez and Third Streets would operate at LOS E under 2040 cumulative conditions with or without the proposed project. The proposed project's contributions to this poorly operating intersection would therefore not be considered cumulatively considerable and the proposed project would result in a less-than-significant cumulative traffic impact at the intersection of Cesar Chavez Street and Third Street.

During the p.m. peak hour, the intersection of 20th and Illinois Streets would operate at LOS F under 2040 cumulative conditions with the proposed project. The degradation in cumulative traffic conditions at this intersection is primarily attributed to the estimated amount of area growth and project-generated vehicles in the westbound movements along 20th Street, as these vehicles would be traveling from the project site to their destination during the p.m. peak hour. The proposed project would contribute over five percent of traffic volumes to the westbound worst approach at the intersection of 20th and Illinois Streets under 2040 cumulative conditions; any traffic contribution in the cumulative context that is five percent and above is considered to be a cumulatively considerable contribution to a poorly operating intersection. Therefore, the proposed project's contributions to this poorly operating intersection would be considered cumulatively considerable and the proposed project would contribute considerably to the

⁶ As described in the CPE Checklist, cumulative traffic volumes were developed using outputs from the San Francisco County Transportation Authority's (SFCTA) travel demand forecasting model, which takes into account planned and proposed future development growth and transportation network changes in the study area, as well as background growth in travel demand in the City and region.

previously identified *Eastern Neighborhoods FEIR* significant cumulative traffic impact for the Central Waterfront area.

The *Eastern Neighborhoods FEIR* analyzed the cumulative traffic effects of development resulting from the implementation of the *Eastern Neighborhoods Rezoning and Area Plans* and rezoning of four Plan Areas. The FEIR analyzed the effects of increased traffic on several representative study intersections within the Eastern Neighborhoods that were selected to provide an overall characterization of existing and future traffic conditions within the area. There are several similarities between the FEIR representative study intersections and the intersection of 20th and Illinois Streets, including similar lane geometry and turning movements. In addition, the traffic volumes and the street function associated with the representative study intersections are substantially similar to the traffic volumes and the street function of the 20th Street and Illinois Street intersection, and are representative of the cumulative traffic impacts resulting from the *Eastern Neighborhoods Rezoning and Area Plans*; therefore, the analysis contained within the *Eastern Neighborhoods FEIR* reasonably predicts the significant cumulative impact at 20th and Illinois Streets.

To mitigate the 2040 significant cumulative traffic impact, Eastern Neighborhoods FEIR Mitigation Measure E-1: Traffic Signal Installation, would apply. This includes installation of a new traffic signal at the intersection of 20th and Illinois Streets in order to upgrade the existing signal that currently functions as an all-way stop control. The proposed project's fair share contribution to the 20th and Illinois Streets intersection mitigation measure would reduce the project's contribution to the *Eastern Neighborhoods FEIR* significant cumulative impact for the Central Waterfront area. This would not be a new significant impact as it is within the scope of the analysis contained in the *Eastern Neighborhoods FEIR* on pages 270 to 276.

Geology and Soils

The *Eastern Neighborhoods FEIR* concluded that implementation of the plan would indirectly increase the population that could be exposed to risks related to earthquakes and landslides. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate risks related to geological hazards, but would reduce them to an acceptable level. Therefore, the FEIR concluded that development under the area plan would not result in significant impacts related to geological hazards. No mitigation measures were identified in the FEIR.

Several geotechnical investigations have been prepared for the project site.^{7,8,9} Geotechnical soil borings were excavated to a maximum depth of approximately 66 feet below ground surface (bgs). Based on the soil analysis of the borings, the site subsurface conditions vary. The site contains about 18 feet of fill that consists of loose gravel and stiff clay with sand overlaying approximately 9 feet of hard clay. The fill thickness generally increases from south to north as does the depth of the bedrock. Bedrock is anticipated to be roughly at grade in the vicinity of Building 116 and in the southeastern half of Building

⁷ Geotechnical Investigation for Mariposa Storage/Transport Facilities, San Francisco, California, AGS, Inc., June 1989.

This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

⁸ Geotechnical Investigation for Pier 70, Building 113, San Francisco, California, Treadwell and Rollo, April 28, 2010.

This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

⁹ Geotechnical Consultation for Pier 70 Historic Building Renovations, San Francisco, California, Langan Treadwell Rollo, May 28, 2013.

14. Top of bedrock was encountered in borings at depths ranging from 26 feet bgs near the southeastern end of Building 101 to 58 feet bgs near the southeastern end of Building 104. Fill materials were encountered throughout the site, with thicknesses up to 29 feet in the vicinity of the southeastern corner of Building 104. Fill appears to have been placed over varying thicknesses of Bay Mud in the vicinity of Buildings 102 and 104. Groundwater was encountered at about eight to twelve feet bgs.

The geotechnical investigations provided recommendations for foundation options to reduce the risks related to the seismic hazards and site conditions noted above, including: (1) further evaluation of footings founded on competent soil or bedrock using an allowable bearing pressure of 6,000 pounds per square foot, with a one third increase for total loads for Building 113 using micropiles; and (2) where new foundations are required to support improvements, footings bearing in bedrock would be the preferable option; where footings would need to extend too deep to make their construction practical, micropiles should be used. Additionally, micropiles may be used to support seismic elements and resist uplift loads. Micropiles can be designed to provide both compression and tension support in the stiff soil or bedrock below the fill and Bay Mud. The project sponsor has agreed to implement these measures, subject to building permit requirements.

The geotechnical investigation concluded that the site is suitable for support of the proposed project. The proposed project would be required to incorporate these and any future recommendations into the final building design through the building permit review process. Through this process, San Francisco Port Department (Port Building Department) would review the geotechnical investigation to determine the adequacy of necessary engineering and design features to ensure compliance with all Building Code provisions regarding structure safety. Past geological and geotechnical investigation would be available for use by the Port Building Department during its review of building permits for the project site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. For the above reasons, the proposed project would not result in significant impacts related to geology and soils that were not identified in the *Eastern Neighborhoods FEIR*.

Hazards and Hazardous Materials

The *Eastern Neighborhoods FEIR* determined that the rezoning of currently zoned industrial (PDR) land to residential, commercial, or open space uses in the Eastern Neighborhoods would result in the incremental replacement of some of the existing non-conforming business with development of these other land uses. Development may involve demolition or renovation of existing structures that may contain hazardous building materials, such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP) and fluorescent lights containing mercury vapors, that were commonly used in older buildings and which could present a public health risk if disturbed during an accident or during demolition or renovation. The *Eastern Neighborhoods FEIR* identified a mitigation measure to reduce this impact to less than significant.

The proposed project includes the removal of transformers and could involve removal of fluorescent light ballasts, and fluorescent lights. Therefore, Eastern Neighborhoods FEIR Mitigation Measure L-1, Hazardous Building Materials would apply to the proposed project.

In addition, the project site was formerly used for a variety of industrial uses, including manufacture, maintenance, and repair of destroyers and submarine ships from World War I into the 1970s. These may have used, generated, stored, or disposed of hazardous materials. Due to its location in an area of known bay fill and historic land use, the project is subject to Article 22A of the San Francisco Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The

Maheer Ordinance applies to projects that will disturb 50 cubic yards or more and requires the project sponsor to retain the services of a qualified professional to prepare a Site History Report that meets the requirements of Health Code Section 22.A.6. If it is determined that the project will trigger applicability of the Maheer Ordinance, the extent to which work completed to date fulfills the requirements of the ordinance will be evaluated in consultation with DPH.

Eastern Neighborhoods FEIR Mitigation Measures

The *Eastern Neighborhoods Rezoning and Area Plans* FEIR identified mitigation measures for the following topics: Land Use (A-1), Transportation (E-1 through E-11), Noise (F-1 through F-6), Air Quality (G-1 through G-4), Archeology (J-1 through J-3), Historical Resources (K-1 through K-3), and Hazardous Materials (L-1).

As analyzed and discussed in the CPE Checklist, the following mitigation measures identified in the FEIR do not apply to the proposed project. Land Use Mitigation Measure A-1 is not applicable to the proposed project because the measure was rejected as infeasible and because the project site is not located in Western SoMa, where this measure applies.

Traffic Mitigation Measures E-2 through E-4 are not applicable because the proposed project would not result in traffic impacts that could be mitigated through the use of Intelligent Traffic Management or Enhanced Funding. Transit Mitigation Measures E-5 through E-11 do not apply to the proposed project because the proposed project does not result in any transit impacts, such as delays to transit, or substantial increases in transit ridership.

Noise Mitigation Measures F-1 and F-2 do not apply because the proposed project would not involve pile driving or other particularly noisy construction methods. In addition, all construction activities for the proposed project (approximately 24 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code).

Portions of Air Quality Mitigation Measure G-1 regarding dust control are not applicable to the proposed project because the project would comply with the Construction Dust Control Ordinance, which was adopted by the City after the FEIR was certified. However, because the project site is partially within the Air Pollution Exposure Zone and would require construction activities resulting in diesel particulate and toxic air contaminant emissions, the remainder of Air Quality Mitigation Measure G-1 that deals with maintenance and operation of construction equipment is applicable, as described further below. Air Quality Mitigation Measure G-3 does not apply to the proposed project because the proposed project would not result in new development requiring service by at least 100 trucks per day or 40 refrigerated trucks per day. Similarly, Air Quality Mitigation Measure G-4 would not apply because the proposed project would not generate more than 10,000 vehicle trips or 400 truck trips per day, or include a new stationary source that would emit toxic air contaminants as part of everyday operations.

Archeology Mitigation Measures J-1 and J-3 would not apply because no previous archeological studies have been conducted for the project site, and the site is not located within the Mission Dolores Archeological District.

Historical Resources Mitigation Measure K-1 does not apply because applicable historic resources surveys in the project area have been completed and adopted by the Historical Preservation Commission. Mitigation Measure K-2 does not apply to the proposed project because it is not located in the South End

Historic District. Historical Resources Mitigation Measure K-3 does not apply because the project site is not located within the Dogpatch Historic District.

As discussed in the CPE Checklist, *Eastern Neighborhoods Rezoning and Area Plans FEIR* Mitigation Measures E-1, F-3, F-4, F-5, G-1, J-2 and L-1 were determined to apply to the proposed project for the following reasons. The proposed project would contribute to a significant cumulative traffic impact in the Eastern Neighborhoods study area at an unsignalized intersection that would require signalization as described in Traffic Mitigation Measure E-1. Noise Mitigation Measures F-3, F-4 and F-5 would apply because the proposed project introduces a noise-sensitive land use and noise-generating uses into the environment. Air Quality Mitigation Measure G-1 applies because the project site is partially located within the Air Pollution Exposure Zone and would use diesel equipment during construction in close proximity to existing residential uses on Illinois Street. Archeology Mitigation Measure J-2 applies because no previous archeological studies have been prepared for the project site. Finally, as described above, Hazardous Materials Mitigation Measure L-1 applies to the proposed project since it involves renovation of existing structures that may contain hazardous building materials, including the removal of fluorescent lights and fluorescent light ballasts. Please see the attached Mitigation Monitoring and Reporting Program (MMRP) for the complete text of the applicable mitigation measures.

The proposed 400-600 20th Street project is in conformance with the height, use, and density for the site described in the FEIR and would represent a small part of the growth that was forecast for the Central Waterfront area in the FEIR. The proposed project would not result in any new significant impacts that were not previously analyzed in the FEIR or result in substantially more severe impacts than those identified in the FEIR. With implementation of these mitigation measures, the proposed project would not result in significant impacts beyond those analyzed in the FEIR.¹⁰ In addition, and in accordance with the *Eastern Neighborhoods Rezoning and Area Plans FEIR*, the project sponsor has agreed to implement various improvement measures addressing traffic congestion and construction activities.¹¹

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on December 6, 2013 to adjacent occupants and owners of properties within 300 feet of the project site and neighboring Port tenants in the area bounded by Mariposa, Illinois, 22nd Streets and the San Francisco Bay. One only comment was received. A staff member of the SFMTA called to inform the Department that any previous jurisdiction held by SFMTA at Pier 70 had reverted to the Port of San Francisco. This comment was not related to any potential environmental effects of the proposed project.

Conclusion

The *Eastern Neighborhoods Rezoning and Area Plans FEIR* incorporated and adequately addressed all potential impacts of the proposed 400-600 20th Street project. As described above, the proposed 400-600 20th Street project would not have any project-specific significant adverse effects that are peculiar to the proposed project or its site that were not examined in the FEIR, and no new or additional information has come to light that would alter the conclusions of the FEIR. Thus, the proposed project would not have any new significant effects on the environment not previously identified in the FEIR, nor would any environmental impacts be substantially greater than described in the FEIR. Therefore, in addition to being

¹⁰ Please refer to the CPE Checklist for a complete discussion.

¹¹ The full text of these improvement measures is included in the MMRP.

exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

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MITIGATION MEASURES FROM THE *EASTERN NEIGHBORHOODS* AREA PLAN EIR

Archeological Resources Mitigation Measure

<p>M-CP-1 - Properties with No Previous Studies (Mitigation Measure J-2 in the <i>Eastern Neighborhoods FEIR</i>). Based on the reasonable potential that archeological resources may be present within the project site, the following requirement shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. The project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of <i>construction</i> can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).</p> <p><i>Archeological monitoring program (AMP).</i> The archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to 	<p>Project sponsor; Planning Department archeologist or qualified archeological consultant; Environmental Review Officer (ERO)</p>	<p>Prior to issuance of any permit for soil-disturbing activities.</p>	<p>Project sponsor; archeologist; ERO.</p>	<p>Considered complete upon Department archeologist's and/or ERO's approval of FARR or other documentation.</p>
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<p>archaeological resources and to their depositional context;</p> <ul style="list-style-type: none"> • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO. <p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site associated with descendant Native Americans or the Overseas Chinese an appropriate representative of the descendant group and the ERO shall be contacted. The representative of the</p>				

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<p>descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p> <p>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</p> <p>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</p> <p>B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</p> <p>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological 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 archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.</p>				

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<p>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 archeological data recovery program. ▪ <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. ▪ <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>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 Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the</p>				

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<p>human remains and associated or unassociated funerary objects.</p> <p><i>Final Archeological Resources Report.</i> The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.</p>				
Transportation Mitigation Measure				
<p>Project Mitigation Measure 2 – Traffic Signal Installation (Mitigation Measure E-1 in the <i>Eastern Neighborhoods FEIR</i>). To mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, an upgraded traffic signal would need to be installed at this intersection. With this new signal, the average vehicle delay would decrease, and the intersection would operate at LOS B. There are a number of proposed developments in the immediate vicinity of this intersection, most noticeably other development at Pier 70, that would contribute to growth in future traffic volumes and increased delays. Installation of a traffic signal at the intersection of 20th and Illinois Streets could be linked to these and other proposed</p>	<p>San Francisco Municipal Transportation Agency (SFMTA); project sponsor; Port of San Francisco.</p>	<p>To be determined by SFMTA.</p>	<p>SFMTA; Port of San Francisco.</p>	<p>Upon signalization.</p>

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<p>development projects.</p> <p>The project sponsor shall pay its fair share contribution to mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, which is approximately 9 percent of the cost of the traffic signal at this intersection. The amount and schedule for payment of the proposed project's fair share contribution to the mitigation shall be determined by SFMTA.</p>				
Noise Mitigation Measures				
<p>Project Mitigation Measure 3 – Interior Noise Levels (Mitigation Measure F-3 in the <i>Eastern Neighborhoods FEIR</i>). For new development including noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), as shown in Figure 18 of the <i>Eastern Neighborhoods FEIR</i>, where such development is not already subject to the California Noise Insulation Standards in Title 24 of the California Code of Regulations, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Such analysis shall be conducted by person(s) qualified in acoustical analysis and/or engineering. Noise insulation features identified and recommended by the analysis shall be included in the design, as specified in the San Francisco General Plan Land Use Compatibility Guidelines for Community Noise to reduce potential interior noise levels to the maximum extent feasible.</p>	Project sponsor; project contractor(s).	Design measures to be incorporated into project design; prior to issuance of a building permit.	Planning Department; Port of San Francisco.	Considered complete upon approval of final construction drawing set.
<p>Project Mitigation Measure 4 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 in the <i>Eastern Neighborhoods FEIR</i>). To reduce potential conflicts between existing noise-generating uses and new sensitive receptors, for new development including noise-sensitive uses, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no</p>	Project sponsor; project contractor(s).	Design measures to be incorporated into project design; prior to issuance of a building permit.	Planning Department; Port of San Francisco	Considered complete upon approval of final construction drawing set.

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<p>particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.</p>				
<p>Project Mitigation Measure 5 – Siting of Noise-Generating Uses (Mitigation Measure F-5 in the <i>Eastern Neighborhoods FEIR</i>). To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the general plan and Police Code section 2909, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.</p>	<p>Project sponsor; project contractor(s).</p>	<p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p>	<p>Planning Department; Port of San Francisco.</p>	<p>Considered complete upon approval of final construction drawing set.</p>
<p>Air Quality Mitigation Measures</p>				
<p>Project Mitigation Measure 6 – Construction Emissions Minimization (Based on Mitigation Measure G-1 in the <i>Eastern Neighborhoods FEIR</i>).</p> <p>A. <i>Construction Emissions Minimization Plan.</i> Prior to issuance of a construction permit, the project sponsor shall submit a</p>	<p>Project sponsor; project contractor(s).</p>	<p>Prior to issuance of a permit specified in Section 106A.3.2.6 of the San Francisco Building Code.</p>	<p>Project sponsor/contractor(s) and the ERO.</p>	<p>Considered complete upon findings by ERO that plan is complete.</p>

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<p>Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:</p> <p>1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:</p> <p>a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;</p> <p>b) All off-road equipment shall have:</p> <p>i. Engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards, <i>and</i></p> <p>ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).¹</p> <p>c) Exceptions:</p> <p>i. Exceptions to A(1)(a) <i>may</i> be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.</p> <p>ii. Exceptions to A(1)(b)(ii) <i>may</i> be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3</p>				

¹ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

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<p>VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).</p> <p>iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.</p> <p align="center">TABLE A1 OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*</p> <table border="1" data-bbox="226 711 835 1042"> <thead> <tr> <th>Compliance Alternative</th> <th>Engine Emission Standard</th> <th>Emissions Control</th> </tr> </thead> <tbody> <tr> <td align="center">1</td> <td align="center">Tier 2</td> <td align="center">ARB Level 2 VDECS</td> </tr> <tr> <td align="center">2</td> <td align="center">Tier 2</td> <td align="center">ARB Level 1 VDECS</td> </tr> <tr> <td align="center">3</td> <td align="center">Tier 2</td> <td align="center">Alternative Fuel*</td> </tr> </tbody> </table> <p>*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met. **Alternative fuels are not a VDECS</p> <p>2.The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than <i>two</i> minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing</p>	Compliance Alternative	Engine Emission Standard	Emissions Control	1	Tier 2	ARB Level 2 VDECS	2	Tier 2	ARB Level 1 VDECS	3	Tier 2	Alternative Fuel*				
Compliance Alternative	Engine Emission Standard	Emissions Control														
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<p>areas and at the construction site to remind operators of the two minute idling limit.</p> <p>3.The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.</p> <p>4.The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.</p> <p>5.The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.</p> <p><i>B. Reporting.</i> Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>1.Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using</p>	<p>Project sponsor; contractor(s).</p>	<p>Quarterly</p> <p>Within 6 months of completion of construction activities.</p>	<p>Project sponsor; contractor(s); ERO.</p> <p>Submit a final report of construction activities.</p>	<p>Considered complete on findings by ERO that Plan is being/was implemented.</p>

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<p>alternative fuels, reporting shall include the actual amount of alternative fuel used.</p> <p>C. <i>Certification Statement and On-site Requirements.</i> Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.</p>	Project sponsor; contractor(s).	Prior to construction activities requiring the use of off-road equipment.	Project sponsor; contractor(s); ERO.	Considered complete upon submittal of certification statement.
Hazardous Materials Mitigation Measure				
<p>Project Mitigation Measure 7 – Hazardous Building Materials (Mitigation Measure L-1 in the <i>Eastern Neighborhoods FEIR</i>). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.</p>	ODI; Port of San Francisco	Prior to any demolition or construction activities.	Project sponsor.	Upon completion of proper disposal.
IMPROVEMENT MEASURES SPECIFIC TO 400-600 20th Street, Pier 70 (“20th Street Historic Core”)				
Transportation Improvement Measures				
<p>Project Improvement Measure 1 – Develop Additional Pedestrian and Roadway Treatments. As an improvement measure to reduce any potential conflicts between pedestrians and freight/delivery vehicles maneuvering in and out of loading zones and within the courtyard area, the project sponsor should provide additional pedestrian treatments to assure safe passage of pedestrians throughout the project site and reduce and/or eliminate any vehicle-pedestrian conflicts. The project sponsor should provide:</p> <ul style="list-style-type: none"> • High-visibility crosswalks (e.g., continental, transverse, and/or ladder marking pattern) at the intersection of 20th Street and Georgia Street. Installation of crosswalks will provide enhanced pedestrian circulation and connectivity between buildings north 	Project sponsor.	Design measures to be incorporated into project design; prior to issuance of a building permit.	Port of San Francisco; Planning Department; SFMTA.	Considered complete upon installation and implementation of pedestrian improvements.

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<p>and south of 20th Street;</p> <ul style="list-style-type: none"> • Installation of ADA-accessible ramps at all proposed crosswalk locations and at a safe distance from any on-street loading zone; • Installation of STOP signs along the northbound Michigan Street approach and northbound Louisiana Street approach; • Additional signage and notifications within the courtyard area to better guide pedestrians attempting to access various buildings from the courtyard area and to maintain a safe distance from any parked or moving vehicles within the courtyard area. Special pavement markings may be installed to delineate the pedestrian walkway within the courtyard area. • Additional signage along the loading dock areas to inform non-authorized personnel that traversing these areas is strictly prohibited and proper signage should guide non-authorized personnel to the nearest appropriate path of travel. <p>All pedestrian treatments should be constructed in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD). Such pedestrian treatments may require approvals by the Port of San Francisco, San Francisco Planning Department, Department of Public Works, and SFMTA's Livable Streets Subdivision, as appropriate.</p>				
<p>Project Improvement Measure 2 – Designate Safe, Accessible, and Convenient Bicycle Parking. The proposed locations for bicycle parking within the project site have not been finalized and are subject to change. However, as an improvement measure to provide safe, accessible, and convenient bicycle parking for patrons (employees and visitors) and to reduce any potential conflicts with moving vehicles, the project sponsor should locate bicycle parking in an appropriate distance from nearby roadways or loading zones, install bicycle parking in locations that are highly visible for bicyclists, and design bicycle parking that allows for ease of access in and out of these bicycle parking areas. The project sponsor should encourage future building tenants to provide</p>	Project sponsor.	Design measures to be incorporated into project design; prior to issuance of a building permit.	Port of San Francisco; Planning Department; Department of Public Works (DPW); SFMTA.	Considered complete upon installation and implementation of bicycle parking.

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MEASURES ADOPTED AS CONDITIONS OF APPROVAL	Responsibility for Implementation	Schedule	Monitoring/Report Responsibility	Status/Date Completed
adequate space for Class 1 bicycle parking and to provide bicycle parking that is covered, secured and accessible for employees. The project sponsor should install Class 2 bicycle spaces along sidewalks and/or open space with adequate spacing and/or install bicycle corrals to provide an adequate number of bicycle parking spaces within a concentrated area that is at a safe, convenient distance from moving vehicles. Appropriate signage should also be installed to notify bicyclists of these on-site bicycle parking areas.				
Project Improvement Measure 3 – Designate Loading Dock Manager. During the average and peak loading hour, not all freight/delivery vehicles may be accommodated in the off-street loading spaces within the project site. As a consequence, loading and unloading vehicles may need to wait, use on-street loading facilities or possibly double park. As an improvement measure to alleviate potential adverse effects to loading activities within the project site, the project sponsor should require each building tenant to designate a loading dock manager(s) to schedule and/or direct loading vehicles, as appropriate.	Project sponsor; building tenant(s).	Ongoing during building operations.	Port of San Francisco.	Ongoing during building operations.
Project Improvement Measure 4 – Require Traffic Controllers/Flaggers for Larger Deliveries. During deliveries that require oversized vehicles that require the use of on-site loading dock facilities, or for any deliveries that would occur in the presence of high volumes of pedestrian or bicycle traffic, the project sponsor should require tenants to use flaggers to guide vehicles through and/or around the loading zones as well as guide vehicles along public roadways (e.g., 20th, Michigan, Georgia, and Louisiana Streets). Such efforts would minimize potential conflicts with other users of the roadway, including other vehicles, pedestrians, and bicyclists circulating within the project site.	Project sponsor; building tenant(s).	Ongoing during building operations for oversized delivery vehicles or during higher volumes of pedestrian or bicycle activity in the project area.	Port of San Francisco.	Ongoing during building operations.
Project Improvement Measure 5 – Limit Peak Hour Truck Movements. Any project construction traffic occurring between 7:00 a.m. and 9:00 a.m. or between 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. Limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA) would further minimize disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods.	Project sponsor; project contractor(s)	Ongoing during construction.	Port of San Francisco.	Upon completion of project construction.
Project Improvement Measure 6 – Develop Construction Management Plan. The project sponsor, the Port of San Francisco, and	Project sponsor; project	Prior to construction activity.	Port of San Francisco; SFMTA; San	Upon completion of

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<p>their construction contractor(s) will meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. The project sponsor will coordinate with construction contractors for any concurrent nearby projects (e.g., along Illinois Street, between 18th and 19th Streets, and other parts of Pier 70) that are planned for construction or which later become known.</p>	contractor(s).		Francisco Fire Department; Planning Department; Project sponsor.	project construction.
<p>Project Improvement Measure 7 – Encourage Transit Access for Construction Workers. As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor could include methods to encourage transit use to the project site by construction workers in the Construction Management Plan.</p>	Project sponsor; project contractor(s).	Prior to construction activity.	Project sponsor.	Upon completion of project construction.
<p>Project Improvement Measure 8 – Provide Project Construction Updates. As an improvement measure to minimize construction effects on nearby businesses, the project sponsor could provide regularly-updated information (typically in the form of community meetings, website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.</p>	Project sponsor.	Prior to and during construction.	Project sponsor.	Upon completion of project construction.
<p>Project Improvement Measure 9 – Transportation Management Plan</p> <p><i>Metrics/Monitoring/Evaluation</i></p> <ul style="list-style-type: none"> Orton Development, Inc. (ODI) or the Port will provide a TMP coordinator for the site to ensure the following TMP is implemented. ODI will require sub-tenant compliance with TMP to make sure employers on site are offering commuter check benefits to employees, per City requirements. 	<p>ODI; Port.</p> <p>ODI; tenant(s).</p>	<p>Upon building occupancy</p> <p>Ongoing during project operations</p>	<p>Project sponsor; Port.</p> <p>Project sponsor; Port.</p>	<p>Ongoing</p> <p>Ongoing</p>

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<ul style="list-style-type: none"> • ODI will work with SFMTA and/or the Planning Department to establish quantitative mode share or non-automobile share targets for all trip purposes for workers and visitors to the site. 	ODI	Prior to building occupancy	ODI; TMP Coordinator.	Complete upon establishment of mode share targets.
<ul style="list-style-type: none"> • ODI will send out an annual travel behavior survey to employers and will share its report and collected responses with the City. 	ODI; tenant(s).	Annually	ODI; SFMTA; Planning Department; TMP Coordinator.	Ongoing during project operations.
<ul style="list-style-type: none"> • In Port-operated lots that serve the project, parking operators will collect data on traffic and parking occupancy during peak commute and peak events annually and report to the Planning Department and/or SFMTA. 	Port of San Francisco	Annually	ODI; TMP Coordinator; SFMTA; Planning Department.	Ongoing during project operations.
<p><i>Transit and Ride Sharing Incentives</i></p>				
<ul style="list-style-type: none"> • ODI and the Port will require sub-tenants to adopt a transit-oriented program that promotes transit and ride sharing options before occupancy. 	ODI; Port; tenants(s).	Before building occupancy	Port; TMP Coordinator; SFMTA; Planning Department.	Upon program adoption.
<ul style="list-style-type: none"> • ODI will encourage tenant employees to commute to work on Muni, Caltrain, and BART. ODI will require tenants to provide 1 partially- or fully-subsidized Muni Fast Pass or similar reasonable financial contribution to a transit Muni Fast Pass/Clipper Card for each employee in addition to the sub-tenant/employer compliance with the City's Commuter Benefits ordinance. 	ODI; Port; tenants(s).	Ongoing during project operations	ODI; Port; TMP Coordinator.	Ongoing during project operations.
<ul style="list-style-type: none"> • ODI will require that all future tenants register for San Francisco's free Emergency Ride Home program. 	ODI; tenant(s).	Ongoing during project operations	ODI; Port; TMP Coordinator.	Ongoing during project operations.
<ul style="list-style-type: none"> • ODI will provide transit-planning tools (maps and Wayfinding information) in public spaces and common areas in coordination with site-wide wayfinding and historic interpretation. 	ODI; tenant(s).	Upon building occupancy.	ODI; Port; TMP Coordinator.	Ongoing during project operations.

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<p><i>Bicycling Incentives</i></p> <ul style="list-style-type: none"> • ODI will provide secure Class I and/or Class II bicycle parking in a manner that meets the planning code requirements. For this project, ODI will provide a minimum of 33 Class 1 bicycle parking spaces and 30 Class 2 bicycle parking spaces as required in SF Planning Code, Sections 155.2 and 155.3. • The location of the bicycle parking is expected to be in the project courtyard and in areas north of Buildings 101, 102, and 104. The exact locations are being determined and will be submitted for Port schematic review. As required by Planning Code 155.1(e)(4), "All plans will indicate the location, dimensions, and type of bicycle parking facilities to be provided, including the model or design of racks to be installed and the dimensions of all aisle, hallways, or routes used to access the parking." • The Port and ODI agree to coordinate with SFMTA and SF Bike Share representatives to discuss the potential of installing a Pier 70 20th Street Historic Buildings SF Bike Share Station. • ODI will provide tire inflation and quick repair stations. • ODI will provide on-site bicycles for subtenants and employers to use that are not open to the public. • ODI will sponsor and promote on-site bicycle education and bicycle safety classes bi-annually. <p><i>Car Sharing, Carpool, and Vanpool Incentives</i></p> <ul style="list-style-type: none"> • The Port operated parking lot at 20th and Illinois will provide premium parking locations for carshare vehicles to meet the requirements of San Francisco Planning Code Ordinance 286- 	<p align="center">ODI</p> <p align="center">ODI</p> <p align="center">ODI.</p> <p align="center">ODI</p> <p align="center">ODI</p> <p align="center">ODI</p> <p align="center">Port</p>	<p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p> <p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p> <p>Upon building occupancy; revisit two years after initial consultation regarding viability.</p> <p>Ongoing during building operations.</p> <p>Upon building occupancy.</p> <p>Bi-annually</p> <p>Design measures to be incorporated into project design; prior to issuance of a</p>	<p align="center">ODI; Port.</p> <p align="center">ODI; Port.</p> <p>Port; ODI; SFMTA; SF Bike Share Staff; TMP Coordinator.</p> <p align="center">TMP Coordinator</p> <p align="center">TMP Coordinator</p> <p align="center">TMP Coordinator</p> <p align="center">Port</p>	<p align="center">Upon completion of construction.</p> <p align="center">Upon completion of construction.</p> <p align="center">After second consultation.</p> <p align="center">Upon completion of project construction.</p> <p align="center">Upon provision of bicycles.</p> <p align="center">Ongoing during project operations.</p> <p align="center">Upon allocation of parking spaces for carshare</p>

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<p>10, which states that projects that provide more than 10 spaces for non-residential uses must dedicate 5% of these spaces, rounded down to the nearest whole number, to short-term, transient use by vehicles from certified car sharing organizations per Section 166, which include vanpool, rideshare, taxis, or other co-operative auto programs.</p> <ul style="list-style-type: none"> Once tenants are identified, ODI will work to encourage car share memberships and user discounts for on-site businesses. ODI and the Port will provide premium-parking locations for visiting carpool and vanpool at the Port operated lot located at 20th/Illinois Streets, in the western portion of the project site west of Michigan Street. ODI and the Port will provide premium passenger loading zone locations in the form of marked curbs. ODI will require tenants to utilize, when possible, car share programs such as Ride Share Match through 511.org. <p><i>Parking Management</i></p> <ul style="list-style-type: none"> Parking will be unbundled from the leasing of commercial/office spaces. ODI and Port will charge market rates for all parking. ODI will coordinate with the Port of San Francisco to designate appropriate loading and unloading passenger zones as well as 	<p>ODI; tenant(s).</p> <p>ODI; tenant(s); Port</p> <p>ODI; Port of San Francisco.</p> <p>ODI; tenant(s).</p> <p>ODI</p> <p>ODI; Port.</p> <p>ODI; Port.</p>	<p>building permit.</p> <p>Upon building occupancy.</p> <p>Upon building occupancy.</p> <p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p> <p>Upon building occupancy.</p> <p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p> <p>Ongoing during building operations.</p> <p>Design measures to be incorporated into</p>	<p>TMP Coordinator</p> <p>TMP Coordinator</p> <p>Port</p> <p>TMP Coordinator</p> <p>Port; TMP Coordinator</p> <p>Port; TMP Coordinator.</p> <p>Port</p>	<p>vehicles.</p> <p>Ongoing during project operations.</p> <p>Ongoing during project operations.</p> <p>Upon design of marked curbs.</p> <p>Ongoing during project operations.</p> <p>Upon unbundling.</p> <p>Upon pricing at market rate.</p> <p>Upon design of color curbs.</p>

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<p>short-term parking zones to reduce congestion along 20th Street, Louisiana Street and Michigan Street. The Port will review and approve the final plan. The Port will approve the color curbs for this project.</p> <p><i>Walking & Pedestrian Safety</i></p> <ul style="list-style-type: none"> • ODI will encourage future tenant employees to walk to work by providing wayfinding signage and clear and accessible information to walking maps. • ODI will study dumpster and compost container locations and consider service and small truck delivery routes to reduce effects on pedestrian flow. • ODI will coordinate with the Port to provide safe paths of travel for pedestrians along 20th, Georgia, Michigan, and Illinois Streets. The Port will review and approve the final plan. • Primary pedestrian path of travel to Buildings 114/115/116 and Building 14 will be through the Atrium in Building 113 that will be publicly accessible. • ODI will include in its subleases rules on loading and truck use of the plaza to minimize effects on pedestrians while supporting industrial tenant needs for truck loading and unloading. <p><i>Emergency vehicles</i></p> <ul style="list-style-type: none"> • ODI will continue to coordinate with the Port Fire Marshal to meet turn-around requirements and coordinate emergency vehicle access with traffic and pedestrian flow. 	<p>ODI; Port; tenant(s).</p> <p>ODI; Port.</p> <p>ODI; Port.</p> <p>ODI</p> <p>ODI; tenant(s).</p> <p>ODI; San Francisco Fire Department.</p>	<p>project design; prior to issuance of a building permit.</p> <p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p> <p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p> <p>Prior to issuance of building permit.</p> <p>Design measures to be incorporated into project design.</p> <p>Prior to occupancy.</p> <p>Design measures to be incorporated into project design; prior to issuance of a building permit.</p>	<p>TMP Coordinator</p> <p>TMP Coordinator</p> <p>Port</p> <p>ODI; Port.</p> <p>TMP Coordinator</p> <p>Port; TMP Coordinator; ODI; San Francisco Fire Department.</p>	<p>Upon implementation of improvements.</p> <p>Upon consideration of optimal locations.</p> <p>Upon implementation of improvements.</p> <p>Upon implementation of improvements.</p> <p>Prior to building occupancy.</p> <p>Prior to building occupancy.</p>



SAN FRANCISCO PLANNING DEPARTMENT

COMMUNITY PLAN EXEMPTION CHECKLIST

Case No.: 2013.1168E
Project Address: 400-600 20th Street, Pier 70 (“20th Street Historic Core”)
Zoning: M-2 (Heavy Industrial) Use District
40-X and 65-X Height and Bulk District
Block/Lot: Block 4046, Lot 001; Block 4111, Lots 003 and 004; and a portion of
Block 4052, Lot 001
Lot Size: 333,798 square feet total
Plan Area: Central Waterfront Subarea of the Eastern Neighborhoods Area
Plan
Project Sponsors: Phil Williamson, Port of San Francisco, (415) 274-0453
and
James Madsen, Orton Development, Inc., (510) 734-7605
Staff Contact: Andrea Contreras, (415) 575-9044, andrea.contreras@sfgov.org

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PROJECT DESCRIPTION:

The project site is located along northern and southern portions of 20th Street between Illinois and Louisiana Streets within the greater approximately 70-acre Pier 70 area bounded by Mariposa, Illinois, 22nd Streets and San Francisco Bay in San Francisco’s Central Waterfront area. The project site includes four parcels (Assessor’s Block 4046, Lot 001; Block 4111, Lots 003 and 004; and a portion of Block 4052, Lot 001) which contain ten Port-owned buildings (Buildings 101, 102, 104, 113, 114, 115, 116, 122, 123 and 14)¹ which are referred to as the “20th Street Historic Core.” The ten buildings on the project site range in size from approximately 400 square feet (sq. ft.) to 95,157 sq. ft.

Beginning in the late 19th century, Pier 70 has been a ship building and repair facility, formerly known as the Union Iron Works (“UIW”) facility, the Bethlehem Steel Shipyard, and the San Francisco Yard. Ships built at Pier 70 served the United States military from the Spanish-American War in the late-1800s through the two World Wars and into the 1970s. The previous uses of the buildings include the following: Main Office/Administration Building (Building 101), Power House (Building 102), UIW Headquarters (Building 104), UIW Machine Shop (Building 113), foundry (Building 114), new foundry and mold room (Building 115 and 116), and warehouse (Building 14). In the 1980s, Bethlehem Steel sold the shipyard to the Port of San Francisco. Since 2004, the project site has been largely vacant with some buildings used for Port maintenance storage.

To the northeast of the project site is a ship repair facility, operated under a lease with the Port by BAE Systems. This facility provides maintenance and repairs to cruise liners, pipeline tankers, military vessels, and bulk carriers and container ships and local vessels. Currently, the secured entrance to BAE Systems is located between Buildings 104 and 105 on the northern side of 20th Street.

¹ The Port of San Francisco often refers to Buildings 113/114 and 115/116 as pairs because they share common walls.

The 20th Street Historic Core currently contains approximately 270,000 gross square feet (gsf) of largely vacant industrial and office space. The proposed project would include: 1) historic renovation of the 20th Street Historic Core to satisfy current seismic, structural, and code requirements; 2) remediation of hazardous materials; 3) reuse of the buildings; 4) the addition of approximately 69,000 gross square feet (gsf) of new building space, primarily in interior mezzanines; 5) removal of approximately 5,000 gsf of previous additions to Building 104 at the northeast corner, and to Building 113 on the eastern side and western sides; 6) creation of an outdoor publicly accessible plaza to be used for events; and 7) roadway, sidewalk, and parking lot improvements as described below under “Parking, Access, Circulation and Loading”. In total, the proposed project would include approximately 334,000 gsf of building space, as detailed in Tables 1 and 2, below.

Table 1 - North of 20th Street: Buildings 101, 102, 104, 122 and 123

Building No./Name	Year Built	Former Use	Existing Use	Existing Sq. Ft.	Proposed Use	Proposed Sq. Ft.
Building 101- Bethlehem Steel Office Building	1917	Office, Light Industrial, Residential Unit	Vacant	61,311 sq. ft. total	Office, Light Industrial, Residential Unit	62,211 sq. ft. total
Building 102 – Power House	1912	Industrial	Industrial; Partial Vacant	11,266 sq. ft.	New Restaurant, New Commercial	13,831 sq. ft. total
Building 104 – UIW Headquarters	1896	Office, Medical Office, Storage	Vacant	45,759 sq. ft. total	Office, Medical Office, Storage	45,237 sq. ft. total
Building 122	1916	Mechanical Equipment	Mechanical Equipment	774 sq. ft.	Mechanical Equipment	774 sq. ft.
Building 123	1916	Industrial	Vacant	400 sq. ft.	New Commercial	400 sq. ft.

Table 2 - South of 20th Street: Buildings 14, 113/114, 115/116

Building No./Name	Year Built	Former Use	Existing Use	Existing Sq. Ft.	Proposed Use	Proposed Sq. Ft.
Building 14	1941	Warehouse	Storage	16,315 sq. ft.	Light Industrial	22,780 sq. ft.
Building 113/114- Union Iron Works Machine Shop	1885/1886	Industrial	Vacant	95,157 sq. ft.	Light Industrial, Publicly Accessible Atrium	127,163 sq. ft. total
Building 115/116	1916/1917	Warehouse	Storage	38,694 sq. ft.	Light Industrial	61,260 sq. ft.
Plaza	N/A	Industrial Yard	Courtyard	45,000 sq. ft.	Publically Accessible Open Space, Loading	45,000 sq. ft.

The proposed historic renovation of the buildings would meet the Secretary of the Interior Standards for Treatment of Historic Buildings (the “Secretary’s Standards”), building and other codes, and all other applicable requirements. The Port, in consultation with the Maritime Museum, would oversee the salvage of building contents. Contents not salvaged by the Port would be salvaged or disposed of by Orton Development, Inc. (ODI). Interior fixtures and historic materials that are part of a building would be salvaged by ODI.

Once rehabilitated, these historic office and industrial buildings would include light industrial, technology, life science, office, commercial, artisan/artist studios and showrooms, and residential and restaurant uses. The proposed project would also include an indoor lobby/atrium in Building 113, and an outdoor courtyard (“Plaza”), both of which would be accessible to the public. Finally, the proposed project would include removal of approximately 5,000 gsf of non-historic building additions to Building 104 at the northeast corner and to Building 113 on the eastern side and western sides.

Parking, Access, Circulation and Loading

The project site is accessible from Illinois and 20th Streets, and is bisected by 20th Street. Limited surface parking (approximately 75 spaces) and loading would be provided on the northern side of Buildings 101, 102, and 104 by reusing an existing parking lot north of Building 102 currently used by BAE Systems. An access ramp or stairs may be provided between Buildings 101 and 102 to provide pedestrian access from 20th Street to the parking areas behind the buildings. As part of the proposed project, the secured entrance of the BAE Systems ship repair facility would be moved approximately 100 feet north of Building 123.

A portion of Michigan Street and the area to the southeast of the intersection of 20th and Illinois Streets currently includes parking uses and self-storage in on-site containers. The existing storage containers would be relocated to the southeast corner of Pier 70. The proposed project would include the use of the

area to the west of Michigan Street as a surface parking lot with approximately 215 parking spaces. The existing asphalt would be repaired and improved lighting would be installed.

The proposed project includes repair of 20th Street adjacent to the project site, including sidewalk and other repairs. A publicly accessible atrium in Building 113 would provide the primary pedestrian access to the buildings fronting the plaza. Louisiana Street lies to the east of Building 113, and currently exists as an accessway from 20th Street to the existing Industrial Yard behind Buildings 14, 113/114 and 115/116. As part of the proposed project, Louisiana Street would be widened from 20-foot-wide to 58-foot-wide. The Louisiana Street improvements would provide truck access from 20th Street to the southern portion of the 20th Street Historic Core. The western side of Louisiana Street would provide a truck staging and loading area to serve the proposed project. An existing concrete slab on the western side of Building 113 would be modified to serve as a loading dock. Five new loading docks along the western side of Buildings 113/114 and 115/116 would also be created to provide loading for these buildings.

The proposed 400-600 20th Street project would require the following approvals:

Actions by the Port Commission

- Approval of a Lease agreement and Lease Disposition and Development Agreement (LDDA) between the Port of San Francisco and Orton Development, Inc. The Lease and LDDA authorization would constitute the approval action for the purpose of establishing the 30-day appeal period for this CEQA exemption determination pursuant to Section 31.16 of the San Francisco Administrative Code.
- Adoption of the MMRP.

Actions by City Departments

- Approval of encroachment and building permits. (*Port of San Francisco*)
- Approval of a Stormwater Control Plan that demonstrates compliance with the Port's Stormwater Design Guidelines. (*Port of San Francisco and San Francisco Public Utilities Commission*)

EVALUATION OF ENVIRONMENTAL EFFECTS:

This Community Plan Exemption (CPE) Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether such impacts are addressed in the applicable programmatic FEIR (PEIR)² for the *Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods FEIR)*. Items checked "Project-Specific Significant Impact Not Identified in PEIR" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the impact is not identified as significant in the PEIR. Any impacts not identified in the PEIR are addressed in the CPE Checklist below.

² In this CPE Checklist, the acronyms FEIR and PEIR both refer to the *Eastern Neighborhoods Rezoning and Area Plans FEIR* and are used interchangeably.

Items checked "Significant Unavoidable Impact Identified in PEIR" identify topics for which a significant impact is identified in the PEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the PEIR. Mitigation measures identified in the PEIR are discussed under each topic area, and mitigation measures that are applicable to the proposed project are identified under each topic area and on pages 56 to 63.

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

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
1. LAND USE AND LAND USE PLANNING—Would the project:						
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The *Eastern Neighborhoods FEIR* determined that rezoning and establishment of new community plans constitute a regulatory program, not a physical development project; therefore, the rezoning and community plans analyzed in the FEIR would not create any new physical barriers in the Eastern Neighborhoods. The *Eastern Neighborhoods FEIR* also determined that the rezoning would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

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

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

While all three options were determined to result in a decline in PDR employment, the loss of PDR jobs was determined to be greatest under Option C. The alternative ultimately selected – the ‘Preferred

Project' – represented a combination of Options B and C. Because the amount of PDR space to be lost with future development under all three options could not be precisely gauged, the FEIR determined that the Preferred Project would result in a significant and unavoidable impact on land use due to the cumulative loss of PDR use in the Plan Area. This impact was addressed in a Statement of Overriding Considerations with CEQA Findings and adopted as part of the *Eastern Neighborhoods Rezoning and Area Plans* approval on January 19, 2009.

The project site is in the Central Waterfront Plan Subarea of the San Francisco General Plan and is in the Heavy Industrial (M-2) Zoning District. This district is the least restricted in terms of permissible land uses and is primarily located along the eastern edge of the San Francisco, separated from residential and commercial areas. The heavier industries are permitted, with fewer requirements as to screening and enclosure than in Light Industrial M-1 Districts, but many of these uses are permitted only as conditional uses or at a considerable distance from Residential Districts. Most of the land zoned M-2 is controlled by the Port of San Francisco. The proposed historic renovation, reuse, and improvement of the 20th Street Historic Core is consistent with the zoning controls and uses permitted within the M-2 District.

The proposed project would not create any new physical barriers in the Eastern Neighborhoods. The proposed project would include historic renovation and reuse of the 20th Street Historic Core and improvement of roadways, sidewalks, and parking lots within the project site. Consequently, the proposed project would not physically disrupt or divide the project area or individual neighborhoods or subareas.

Records show that the existing buildings on the project site were constructed between 1885-1941, and have been used for a variety of industrial uses, including manufacture, maintenance, and repair of destroyers and submarine ships from World War I into the 1970s. Operations at the site have also included administration and engineering offices, metal foundries, warehouses, machine shops and powerhouses containing boilers and transformers. The most recent land use on the project site included powerhouse energy distribution for the adjacent BAE Systems ship repair, and warehousing/storage.^{3,4} The proposed project would result in the renovation and reuse of the site, including up to approximately 212,400 sf of light industrial use. Thus, the proposed project would reintroduce PDR use to the Area Plan.

As noted above, the *Eastern Neighborhoods FEIR* determined that the cumulative loss of PDR use in the Plan Area would result in a significant and unavoidable land use impact. However, the FEIR also determined that the land use regulations that apply throughout most of the Area Plan, including the project area, would not substantially change, and that implementation of the Eastern Neighborhoods Area Plan would not result in significant land use changes in these areas. The proposed project would not result in a cumulatively considerable contribution to the significant and unavoidable cumulative land use impact related to the loss of PDR use under the Eastern Neighborhoods Area Plan because the proposed project would not remove an existing PDR use and would include up to 212,399 sf of PDR and/or light industrial uses on the project site. While Land Use Mitigation Measure A-1 was identified to address the land use impact as it related to the Western South of Market (SoMa) area, this measure was determined to

³ Tetra Tech, Inc. "Phase I Environmental Site Assessment- Pier 70 Mixed Use Opportunity Area, Corner of Illinois Street and 20th Street", August 1998.

⁴ Ecology and Environment, Inc., "Phase I Brownfields Environmental Site Assessment Report - Pier 70 Maritime Use Area", March 2001.

be infeasible and is not applicable to the proposed project because the project site is not located in Western SoMa.

For the above reasons, the proposed project would not result in significant impacts on land use that were not identified in the *Eastern Neighborhoods FEIR*.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
2. AESTHETICS—Would the project:						
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* determined that implementation of the design policies of the area plans would not substantially degrade the visual character or quality of the area, have a substantial adverse effect on a scenic vista, substantially damage scenic resources that contribute to a scenic public setting, or 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. No mitigation measures were identified in the FEIR.

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

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus this checklist does not consider aesthetics in determining the significance of project impacts under CEQA.⁵

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* determined that the anticipated increase in population and density resulting from implementation of the area plans would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the FEIR.

The proposed project would not involve the displacement of people. No housing would be removed; therefore the construction of replacement housing would not be necessary. In addition, the proposed project would not add any new infrastructure that would indirectly induce population growth.

The *Eastern Neighborhoods FEIR* concluded that an increase in population in the Plan Area is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance some key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the Area Plan neighborhoods. The proposed project would not induce substantial population growth and any increase in population would be within the scope of the *Eastern Neighborhoods FEIR* analysis. For the above reasons, the proposed project would not result in significant impacts on population and housing that were not identified in the *Eastern Neighborhoods FEIR*.

⁵ Transit-Oriented Infill Project Eligibility Checklist for 400-600 20th Street, Pier 70 (“20th Street Historic Core”), February 3, 2014. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

Topics:	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</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 <i>Planning Code</i> ?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" 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"/>	<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"/>	<input type="checkbox"/>

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historic resources are buildings or structures that are listed, or eligible for listing, in the California Register of Historical Resources, or identified in a local register of historic resources, such as Articles 10 and 11 of the San Francisco Planning Code. The *Eastern Neighborhoods FEIR* anticipated that program implementation may result in demolition of buildings identified as historical resources, and found this impact to be significant and unavoidable.⁶ Mitigation measures identified in the *Eastern Neighborhoods FEIR*, discussed below, would not reduce these impacts to less-than-significant levels. This impact was addressed in a Statement of Overriding Considerations with Findings and adopted as part of the *Eastern Neighborhoods Plan* approval on January 19, 2009.

Mitigation measures were identified in the FEIR to address significant impacts to historical resources in the Eastern Neighborhoods Plan Area. However, these Historical Resource Mitigation Measures from the FEIR do not apply to the proposed project. Mitigation Measure K-1 would not apply because applicable historic resources surveys in the project area have been completed and adopted by the Historical Preservation Commission. Mitigation Measure K-2 would not apply to the proposed project because it is not located in the South End Historic District. Historical Resources Mitigation Measure K-3 would not apply because the project site is not within the Dogpatch Historic District.⁷

⁶ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans FEIR*, certified August 7, 2008, pp. 456-474.

⁷ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans FEIR*, certified August 7, 2008, p. 518-522.

Pursuant to Article 10 of the Planning Code and as shown on Zoning Map PD08, the project site is not in an existing local historic district, although the project site includes buildings that contribute to a potential historic district (United Iron Works Historic District) as described below. Pursuant to Article 11 of the Planning Code and as shown on Zoning Map PD08, the project site is not in an existing conservation district.

The Pier 70 Historic Buildings consist of Buildings 14, 101, 102-122, 104-123, 113/114, and 115/116, all of which contribute to the eligible Union Iron Works Historic District, which has been nominated for listing in the National Register of Historic Places (National Register) by the California State Historic Resources Commission. The ten buildings range in size from approximately 400 square feet (sq. ft.) to 95,157 sq. ft. Previous uses of the subject buildings include: Main Office/Administration Building (Building 101), Compressor House (Building 102), UIW Headquarters (Building 104), UIW Machine Shop (Building 113), foundry (Building 114), new foundry and mold room (Building 115 and 116), and warehouse (Building 14). In the 1980s, Bethlehem Steel sold the shipyard to the Port of San Francisco. Since 2004, the project site has been partially vacant with some buildings used for Port maintenance storage and Shipyard electrical equipment.

The eligible Union Iron Works Historic District (District) is a sixty-five-acre property owned by Port of San Francisco, located on the east side of Illinois Street between 18th and 22nd Streets along San Francisco Bay in San Francisco's Central Waterfront area. The District is associated with the first steel hull shipyard on the West Coast, as well as ongoing ship construction and repair activities that played a significant role in the creation of the United States steel hull ship building industry. The shipyard also directly supported naval operations during all major wars between the Spanish-American War and World War II. The District includes significant examples of industrial architecture from all periods of construction and expansion at the shipyard, including notable architect and engineer designed buildings. The District illustrates the evolution of factory design from the opening of the yard in the early 1880s to the end of World War II. The District has a period of significance ranging from 1884 to 1945.

The District is comprised of forty-four (44) contributing and ten (10) non-contributing resources, including buildings, wharves, piers, slipways, cranes, segments of a railroad network, and landscape elements. The buildings represent a range of industrial architecture, including heavy brick masonry buildings in the American round-arched style; Renaissance Revival-style brick buildings; steel framed, sheet metal clad buildings featuring industrial roof forms, such as saw-tooth and Aiken roofs; and reinforced concrete buildings featuring Mediterranean and Classical Revival-style detailing or early expressions of Moderne style. Several high-style buildings along 20th Street were designed by prominent San Francisco architectural firms during the late nineteenth and early twentieth centuries, such as Percy & Hamilton (Building 104), Charles Peter Weeks (Building 102), and Frederick H. Meyer (Building 101). The District also consists of waterfront structures inherent to shipbuilding and ship repair, including slipways and cranes associated with ship hull construction, and wharves, piers, wet basins and floating drydocks for ship outfitting and ship repair activities. The District maintains exceptional integrity in terms of location, design, setting, materials, workmanship, feeling, and association.

The entire sixty-five-acre property was previously identified in the San Francisco Planning Department's 2001 Central Waterfront Cultural Resources Survey as an eligible National Register Historic District. The California Office of Historic Preservation (OHP) determined that the shipyard was eligible for the National Register in 2001. On February 7, 2014, at the request of the Port of San Francisco, the California

State Historic Resources Commission nominated the District for listing on the National Register. As keeper of the register, the National Park Service will consider the nomination in Spring 2014.

Therefore, for the purposes of the California Environmental Quality Act (CEQA), Buildings 14, 101, 102-122, 104-123, 113/114, and 115/116 are considered to be individually-eligible historic resources, as well as contributors to the Union Iron Works Historic District. As described below, Planning Department staff found that the proposed project would not result in substantial adverse changes in the significance of a historic resource such that the significance of the District would be materially impaired, and would be consistent with the *Secretary of the Interior Standards for Rehabilitation* (Secretary's Standards).⁸ As such, the proposed project would not contribute to the significant and unavoidable impacts identified in the *Eastern Neighborhoods Plan FEIR*.

Building 14

The proposed project would rehabilitate Building 14 consistent with the applicable requirements of the Port Building Code and the California Historical Building Code. Building repairs and alterations would address building deficiencies and meet modern usage standards. Specifically, the proposed project would repair existing roofing, repair or replace in-kind missing or irreparable deteriorated windows and doors, pour a new concrete slab floor (raising the interior floor level to correspond with the level of new exterior paving at south and west sides), create accessible entries to the space, construct accessible bathrooms, and install new electrical, HVAC, fire safety, phone, data, water, sewer and gas utilities to meet applicable code requirements. The proposed project would prepare the historic industrial building for new light industrial uses, but would not include tenant specific improvements or buildout which would be designed in the future as leases are executed with a tenant(s). However, the work would provide a secure building envelope with new infrastructure to support a contemporary industrial occupancy including restrooms, disabled access, heating, cooling, electrical, communications and loading.

The proposed project would adaptively reuse the existing warehouse for light industrial use, which may include accessory offices, work spaces and laboratory uses. To accommodate this new light industrial use, the proposed project would add a new partial floor level, which would subdivide a portion of the interior space into two floor levels. The addition of a new partial floor level still maintains a portion of the double-height space, thus maintaining a sense of the building's original spatial configuration. On the exterior, the proposed project would insert a pair of glazed loading doors and windows on the west façade and an egress door on the east façade. The new windows would match the profile, material and configuration of the historic windows. To accommodate the new windows and doors, the proposed project would remove some exterior corrugated steel siding. Although some of the exterior corrugated steel siding would be removed, the majority of this siding would remain, be repaired, or replaced in-kind, thus maintaining the exterior character and appearance of the building. Other elements of the proposed project, including the window rehabilitation/replacement, repair of the interior structural steel, and addition of new skylights on the roof, would be conducted according to standard historic preservation practices as outlined within the evaluation report. Therefore, the HREER found that the proposed modifications to Building 14 would maintain the character-defining features of the historic property and

⁸ Rich Sucre, Historic Resource Evaluation Response (HREER) for 400-600 20th Street, aka Pier 70 Historic Buildings (Buildings 14, 101, 102-122, 104-123, 113/114, 115/116), February 18, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

would be consistent with the Secretary of the Interior's Standards for Rehabilitation ("Secretary's Standards").⁹

Building 101

The proposed project would rehabilitate Building 101 consistent with the applicable Port Building Code and the California Historical Building Code. Building repairs and alterations would address building deficiencies and meet modern usage standards. Specifically, the proposed project would repair existing roofing, repair or replace in-kind missing or irreparable deteriorated windows, make existing toilet rooms operational, construct accessible bathrooms, create accessible entries to the space, and install new electrical, HVAC, fire safety, phone, data, water, sewer and gas utilities that would be upgraded to meet applicable code requirements. Existing infrastructure systems would serve the building, with new laterals as required. The proposed project would prepare the historic office building for new office uses, providing a secure building envelope with new infrastructure to support a contemporary office occupancy including restrooms, disabled access, heating, cooling, electrical and communications.

The proposed project would maintain the building's historic use as an office building, thus minimizing any significant changes to the exterior or interior. In terms of exterior work, the proposed project calls for the repair or in-kind replacement of the exterior stucco, cast-concrete ornamentation, wood-sash windows, and skylights, as well as the addition of an accessibility ramp at the main entry at the corner of Illinois and 20th Street and the reconstruction of the rooftop residential unit. Generally, the construction of the accessibility ramp is additive in nature, but it does call for the removal of a ten-to-twelve-foot section of a historic iron fence and the infill of two below-grade windows. Despite the removal of some historic material, this work is considered acceptable, since the historic iron fence would be salvaged, repaired, and re-used on other portions of the site, while the two below-grade windows would be infilled in a manner that preserves the historic openings and ornamentation, thus minimizing the impact on historic materials. The reconstruction of the existing rooftop residential unit would not impact any distinctive historic materials or features of the subject property or district, and would be designed in a manner similar to the design of the existing rooftop apartment, thus not affecting the overall historic character of the building. Other elements of the proposed project, including the window rehabilitation/replacement, repair of the exterior stucco, and repair of the cast-concrete ornamentation, would be conducted according to standard historic preservation practices, as outlined within the evaluation report.

Within the interior, the proposed project would preserve, repair and rehabilitate the major interior spaces, including the original entry lobbies and stairs, first floor executive office wings and theater. The project would add new shear walls within the interior to provide for seismic reinforcement. Any non-contributing hollow clay tile walls within the interior would be removed due to seismic safety concerns. Generally, the hollow clay tile walls are not attached to historic interior materials, and their removal would not affect any significant features or spaces within the interior. Therefore, the HRER found that the proposed modifications to Building 101 would maintain the character-defining features of the historic property and would be consistent with the Secretary's Standards.

⁹ HRER, pp. 7-8.

Buildings 102 and 122

The proposed project would rehabilitate Building 102 and the adjacent Building 122 consistent with the applicable Port Building Code and the California Historical Building Code. The proposed work includes rehabilitation of the shell of the buildings and the addition of a rear deck on the north side of Building 102. The proposed project would ready the buildings for new restaurant/office uses, but would not include tenant specific improvements or build-out which would be designed in the future as tenant leases are executed. However, the building improvements would provide a sound shell with new infrastructure to support restaurant/office occupancy including restrooms, disabled access, heating, cooling, electrical and communications, as well as freight loading facilities. Specifically, the project would repair or replace existing roofing, repair or replace in-kind missing or irreparable deteriorated windows, create accessible entries including access alterations at the front (south), add a new deck with associated building alterations at the rear (north), remove the existing electrical equipment and selectively remove and alter the interior to accommodate a future change of use, install new electrical, HVAC, fire safety, phone, data, water, sewer and gas utilities to meet applicable code requirements. Existing infrastructure systems would serve the building, with new laterals as required. To the extent feasible, the proposed project would include measures to reduce storm water impacts on the City's combined sewer system.

At Building 102, the proposed project would adaptively reuse the former industrial power house for light industrial and commercial use. To accommodate these uses, the project would add a new exterior deck, a new accessibility ramp at the main entrance, remove two of the four existing historic turbines, and add an interior mezzanine at the same level as the historic crane rail. On the exterior, the project would add a new exterior deck along the entire north façade, which would not be physically attached to the historic building, thus minimizing the impact on historic materials. This new deck would rest below the arched window sills at the belt course level, and would be designed in a contemporary architectural style, thus providing for differentiation, yet compatibility, to the historic building. The new accessibility ramp on the south façade would be additive in nature and low in profile. To accommodate this new ramp, the project requires minimal alterations to historic site features, including the existing historic fence, planter walls and curbs, which would primarily be maintained in place, though the project would include selective removal of some of these elements. Overall, the historic site features associated with Building 102 would be preserved. Within the interior, the addition of a new partial mezzanine would allow for a sense of the original double-height space, thus maintaining the impression of the building's original spatial configuration. Similarly, the removal of two of the four historic turbines still allows for the exhibition of this historic equipment, since two of the turbines would remain in place. Other elements of the proposed project, including the window rehabilitation/replacement, repair of the exterior stucco/cement plaster, preservation/repair of the exterior terracotta, and repair of the clay roof tiles, would be conducted according to standard historic preservation practices as detailed within the HRER.

At Building 122, the proposed project consists mainly of interior tenant improvements, as well as limited exterior work, including the rehabilitation and preservation of the stucco-clad walls and clay tile roof. The proposed project would have minimal impact upon this building.

Overall, the proposed project maintains the historic character of the subject properties, as defined by their character-defining features. Therefore, the HRER found that the proposed modifications to Buildings 102

and 122 would maintain the character-defining features of the historic property and would be consistent with the Secretary's Standards.¹⁰

Buildings 104 and 123

The proposed project would rehabilitate Building 104 consistent with the applicable Port Building Code and the California Historical Building Code. Building repairs and alterations would address building deficiencies and meet modern usage standards. The proposed rehabilitation would repair Building 104's historic interior and exterior including the architectural elements of the exterior, the roof, and character defining interior spaces and elements. Proposed alterations would be limited to the creation of two small decks on the roof of the north additions, the insertion of structural bracing on the interior, and installation of an elevator in the existing vault that would allow the building to meet ADA requirements and the needs of contemporary office users. The proposed project would ready the building for new office uses, but would not include tenant specific improvements or build-out which would be designed in the future as leases are executed.

At Building 104, the proposed project would rehabilitate the former office/hospital for either new office use or light industrial use, which would generally require minimal change to the exterior and interior. Aside from the preservation and repair of historic materials, the proposed project calls for minimal exterior alterations. The proposed project would preserve and rehabilitate the 1940s additions on the rear façade, since these elements have gained significance in their own right. On the exterior, the project would convert two windows on the third floor of the north façade into doorways, and would establish a new roof on the third floor of the 1940s addition. Both of these alterations would require minimal change to the historic fabric. Other elements of the proposed project, including the window and skylight rehabilitation/replacement, cleaning/repair of the exterior brick and sandstone, and the repair/rehabilitation of the ornamental copper, would be conducted according to standard historic preservation practices as outlined within the HRER.

Within the interior, the proposed project would include infrastructure and seismic upgrades, as well as the preservation, repair and rehabilitation of major interior features and spaces, including the main interior stair, cast iron columns, and timber/wood trusses (third floor only). The proposed project identifies four potential seismic schemes. Scheme A includes stacked steel frames and concrete shear walls within the interior— independent of the exterior walls. Scheme B includes Perimeter shotcrete on the inside façade of the exterior walls. Scheme C includes perimeter braced steel-frames or concrete shear walls at inside face of the exterior walls. Scheme D includes infill voids in the masonry walls and adding fiber reinforcement at the interior face of the exterior walls. Schemes A and C would be considered consistent with Secretary's Standards, since they would be limited to the interior, would not have an impact upon any character-defining feature, and are reversible in nature. Scheme B would also be an acceptable treatment, since the interior walls were not historically exposed. Scheme D would also be an acceptable treatment, since window and door openings would not be altered, the brick cavity would be infilled, and the overall exterior appearance would not be changed from the period of significance. Other work within the interior is limited to tenant improvements and other infrastructure upgrades, which would be undertaken in a manner that is sensitive towards the historic character of the structure according to standard historic preservation practices as outlined within the HRER.

¹⁰ HRER, pp. 14-15.

At Building 123, the proposed project consists mainly of interior tenant improvements, though there would be limited exterior work, including the rehabilitation and preservation of the stucco-clad walls and clay tile roof.

Therefore, the HRER found that the proposed modifications to Buildings 104 and 123 would maintain the character-defining features of the historic property and would be consistent with the Secretary's Standards.¹¹

Building 113/114

The proposed project would rehabilitate Building 113/114 consistent with the applicable Port Building Code and the California Historical Building Code. Building repairs and alterations would address building deficiencies and meet modern usage standards. Specifically, the proposed project would install seismic mezzanines and braces, pour a new concrete slab floor, repair or replace existing roofing, repair or replace in-kind missing or irreparable deteriorated windows, repair or replace existing masonry walls, construct accessible bathrooms, create accessible entries to the space, install new electrical, HVAC, fire safety, phone, data, water, sewer and gas utilities that would be upgraded to meet applicable code requirements. Existing infrastructure systems would serve the building, with new laterals as required.

Seismic strengthening would include the insertion of structural steel framing and two levels of concrete mezzanines on the building's interior to seismically retrofit the resource by providing lateral and vertical support. In addition, the unreinforced masonry walls would be repaired and strengthened. This proposed work has been designed so that it would not substantially affect existing character defining features of the resource, most notably the building's large open interior. None of the structural work would be visible from the building's exterior, with the exception of areas with potential for additional through-bolting at the mezzanine and roof levels.

Several small World War II-era restroom and storage structures appended to the exterior of the building at its east and south sides would be removed as part of the project. Those at the east side are minor additions and in poor condition. These structures obscure portions of Building 113/114 from inside as well as outside. They are proposed for removal because they lack distinction and removal would facilitate the rehabilitation of the building's exterior and reuse of the building. Associated with these two structures is an existing concrete pad at the northeast end of Building 113 which would be retained and modified to accommodate a truck loading platform, over which a new, freestanding roof canopy would be constructed.

The proposed project would maintain the Building's industrial use, and adapt it for contemporary light industrial use. Due to the existing condition of Building 113/114, the proposed project includes an extensive program for stabilization, strengthening and repair of historic materials. To accommodate new industrial uses, the project includes conversion of three arched windows on the west façade and one arched window on the east façade into upward acting loading doors, construction of new loading docks on the west and east façades, removal of non-historic bathroom structures, removal of the non-historic roll-up door within the concrete connector, and installation of a new wood-and-glass bi-fold door within the central archway. Other elements of the exterior work include an extensive window rehabilitation/replacement program, an extensive brick masonry cleaning and repair program,

¹¹ HRER, pp. 17-19.

installation of new pedestrian doorways, and a skylight repair/replacement program. The proposed project includes a detailed conditions assessment, which provides an outline for the recommended treatments for the repair and preservation of the existing brick and windows, which are both severely deteriorated. This treatment plan provides sufficient information for informed decisions on repairing or replacing important historic elements of Building 113/114. Other aspects of the exterior work, including the construction of the loading docks and conversion of some arched windows into loading doors, would require minimal impact to character-defining features and would maintain the overall historic character of the subject property by providing for compatible new elements, which match the design, style and configuration of historic features.

Within the interior, the project would construct two mezzanine levels to provide for seismic bracing and additional square footage, and would construct full-height glazed walls within the Connector. The Connector is the stucco building that is part of Building 113/114 that connects the two brick portions of the building and features the Classical Revival elements of Building 113/114. The proposed mezzanines would align to the existing column grid, and would include a series of bridges over the central triple-height space. Despite the construction of the mezzanines, the project would maintain a sense of the triple-height interior volume, thus preserving an interior character-defining feature of the interior. Similarly, the new glazed walls between the Connector and the rest of Building 113/114 would provide for visual continuity and a sense of the overall interior volume. Overall, these alterations would maintain important character-defining features and would preserve the interior historic character.¹² Therefore, the HRER found that the proposed modifications to Buildings 113/114 would be consistent with the Secretary's Standards.

Building 115/116

The proposed project would rehabilitate Building 115/116 consistent with the applicable Port Building Code and the California Historical Building Code. Building repairs and alterations would address building deficiencies and meet modern usage standards. Specifically, the proposed project would install seismic braces, pour a new concrete slab floor, repair or replace existing roofing, repair or replace in-kind missing or irreparable deteriorated windows, create accessible entries to the space, and install new electrical, HVAC, fire safety, phone, data, water, sewer and gas utilities that would be upgraded to meet applicable code requirements. Existing infrastructure systems would serve the building, with new laterals as required. The proposed project would ready the building for new light-industrial uses, along with potential accessory uses such as offices, workspaces and/or laboratories, but would not include tenant specific improvements or build-out which would be designed in the future as leases are executed with a tenant(s).

The proposed project would adaptively reuse the existing warehouse for light industrial use, which may include accessory offices, work spaces and laboratory uses. To accommodate this new light industrial use, the project would construct new loading docks along the west façade, install new loading doors along the east façade, and replace the existing multi-lite wood-sash windows with new, multi-lite steel-sash windows. The addition of the loading dock and the new loading dock doors are consistent and compatible with the building's historic character, since these new elements would be additive and would not impact any character-defining feature. Given the extent of deterioration and difficulty in replicating

¹² HRER, pp. 20-23.

this unique type of window, replacement of the wood-sash windows with new, steel-sash windows is considered to be a compatible alteration, since the new windows would match the design of the historic windows and would be consistent with the overall historic character of Building 115/116. Other elements of the proposed project, including the skylight rehabilitation/replacement, repair of exterior concrete, and repair of the metal roof, would be conducted according to standard historic preservation practices as outlined within the evaluation report. Overall, the project maintains historic character of the subject property, as defined by the character-defining features. Within the interior, the project calls for strengthening of the existing structural elements by adding new steel frames. This alteration would be consistent and compatible with the interior's historic character. Therefore, the HRER found that the proposed modifications to Buildings 115/116 would be consistent with the Secretary's Standards.

In conclusion, in view of all of the above, the proposed project would not have a significant impact on historic resources. The proposed project would not result in significant adverse impacts on individual or off-site historical resources such as the eligible Union Iron Works Historic District. The proposed project would not have a significant adverse impact on any historic architectural resources, individually or cumulatively. For these reasons, implementation of the proposed project would not result in significant impacts on historic architectural resources and would not contribute to the significant impacts identified in the *Eastern Neighborhoods FEIR*. No mitigation measures are necessary.

Archaeological Resources

The *Eastern Neighborhoods FEIR* identified potential archeological impacts related to the Eastern Neighborhoods Area Plan and identified three mitigation measures that would reduce impacts on archeological resources to less than significant. *Eastern Neighborhoods FEIR* Mitigation Measure J-1 applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

No previous archeological studies have been conducted for the project site, and the site is not located within the Mission Dolores Archeological District; therefore, FEIR Mitigation Measures J-1 and J-3 do not apply to the proposed project.

Because no previous archeological studies have been prepared for the project site, FEIR Mitigation Measure J-2 (properties with no previous studies) applies to the proposed project. Mitigation Measure J-2 requires preparation of a Preliminary Archeological Sensitivity Study to assess the potential for a proposed project to have a significant impact on archeological resources. Accordingly, the Planning Department's archeologist conducted an archeological assessment review of the project site and the proposed project.¹³ The Preliminary Archeological Review (PAR) fulfills the requirement of a Preliminary Archeological Sensitivity Study, as called for in the J-2 Mitigation Measure. The archeological mitigation

¹³ Environmental Planning Preliminary Archeological Review: Checklist for 20th Street Historic Buildings from Allison Vanderslice, January 14, 2014. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

requirement attached to the PAR, the Archeological Monitoring Program (AMP), is described under “Mitigation Measures” on page 57, and would reduce the potential effect of the project on archeological resources. Through implementation of the AMP, an archeological consultant would determine which project construction activities may disturb any CEQA-significant archeological resources present on the project site where ground-disturbing activities would take place. If such archeological resources may be present, then project construction activities shall be monitored. This mitigation would reduce the potential effect of the project’s construction on CEQA-significant archeological resources to a less-than-significant level.

Implementation of **Project Mitigation Measure 1** as described on page 57 under “Mitigation Measures”, which is **Eastern Neighborhoods FEIR Mitigation Measure J-2** and includes implementation of the procedures set forth in the AMP, would ensure that the proposed project would not cause a substantial adverse change in the significance of an archaeological resource, would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and would not disturb any human remains, including those interred outside of formal cemeteries. For these reasons, implementation of the proposed project, with mitigation, would not result in significant impacts on archaeological resources and would not contribute to the significant impacts identified in the *Eastern Neighborhoods FEIR*.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The *Eastern Neighborhoods FEIR* anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership and identified 11 transportation mitigation measures. Even with mitigation, however, it was anticipated that the significant adverse cumulative traffic impacts at certain local intersections and the cumulative impacts on certain transit lines could not be fully mitigated. Thus, these impacts were found to be significant and unavoidable.¹⁴

The *Eastern Neighborhoods FEIR* identified four traffic mitigation measures to address the significant traffic impacts on levels of service at nearby intersections and improving the operating conditions at those intersections. Traffic Mitigation Measures E-1 through E-4 include traffic signal installation, intelligent traffic management systems strategies and enhanced funding for congestion management programs.¹⁵ The FEIR also identified seven transit mitigation measures to address significant transit impacts. Transit Mitigation Measures E-5 through E-11 include enhanced transit funding, transit corridor improvements, transit accessibility, muni storage and maintenance, rider improvements, transit enhancements and transportation demand management. Even with mitigation, however, cumulative impacts at certain local intersections and on certain transit lines were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative traffic and transit impacts was adopted as part of the FEIR Certification and project approval.

A transportation assessment was prepared for the proposed project to determine if it would result in any significant impacts on transportation and circulation, and the results of that transportation assessment are summarized below.¹⁶

Implementation of the proposed project would generate new vehicle, transit, bicycle, and pedestrian trips, compared to existing conditions. As discussed below, these new trips would not result in significant impacts on public transit services, or sidewalks. With implementation of Traffic Mitigation Measure E-1, Traffic Signal Installation, as discussed below, these new trips would not result in significant impacts on or exceed the capacity of affected intersections. Implementation of the proposed project with mitigation, as described below, would not conflict with any applicable plans, ordinances, or

¹⁴ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans FEIR*, certified August 7, 2008, p. 266-302.

¹⁵ San Francisco Planning Department, *Eastern Neighborhoods Rezoning and Area Plans FEIR*, August 7, 2008, p. 502-503.

¹⁶ CHS Consulting Group, Pier 70: 20th Street Historic Buildings Final Transportation Technical Memorandum, (hereinafter "Transportation Memo"), February 19, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

policies establishing measures of effectiveness for the performance of the circulation system and would not conflict with adopted plans, policies, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

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

Trip Generation

Implementation of the proposed project would result in the renovation and reuse of the 20th Street Historic Core Buildings on Pier 70, including reuse of up to one residential unit, 212,399 sq. ft. of PDR/light industrial use, 96,445 sq. ft. of office use, and 13,831 sq. ft. of restaurant use. The proposed project includes 290 off-street parking spaces.

Trip generation rates for the proposed project were calculated based on the methodology in the *San Francisco Transportation Impact Analysis Guidelines for Environmental Review*, dated October 2002. The proposed project would generate an estimated 8,363 new weekday daily person trips, of which 850 would occur during the p.m. peak hour.¹⁷ Of the person trips taken during the p.m. peak hour, 538 trips would be by automobile, 166 would be by transit, and 146 would be by walking or other modes (bicycle, motorcycle, or taxi).¹⁸

Traffic

During the weekday afternoon/evening (p.m.) peak hour, the proposed project would generate an estimated 358 new vehicle trips.¹⁹ These new vehicle trips would not degrade the current levels of service (LOS) at nearby intersections such that they would change from LOS D or better to LOS E or LOS F or from LOS E to LOS F.²⁰ The intersection at Cesar Chavez and Third Streets currently operates at LOS E. The proposed project would not add any vehicles to the northbound left-turning critical movement; however, the proposed project would add five vehicles to the eastbound left-turning critical movement. The project-related trips would represent less than a five percent contribution to the total and thus would not be considered a substantial contribution to this intersection's poor operating conditions.²¹

The cumulative (Year 2040) traffic volumes at the study intersections were developed using outputs from the San Francisco County Transportation Authority's (SFCTA) travel demand forecasting model, which takes into account planned and proposed future development growth and transportation network changes in the study area, as well as background growth in travel demand in the City and region. Future land use changes considered in the SFCTA forecasting model include the *Central SoMa Plan*²², SFMTA Central Subway Project²³, the 5M Project (a four-acre, mixed-use development located at Mission and

¹⁷ Transportation Memo, p. 18.

¹⁸ Transportation Memo, p. 19.

¹⁹ The p.m. peak hour vehicle trips were calculated based on vehicle occupancy rates provided in the SF Guidelines and Census data.

²⁰ Transportation Memo, pp. 26-27.

²¹ Transportation Memo, p. 26.

²² Central SoMa Plan Draft Report, April, 2013. Available online at: <http://www.sf-planning.org/index.aspx?page=2557>.

²³ SFMTA Central Subway Project, October 2012. Available online at: <http://centralsubwaysf.com/>.

Fifth Streets)²⁴, the Event Center and Mixed-Use Development at Piers 30/32 and Seawall Lot 330²⁵, as well as proposed developments in the greater Pier 70 and Central Waterfront areas.²⁶ Transportation network changes in the SFCTA forecasting model also include transit changes associated with SFMTA's TEP and bicycle improvement projects included in the *San Francisco Bicycle Plan*. Specific transportation network changes within the project area are further discussed in the following sections, as appropriate.

The majority of nearby intersections would operate at acceptable LOS conditions (LOS D or better) during the p.m. peak hour under cumulative conditions and would continue to operate acceptably with implementation of the proposed project. The intersection of 20th Street and Illinois Street would operate at unacceptable LOS conditions (LOS F) in the critical westbound approach, whereas the other intersection approaches would operate at acceptable conditions (LOS C). The intersection of Cesar Chavez Street and Third Street would operate at undesirable LOS conditions (LOS E). The following includes the cumulative traffic impact discussion.

During the p.m. peak hour, the intersection of 20th and Illinois Streets would operate at LOS F under 2040 cumulative conditions with the proposed project. The degradation in cumulative traffic conditions at this intersection is primarily attributed to the estimated amount of area growth and project-generated vehicles in the westbound movements along 20th Street, as these vehicles would be traveling from the project site to their destination during the p.m. peak hour. Specifically, the anticipated outbound project-generated traffic would exacerbate delays for the westbound approach and further degrade LOS conditions at this intersection. The proposed project would contribute over five percent of traffic volumes to the westbound worst approach at the intersection of 20th and Illinois Streets under 2040 cumulative conditions; any traffic contribution in the cumulative context that is five percent and above is considered to be a cumulatively considerable contribution to a poorly operating intersection. Therefore, the proposed project's contributions to this poorly operating intersection would be considered cumulatively considerable and the proposed project would contribute considerably to the previously identified *Eastern Neighborhoods FEIR* significant cumulative traffic impact for the Central Waterfront area.

The *Eastern Neighborhoods FEIR* analyzed the cumulative traffic effects of development resulting from the implementation of the *Eastern Neighborhoods Rezoning and Area Plans* and rezoning of four Plan Areas. The FEIR analyzed the effects of increased traffic on several representative study intersections within the Eastern Neighborhoods that were selected to provide an overall characterization of existing and future traffic conditions within the area. The FEIR identified cumulative traffic impacts for several representative study intersections including Third and Cesar Chavez Streets, Third and Evans Streets, Cesar Chavez and Evans Streets, 25th and Indiana Streets, Third and King Streets, Sixth and Brannan Streets, Seventh and Harrison Streets, Guerrero and Duboce Streets, Mission/Otis/Thirteenth Streets, South Van Ness and Thirteenth Streets, DeHaro/Division/King Streets, Rhode Island and Sixteenth

²⁴ 5M Project Notice of Preparation of Environmental Impact Report and Public Scoping Meeting, January 30, 2013. Available online at: http://sfmea.sfplanning.org/2011.0409E_NOP.pdf.

²⁵ Event Center and Mixed-Use Development at Piers 30/32 and Seawall Lot 330 Notice of Preparation of an Environmental Impact Report, December 5, 2012. Available online at: http://sfmea.sfplanning.org/2012.0718E_NOP.pdf.

²⁶ Central Waterfront Area Plan, December 2008. Available online at: <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2015>.

Streets, and Rhode Island and Division Streets. There are several similarities between the representative study intersections and the intersection of 20th and Illinois Streets, including similar lane geometry and turning movements. In addition, the traffic volumes and the street function associated with the above-listed representative study intersections are substantially similar to the traffic volumes and the street function of the 20th Street and Illinois Street intersection, and are representative of the cumulative traffic impacts resulting from the *Eastern Neighborhoods Rezoning and Area Plans*; therefore, the analysis contained within the *Eastern Neighborhoods FEIR* reasonably predicts the significant cumulative impact at 20th and Illinois Streets.

To mitigate the 2040 significant cumulative traffic impact, **Eastern Neighborhoods FEIR Mitigation Measure E-1: Traffic Signal Installation (Project Mitigation Measure 2)**, would apply. This includes installation of a new traffic signal at the intersection of 20th and Illinois Streets in order to upgrade the existing signal that currently functions as an all-way stop control. With this new upgraded signal, the average vehicle delay would decrease, and the intersection would operate at LOS B. There are a number of proposed developments in the immediate vicinity of this intersection, most noticeably at Pier 70, that would contribute to growth in future traffic volumes and increased delays at this intersection. The mitigation measure would require the installation of a traffic signal at the intersection of 20th and Illinois Streets and could be linked to these and other proposed development projects in the area. Under this measure, the Project Sponsor for the proposed project would pay its fair share contribution to mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, which was determined to be approximately 9 percent of the cost of the traffic signal at this intersection. This figure represents the Project Sponsor's share of the cost of upgrading the traffic signal at this intersection. The amount and schedule for payment for the proposed project's fair share contribution to the mitigation shall be determined by the San Francisco Municipal Transportation Agency (SFMTA).

The proposed project's fair share contribution to the 20th and Illinois Streets intersection mitigation measure would reduce the project's contribution to the *Eastern Neighborhoods FEIR* significant cumulative impact for the Central Waterfront area. However, due to the uncertainty that the remainder of the mitigation measure would be implemented, that is, the uncertainty that the remaining cost of the traffic signal would be obtained and the signal installed, the cumulative traffic impact at the 20th and Illinois Streets intersection would remain significant and unavoidable as described in the *Eastern Neighborhoods FEIR*. However, this would not be a new significant impact as it is within the scope of the analysis contained in the *Eastern Neighborhoods FEIR* on pages 270 to 276.

During the p.m. peak hour, the intersection of Cesar Chavez and Third Streets would operate at LOS E under 2040 cumulative conditions with or without the proposed project. The proposed project would not add any vehicles to the northbound left-turning and southbound left-turning critical movements, but would add 27 vehicles to the southbound through critical movement, which represents three percent of the p.m. peak hour southbound through volume of 894 vehicles. The proposed project would also add less than five percent of the p.m. peak hour eastbound left-turning volume of 225 vehicles. The proposed project's contributions to this poorly operating intersection would therefore not be considered cumulatively considerable and the proposed project would result in a less-than-significant cumulative traffic impact at the intersection of Cesar Chavez Street and Third Street.

Therefore, with implementation of **Project Mitigation Measure 2 – Eastern Neighborhoods FEIR Mitigation Measure E-1: Traffic Signal Installation**, as described on page 59 under “Mitigation

Measures”, the proposed project would not conflict with a congestion management plan, including level of service standards and travel demand measures.

Transit

The proposed project would generate about 166 new transit trips during the weekday p.m. peak hour, but these new transit trips would not exceed the capacity of local or regional transit services.²⁷

The project site is located within a one-half mile of several local transit lines including Muni lines 14, 22, 48, and KT Ingleside/Third Street and a regional transit stop for Caltrain at 22nd and Pennsylvania Streets. Given the availability of nearby transit, the addition of 166 p.m. peak hour transit trips would be accommodated by existing transit capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result.

Each of the rezoning options in the Eastern Neighborhoods FEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines. The project site is located within a half-mile of several major transit stops, as listed above, that operate at 15 minutes or less frequency during the p.m. peak period. Mitigation measures proposed to address these impacts related to pursuing enhanced transit funding; conducting transit corridor and service improvements; and increasing transit accessibility, service information and storage/maintenance capabilities for Muni lines in the Eastern Neighborhoods area.

The proposed project would not contribute considerably to these cumulative transit conditions as its contribution of 166 p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The proposed project would not therefore result in any significant cumulative transit impacts.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods FEIR related to transit.

Pedestrian

Pedestrian volumes are currently very low within the project site since the site is currently vacant. There is some pedestrian traffic directly north of the project site within BAE Systems due to its operation. At present, sidewalks in the project vicinity are generally between nine and twelve feet wide. The sidewalks within the project site (along 20th Street, east of Illinois Street) are generally in poor condition (e.g., cracked and uneven surfaces).

The proposed project would generate about 263 new pedestrian trips (166 transit and 97 walk) during the weekday p.m. peak hour. Approximately 50 percent of p.m. peak hour pedestrian trips would be generated by the proposed restaurant use and about 34 percent and 16 percent would be generated by the proposed PDR/light industrial and office uses, respectively. The Port of San Francisco would evaluate the structural condition of the sidewalks within the project site and would repair sidewalks accordingly. The proposed project would enhance pedestrian connectivity within the project site through the construction of new eight-foot-wide sidewalks along the west side of Michigan Street (with direct access to the planned 215-space parking lot) and along the west of Georgia Street (with direct access to the planned 75-

²⁷ Transportation Memo, pp. 28-30.

space parking lot), and new crosswalks at the intersection of 20th Street and Georgia Street, for better connectivity between the buildings along the north and south sides of 20th Street. The installation of new sidewalks and crosswalks would be designed to the widths that conform to ADA standards. In addition, the proposed project would not install any street trees or street furniture that would reduce the available walkway along existing and new sidewalks. The proposed project would not remove on-street parking along 20th Street; therefore, these vehicles would continue to serve as a buffer zone between pedestrians and moving vehicles. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site this increase, coupled with the pedestrian improvements described above, would not be substantial enough to create potentially hazardous conditions for pedestrians or otherwise substantially interfere with pedestrian accessibility to the site and adjoining areas.²⁸ Therefore, the proposed project would not result in significant impacts that were not identified in the Eastern Neighborhoods FEIR related to pedestrians.

As described below in “Loading”, the proposed project would require loading activities to occur within designated loading zones throughout the project site. These loading zones would accommodate deliveries from various vehicles, including trucks which may range from small vans (16-foot long) to tractor-trailers (between 53-foot and 74-foot long). No loading activities would occur at or near pedestrian facilities (e.g., sidewalks, crosswalks, or ADA ramps). As previously described, loading activities would occur in the rear of Buildings 101 and along the east side of Michigan Street, the west side of Louisiana Street, and within designated areas along the courtyard periphery—all at a substantial distance from pedestrians. Because the proposed project would establish designated loading zones that would not interfere with pedestrian facilities or inhibit pedestrian access and circulation to each building or parking area, potential conflicts between pedestrian and freight/delivery vehicles would be substantially reduced and/or avoided entirely. Overall, the proposed project’s effects on pedestrian circulation and access would be less than significant.

While pedestrian-related impacts would be less than significant, improvement measures could be implemented to further reduce these less-than-significant impacts. As stated in the Improvement Measures section on page 63, implementation of **Project Improvement Measure 1: Develop Additional Pedestrian and Roadway Treatments**, would reduce potential conflicts between pedestrians and freight vehicles within the project site, which would further reduce pedestrian-related less-than-significant impacts. Implementation of this and other measures would not be anticipated to have any additional transportation-related impacts.

Bicycle

The proposed project would provide 33 Class 1 bicycle parking spaces and 26 Class 2 bicycle parking spaces in compliance with the requirements of Planning Code Section 155.1, 155.2 and 155.3. The project site is within a convenient bicycling distance of office, retail, and restaurant uses in neighboring areas (e.g., Mission, Mission Bay, Potrero Hill, Dogpatch, and South of Market). There are three designated bicycle routes in proximity to the project site (i.e., Route 5 on Illinois Street, Route 7 on Indiana Street, and Route 23 on Mariposa Street). Therefore, it is anticipated that a portion of the 49 “other” p.m. peak hour trips generated by the proposed project would be bicycle trips. The bicycle routes located along Illinois, Indiana, Mississippi, and Mariposa Streets are conveniently located adjacent to and near the project site

²⁸ Transportation Memo, pp. 30-32, 51.

and these routes provide direct connectivity to several bicycle routes throughout the area and provide linkage to other neighborhoods and areas of the City. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems.

Given the existing bicycle network within the project vicinity, it is reasonable to assume that the anticipated increase in bicyclists associated with the proposed project would be accommodated by existing bicycle network facilities. The proposed project would not introduce any design features that would eliminate or impede access to existing bicycle routes in proximity to the project site. It is noted that although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this anticipated increase would not be substantial enough to create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas since the project would not create new curb cuts or vehicular access points along bicycle routes. Therefore, the proposed project would have a less-than-significant bicycle impact.

While bicycle related impacts would be less than significant, **Project Improvement Measure 2: Designate Safe, Accessible, and Convenient Bicycle Parking**, as described on page 64 under “Improvement Measures”, could be implemented to further reduce these less-than-significant impacts. This would ensure that bicycle parking within the project site that is safe, accessible, and convenient for users and that the location of bicycle parking in designated areas would not result in any potential conflicts with other vehicles.²⁹

Loading

Planning Code Sections 151, 152, and 154 establish the minimum amount of off-street freight loading spaces permitted based on the number of dwelling units for residential development or proposed gross square footage (gsf) of non-residential development. Because the proposed project would involve the rehabilitation and reuse of historic buildings and because these buildings are located in a historic district, the proposed project would be exempt from meeting the minimum off-street freight loading requirements per Planning Code Section 161(k), Exemptions from Off-Street Parking, Freight Loading and Service Vehicle Requirements. The provision of on-street loading spaces along roadways within the project site would be subject to Port of San Francisco approval and may also require approvals and/or review by SFMTA, as appropriate.

In total, the proposed project would rehabilitate, repair, and repurpose 12 loading spaces to accommodate freight delivery and related loading activities. A new loading space is also anticipated to be included to serve Buildings 102 and 104. Five loading docks would be located along the east side of Michigan Street and two loading docks would be located along the west side of Louisiana Street. Four loading docks would be located within the courtyard area and one loading ramp would be located at Building 101.

The proposed project would generate up to 115 delivery/service vehicle stops per day, which corresponds to a demand for five spaces during average hours of loading activities and approximately seven spaces during the peak hours of loading activities. It is anticipated that the delivery/service vehicles that would be generated by the proposed project would vary in size, ranging from small trucks (16- to 26-foot long

²⁹ Transportation Memo, pp. 32-33, 52.

trucks) to tractor-trailers, typically 53 feet in length or longer (up to 74 feet in length). Based on these estimates, the average loading hour demand and peak hour loading demand would be expected to exceed the proposed supply of four off-street loading spaces; however, daily and peak hour loading demand may be accommodated through use of both off-street and on-street spaces (at designated loading docks and proposed loading spaces along 20th Street), as discussed below.

Future tenants of the proposed project would range from restaurant uses to office and PDR/light industrial uses and the delivery vehicles associated with these uses are typically small trucks (e.g., UPS, FedEx, food distribution). Such vehicles could be accommodated either in the on-site parking lots or on the street. Therefore, the anticipated unmet daily and peak hour freight/delivery demand would likely be absorbed within the parking lots and along designated loading spaces along 20th Street. It is noted that the Project Sponsor would seek the necessary approvals by the Port of San Francisco to petition for 20-foot-long “yellow curb” on-street loading zones along both sides of 20th Street, from Illinois Street to Louisiana Street. In addition, the Project Sponsor may be required to apply through SFMTA’s Parking Traffic Color Curb Program for the proposed conversion from unrestricted parking to a commercial loading zone on 20th Street. The proposed changes in curb regulation would be reviewed at a public hearing through the Port of San Francisco and/or SFMTA, as appropriate. Therefore, the proposed project would not result in potential adverse effects to loading conditions within the project site.

The general intent of the proposed project would be to maintain the character, purpose, and original use of these industrial buildings. Therefore, the proposed project would be expected to generate a considerable amount of freight truck traffic on a daily basis, as the proposed light industrial uses would typically require daily deliveries of goods and materials. In order to accommodate this anticipated demand, the proposed project would retain the use of approximately twelve existing loading docks and a loading ramp (at Building 101) within the project site. Because these loading areas would be dedicated to serving large freight trucks and because it is anticipated that delivery of materials via large freight trucks would likely be scheduled and coordinated by appropriate staff at each tenant location, it is reasonable to assume that the proper scheduling of truck deliveries would eliminate any potential adverse effects related to loading conditions at each building.

The project-related off-street loading supply deficit could potentially result in excessive delivery vehicle circulation, extended wait times, queuing, and/or double parking of freight/delivery vehicles. However, anticipated delays to existing traffic conditions in and around the project site would be minimal. This is because freight/delivery would include a range of vehicle sizes most of which could be accommodated in parking areas along 20th Street. In addition, loading activities would occur during varying scheduled and coordinated times throughout the day. Therefore, loading impacts would be less than significant.

While loading-related impacts would be less than significant, **Project Improvement Measure 3: Designate Loading Dock Manager** and **Project Improvement Measure 4: Require Traffic Controllers/Flaggers for Larger Deliveries**, as described on page 64, could be implemented to further reduce these less-than-significant impacts and address any potentially hazardous conditions posed by delivery vehicles to traffic, pedestrians, and other users of streets internal to the proposed project. The improvement measures would require future tenants to designate a loading dock manager(s) to assist in the scheduling and coordination of deliveries, which would minimize potential queuing effects and unsafe traffic conditions, and would further reduce loading-related less-than-significant impacts.

Emergency Access

The proposed project would not change the travel lanes along Illinois or 20th Streets, and emergency vehicle access to the project site would remain unchanged from existing conditions.³⁰ Implementation of the proposed project would not result in inadequate emergency vehicle access, and this impact would be less than significant.

Construction

The proposed project's construction activities would last approximately 24 months. Construction staging areas would be located on site or on adjacent Port property, primarily within the northern parking lot, the courtyard area, and along Michigan Street. These staging areas would accommodate construction equipment and machinery as well as parking for construction worker vehicles. No permanent or temporary roadway closures along Illinois, Georgia, and 20th Streets would be required during construction. Occasional road closures or use of parking lanes on 20th and Illinois Streets between 19th and 20th may be required. However, if it is determined that temporary traffic lane closures would be needed, such actions would be coordinated with the City in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Port of San Francisco, Department of Public Works and SFMTA. Because there are no Muni bus stops along the project site frontage, it is not anticipated that any Muni bus stops would need to be relocated during construction of the proposed project.

It is anticipated that there would be an average of 50 construction workers per day at the project site, depending on the construction phase (which may require up to 100 workers during peak construction periods). It is also 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.

The construction contractor would be required to meet the City of San Francisco's Regulations for Working in San Francisco Streets, (the "Blue Book"), and would be required to meet with Muni, SFMTA Sustainable Streets, and other responsible City agencies to determine feasible traffic management and improvement measures to reduce traffic congestion during construction of this project taking into account other nearby projects (e.g., developments currently under construction north of the project site along Illinois Street, between 18th and 19th Streets). The specific provisions of the building permit would address issues of circulation, safety, or parking, as developed in a meeting of the Transportation Advisory Staff Committee (TASC) attended by the Project Sponsor and representatives of the Port of San Francisco and City departments, including Parking and Traffic, Police, Public Works, and SFMTA Muni Operations. Therefore, construction-related impacts would be less than significant and would not result in significant impacts on transportation that were not identified in the Eastern Neighborhoods FEIR.

While construction related impacts would be less than significant, **Project Improvement Measure 5: Limit Peak Hour Truck Movements, Project Improvement Measure 6: Develop Construction Management Plan, Project Improvement Measure 7: Encourage Transit Access for Construction Workers and Project Improvement Measure 8: Provide Project Construction Updates**, as described on page 65, could be implemented to further reduce these less-than-significant impacts. The improvement measures would allow the Project Sponsor to further develop a construction management plan to

³⁰ Transportation Memo, p. 16.

minimize conflicts with all modes of travel, to develop a public information program for nearby residences and businesses, to limit truck delivery hours, and to reduce construction worker parking demand by developing methods to encourage carpooling and transit use, which would further reduce construction-related less-than-significant impacts.³¹

Parking

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

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this checklist does not consider parking in determining the significance of project impacts under CEQA.³² The Planning Department acknowledges that parking conditions may be of interest to the public and the decision makers. Therefore, this determination presents a parking demand analysis for informational purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial shortfall in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a shortfall in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial shortfall in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City’s “Transit First” Policy and numerous *San Francisco General Plan* policies, including those in the Transportation Element. The City’s Transit First Policy, established in the City’s Charter, Article 8A, Section 8A.115, provides that “parking policies for areas well

³¹ Transportation Memo, pp. 36-38, 52-53.

³² San Francisco Planning Department, *Transit-Oriented Infill Project Eligibility Checklist for 400-600 20th Street, Pier 70 (“20th Street Historic Core”)*, February 3, 2014. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

served by public transit shall be designed to encourage travel by public transportation and alternative transportation.”

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e., walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis would reasonably address potential secondary effects including air quality, noise, and pedestrian safety.

The parking demand for the land uses associated with the proposed project was determined based on the methodology presented in the Transportation Guidelines. On an average weekday, the demand for parking would be for an estimated 741 spaces. The proposed project would provide 290 off-street spaces. Thus, as proposed, the project would have an unmet parking demand of an estimated 451 spaces. At this location, nearby on-street parking is currently constrained, with the majority of streets providing little or no on-street parking during the weekday midday hours. However, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays would be created.

The proposed project would involve the rehabilitation and reuse of historic buildings located in an eligible historic district. Per Planning Code Section 161(k), Exemptions from Off-Street Parking, Freight Loading and Service Vehicle Requirements, the proposed project would be exempt from meeting the minimum off-street parking requirements.

In order to address the less-than-significant transportation-related effects, the project sponsor would implement **Project Improvement Measure 9: Transportation Management Plan**, as described on pages 65 to 67. This would further reduce vehicle demand at the project site.

The proposed project would include street grid changes such as re-opening and widening the segment of Louisiana Street between 20th street to the north and the proposed courtyard area to the south. Currently, this area functions as an industrial driveway and is generally in need of structural repairs to accommodate two-way traffic flow from the proposed courtyard area to 20th Street. Specifically, this segment of Louisiana Street would be widened from the existing approximately 20 feet to 58 feet to support the two proposed on-street loading docks and two 13-foot-wide travel lanes along the eastern facades of Building 14 and Building 113. A 10-foot-wide sidewalk would also be constructed along the east side of Louisiana Street. The proposed project would also re-open the segment of Michigan Street between 20th Street and its terminus to the south, which is currently closed and does not include any access to 20th Street. Michigan Street would be widened from 18 feet to approximately 66 feet. The street would include two 13-foot-wide travel lanes and would accommodate five proposed on-street loading docks along the western facades of Buildings 113, 114, 115, and 116. An eight-foot-wide sidewalk would also be planned along the west side of this segment of Michigan Street, adjacent to the 215-space surface parking lot. While the proposed project would alter the existing street grid, the proposed changes would not increase hazards due to design features such as sharp curves or dangerous intersections.

The project site is approximately 10 miles north of San Francisco International Airport and approximately 10 miles northwest of Oakland International Airport. At a maximum height of approximately 66 feet, the proposed project is not tall enough to obstruct flight patterns to and from these airports. Implementation of the proposed project would not change existing air traffic patterns in a manner that would result in substantial safety risks.

For these reasons, implementation of the proposed project would not result in new significant impacts related to transportation and circulation identified in the *Eastern Neighborhoods FEIR*. Traffic and Transit Mitigation Measures E-2 through E-11 identified in the *Eastern Neighborhoods FEIR* and discussed above, are not applicable to the proposed project. Traffic Mitigation Measure E-1, identified in the *Eastern Neighborhoods FEIR* and discussed above, is applicable to the proposed project. Improvement Measures 1 through 9 also apply to the proposed project. These applicable Mitigation and Improvement Measures are described on pages 56 to 63.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Eastern Neighborhoods FEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures (including pile-driving). The proposed project would not involve pile driving or other particularly noisy construction methods; therefore, these mitigation measures are not applicable. In addition, all construction activities for the proposed project (approximately 24 months) would be subject to and would comply with the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance) as outlined below.

Construction noise is regulated by the Noise Ordinance. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 p.m. and 7:00 a.m. unless the Director of DPW authorizes a special permit for conducting the work during that period.

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

Eastern Neighborhoods FEIR **Mitigation Measure F-3 (Project Mitigation Measure 3)** and **Mitigation Measure F-4 (Project Mitigation Measure 4)**, include additional measures for individual projects that include new noise-sensitive use, as described on pages 61 to 62 of this Checklist. Mitigation Measure F-3 requires that for new development that includes noise-sensitive uses located along streets with noise levels above 60 dBA (Ldn), where such development is not already subject to California Noise Insulation Standards in Title 24, the project sponsor shall conduct a detailed analysis of noise reduction requirements. Mitigation Measure F-4 requires the preparation of an analysis that includes, at minimum, a site survey to identify potential noise-generating uses within 900 feet of and that have a direct line of site to the project site, and at least one 24-hour noise measurement (with maximum noise levels taken every 15 minutes) to demonstrate that acceptable interior noise levels consistent with Title 24 can be

attained. Accordingly, the project sponsor has conducted an environmental noise study demonstrating that the proposed project can feasibly attain acceptable interior noise levels consistent with Title 24.³³

Eastern Neighborhoods FEIR Mitigation Measure F-5 (Project Mitigation Measure 5), described on page 60, requires individual projects that include new noise-generating uses that would be expected to generate noise levels in excess of ambient noise in the proposed project site vicinity to submit an acoustical analysis that demonstrates the proposed use would comply with the General Plan and the Noise Ordinance. The Noise Ordinance does not allow for a noise level more than 8 dBA above the local ambient at any point outside of the property plane for commercial properties and states no fixed noise source may cause the noise level measured inside any sleeping or living room in any dwelling unit located on residential property to exceed 55 dBA between the hours of 7 AM and 10 PM with windows open. Typical residential building construction generally provides exterior-to-interior noise level reduction performance of no less than 15 dB when exterior windows are open. The project site is located within the vicinity of residential uses and the proposed project would generate new sources of noise, primarily from mechanical equipment on the buildings. Therefore, pursuant to Mitigation Measure F-5, a site survey and noise measurements were conducted to demonstrate that the proposed project would comply with the General Plan and the Noise Ordinance.³⁴

The noise report identifies sensitive receptors located within 900 feet of the project site, the closest being the residential building at 820 Illinois Street to the northwest of the project site along the western side of 20th Street. The report notes that ambient noise level at the project site was between 61 dBA and 64 dBA between 7:00 a.m. and 10:00 p.m. The noise study also demonstrates that the maximum noise levels from the proposed project must not exceed 69 dBA at the 820 Illinois Street residential development between 7:00 a.m. and 10:00 p.m., and above 55 dBA between 7:00 a.m. and 10:00 p.m. within the adjacent residences. The report concludes that rooftop equipment noise can be designed to meet the requirements of the San Francisco Noise Ordinance and that this equipment would be minimal since the project site contains historic buildings. Thus, operational noise associated with outdoor mechanical equipment would not adversely affect nearby sensitive receptors. The noise study demonstrates compliance with FEIR Mitigation Measure F-5.

Furthermore, as described above, the proposed project would not double traffic volumes in the project vicinity which would be necessary to produce an increase in ambient noise levels perceptible to most people (3 decibel increase).³⁵ Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity. For the above reasons, the proposed project would not result in significant impacts that were not identified in the *Eastern Neighborhoods FEIR* related to noise and vibration.

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

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

³³ Pier 70 Historic Buildings Study, Vibro-Acoustic Consultants, March 25, 2014.

³⁴ Pier 70 Historic Buildings Study, Vibro-Acoustic Consultants, January 6, 2014.

³⁵ Transportation Memo, p. 20.

<u>Topics:</u>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
7. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.— Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Eastern Neighborhoods FEIR Mitigation Measure G-1 requires individual projects that include construction activities to include dust control measures and maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. This mitigation measure was identified in the Initial Study. Subsequent to publication of the Initial Study, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, therefore the portions of Mitigation Measure G-1 that deal with dust control are not applicable to the proposed project.

Also subsequent to publication of the Initial Study, the Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin

(SFBAAB), provided updated 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines),³⁶ which provided new methodologies for analyzing air quality impacts, including construction activities. The Air Quality Guidelines provide screening criteria for determining whether a project's criteria air pollutant emissions may violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. If a project meets the screening criteria, then the lead agency or applicant would not need to perform a detailed air quality assessment of their proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. The proposed project meets the screening criteria provided in the BAAQMD Air Quality Guidelines for construction-related criteria air pollutants.

For determining potential health risk impacts, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City that result in additional health risks for affected populations ("hot spots"). Air pollution hot spots were identified based on two health based criteria:

1. Excess cancer risk from all sources > 100; and
2. PM_{2.5} concentrations from all sources including ambient >10µg/m³.

Sensitive receptors³⁷ within these hot spots are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside these hot spots. These locations (i.e., within hot spots) require additional consideration when projects or activities have the potential to emit toxic air contaminants ("TACs"), including diesel particulate matter ("DPM") emissions from temporary and variable construction activities.

Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would be expected to last approximately 24 months. Diesel-generating equipment would be required for approximately 12 of these months.

The project site is partially located within an identified Air Pollution Exposure Zone. As a result, the proposed project's temporary and variable construction activities would potentially add emissions to areas already adversely affected by poor air quality. Therefore, the portion of *Eastern Neighborhoods FEIR Mitigation Measure G-1 (Project Mitigation Measure 6)* that addresses maintenance and operation of construction equipment is applicable to the proposed project. This Mitigation Measure is described on page 61 of this Checklist.

Eastern Neighborhoods FEIR Mitigation Measure G-2 requires new residential development near high-volume roadways and/or warehousing and distribution centers to include an analysis of DPM and/or TACs, and, if warranted, to incorporate upgraded ventilation systems to minimize exposure of future

³⁶ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

³⁷ The BAAQMD considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) Residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. Bay Area Air Quality Management District (BAAQMD), *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, page 12.

residents to DPM and other pollutant emissions, as well as odors. While the proposed project would include a sensitive receptor (i.e., one residential unit), the unit would not be located within an area near high-volume roadways and/or warehousing and distribution centers. Therefore, *Eastern Neighborhoods FEIR* Mitigation Measure G-2 is not applicable to the proposed project.

Eastern Neighborhoods FEIR Mitigation Measure G-3 minimizes potential exposure of sensitive receptors to DPM by requiring that uses generating substantial DPM emissions, including warehousing and distribution centers, commercial, industrial, or other uses that would be expected to be served by at least 100 trucks per day or 40 refrigerated trucks per day, be located no less than 1,000 feet from residential units and other sensitive receptors. The proposed project is not expected to generate substantial DPM emissions or be served by 100 trucks per day or 40 refrigerator trucks per day. Therefore, Mitigation Measure G-3 is not applicable to the proposed project.

Eastern Neighborhoods FEIR Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs as part of everyday operations, such as dry cleaners and gas stations. The proposed project would not generate more than 10,000 vehicle trips per day or 1,000 truck trips per day or include a new stationary source, and therefore would not emit TACs as part of everyday operations. Therefore, Mitigation Measure G-4 is not applicable to the proposed project.

The proposed project would result in an increase in operational-related criteria air pollutants including from the generation of daily vehicle trips and energy demand. However, the proposed project meets the screening criteria provided in the BAAQMD Air Quality Guidelines for operational-related criteria air pollutants; therefore, the proposed project’s operational activities would result in a less-than-significant air quality impact.

For the above reasons, the proposed project would not result in significant impacts on air quality that were not identified in the Eastern Neighborhoods FEIR.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The State CEQA Guidelines were amended in 2010 to require an analysis of a project’s greenhouse gas (GHG) emissions on the environment. The *Eastern Neighborhoods Plan FEIR* was certified in 2008 and, therefore, did not analyze the effects of GHG emissions. In addition, the BAAQMD, the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (Air Basin), has prepared

guidelines that provide methodologies for analyzing air quality impacts under CEQA, including the impact of GHG emissions. The following analysis is based on BAAQMD's guidelines for analyzing GHG emissions and incorporates amendments to the CEQA guidelines relating to GHGs. As discussed below, the proposed project would not result in any new significant environmental impacts related to GHG emissions.

Background

The primary GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone, and water vapor.³⁸ 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 are naturally occurring, CO₂, CH₄, and N₂O are largely emitted from human activities, accelerating the rate at which these compounds occur within the earth's atmosphere. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. GHGs are typically reported in "carbon dioxide-equivalent" measures (CO₂E).³⁹

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, already occur and will only become more frequent and costly.⁴⁰ 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.^{41, 42}

The California Air Resources Board (ARB) estimated that in 2010, California produced about 452 million gross metric tons of CO₂E (MTCO₂E).⁴³ 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 out-of-state imported electricity) at 21 percent and industrial sources at 19 percent. Commercial and residential fuel use (primarily for heating) accounted for 10 percent of GHG emissions.⁴⁴ In San Francisco, on-road transportation (vehicles on highways, city streets and other paved roads) and natural gas (consumption for residential, commercial, and industrial use) sectors were the two largest sources of GHG emissions,

³⁸ Additionally, although not a GHG, black carbon is also recognized as substantial contributor to global climate change.

³⁹ 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.

⁴⁰ California Climate Change Portal. Available online at: <http://www.climatechange.ca.gov>. Accessed January 7, 2014.

⁴¹ *Ibid.*

⁴² California Energy Commission, California Climate Change Center, *Our Changing Climate 2012*, July 2012. Available online at: <http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>. Accessed January 7, 2014.

⁴³ California Air Resources Board (ARB), "California Greenhouse Gas Inventory for 2000-2010— by Category as Defined in the Scoping Plan." Available online at: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-11_2013-08-01.pdf. Accessed January 7, 2014.

⁴⁴ *Ibid.*

accounting for 40 percent (2.1 million MTCO₂E) and 29 percent (1.5 million MTCO₂E), respectively, of San Francisco’s 5.3 million MTCO₂E emitted in 2010. Electricity consumption (residential, commercial, municipal buildings and BART and Muni transportation systems) accounts for approximately 25 percent (1.3 million MTCO₂E) of San Francisco’s GHG emissions.⁴⁵

Regulatory Setting

Statewide GHG reduction targets are identified in Executive Order S-3-05 and Assembly Bill 32 (AB 32, also known as the Global Warming Solutions Act). Executive Order S-3-05 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 million MTCO₂E); by 2020, reduce emissions to 1990 levels (estimated at 427 million MTCO₂E); and by 2050 reduce statewide GHG emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E). As discussed above, California produced about 452 million MTCO₂E in 2010, thereby meeting the 2010 target date to reduce GHG emissions to 2000 levels. AB 32 requires ARB to develop and implement a plan, known as the Scoping Plan, which sets emission limits and identifies regulations and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020.

In order to meet the goals of AB 32, California must reduce its GHG emissions by 30 percent below projected 2020 business-as-usual emissions levels, about 15 percent from 2008 levels.⁴⁶ The Scoping Plan estimates a reduction of 174 million MTCO₂E from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see Table 3: GHG Reductions from the AB 32 Scoping Plan Sectors).

Table 3: GHG Reductions from the AB 32 Scoping Plan Sectors⁴⁷

GHG Reduction Measures By Sector	GHG Reductions (million MT CO ₂ E)
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 Reductions Counted Toward 2020 Target	174
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	

⁴⁵ San Francisco Department of Environment (DOE), “San Francisco Community-Wide Carbon Emissions by Category.” Excel spreadsheet provided via email between Pansy Gee, DOE and Wade Wietgreffe, San Francisco Planning Department. June 7, 2013.

⁴⁶ ARB, “California’s Climate Plan: Fact Sheet.” Available online at http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed January 7, 2014.

⁴⁷ *Ibid.*

Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	9
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
Total Reductions from Other Measures	41.8-42.8
Note: MTCO ₂ E = metric tons of CO ₂ E (carbon dioxide equivalent)	

The Scoping Plan is currently undergoing an update that will define ARB’s climate change priorities for the next five years and lay the groundwork to reach post-2020 goals as set forth in EO S-3-05. The update will highlight California’s progress toward meeting the near-term 2020 GHG emission reduction goals defined in the original Scoping Plan (2008).

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 requires regional transportation plans developed by each of the state’s 18 Metropolitan Planning Organizations (MPOs) to incorporate a “sustainable communities strategy” (SCS) in each regional transportation plan that will achieve GHG emission reduction targets set by ARB. The Metropolitan Transportation Commission’s 2013 Regional Transportation Plan, *Plan Bay Area* (adopted in July 2013), is the region’s first plan subject to SB 375. Implementation of *Plan Bay Area* is estimated to result in a 6.3 percent reduction in transportation-related per-capita CO₂ emissions by 2035 when compared to 2005 per capita emissions.⁴⁸

In addition to statewide GHG reduction efforts, the BAAQMD’s *Clean Air Plan*, adopted in 2010, includes a goal of reducing GHG emissions to 1990 levels by 2020 and 40 percent below 1990 levels by 2035. In compliance with the *Clean Air Plan*, the BAAQMD issued CEQA Air Quality Guidelines, providing guidance to local agencies when reviewing projects in the Air Basin that are subject to CEQA. The BAAQMD advises that local agencies may consider adopting a Qualified 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 a project complies with a Qualified Greenhouse Gas Reduction Strategy.⁴⁹

In response, San Francisco prepared *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy),⁵⁰ which presents a comprehensive assessment of policies, programs, and ordinances that

⁴⁸ “Summary of Major Revisions and Corrections to the Draft Plan Bay Area.” July 18, 2013. Metropolitan Transportation Commission. Available online at: http://onebayarea.org/pdf/Summary_of_Major_Revisions_and_Corrections_Web.pdf. Accessed January 7, 2014.

⁴⁹ BAAQMD, *California Environmental Quality Act Air Quality Guidelines*, May 2012, pp. 4-7 to 4-10. Available online at http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en. Accessed January 7, 2014.

⁵⁰ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. The final document is available online at <http://www.sf-planning.org/index.aspx?page=2627>. Accessed January 7, 2014.

collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with the BAAQMD's guidelines. As identified in the GHG 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.

In reviewing the GHG Reduction Strategy, the BAAQMD concluded that the strategy meets the criteria outlined in their guidelines and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the state's AB 32 goals, and also serve as a model from which other communities can learn."⁵¹ San Francisco's collective actions, policies and programs have resulted in a 14.5 percent reduction in GHG emissions in 2010 compared to 1990 levels, exceeding the year 2020 reduction goals outlined in the BAAQMD's *Clean Air Plan*, Executive Order S-3-05, and AB 32.^{52, 53} Therefore, projects that are consistent with San Francisco's GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The proposed project would contribute to the cumulative effects of climate change by emitting GHGs during its construction and operational phases. Construction of the proposed project is estimated at approximately 24 months. Project operations would generate both direct and indirect GHG emissions. Direct operational emissions include GHG emissions from 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 be subject to and required to comply with several San Francisco policies adopted to reduce GHG emissions as outlined in the GHG Checklist.⁵⁴ The GHG Checklist policies that are applicable to the proposed project include the Commuter Benefits Ordinance, Emergency Ride Home Program, bicycle parking requirements, Existing Commercial Buildings Energy Performance Ordinance, various water efficiency and conservation ordinances, and the Stormwater Management Ordinance.

These policies, as outlined in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, meet the CEQA qualitative analysis (CEQA Guidelines Section 15064(a)(2)) and BAAQMD requirements for a GHG Reduction Strategy. The proposed project was determined to be consistent with San Francisco's

⁵¹ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: <http://www.sf-planning.org/index.aspx?page=2627>. Accessed January 7, 2014.

⁵² San Francisco Department of Environment (DOE), "San Francisco Community-Wide Carbon Emissions by Category." Excel spreadsheet provided via email between Pansy Gee, DOE and Wade Wietgreffe, San Francisco Planning Department. June 7, 2013.

⁵³ The *Clean Air Plan*, Executive Order S-3-05, and Assembly Bill 32 goals, among others, are to reduce GHGs in the year 2020 to 1990 levels.

⁵⁴ Greenhouse Gas Analysis: Compliance Checklist (hereinafter "GHG Checklist"), December 11, 2013. This document is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2013.1168E.

GHG Reduction Strategy.⁵⁵ Therefore, the proposed project’s GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project’s contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment.

Topics:	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wind

Wind impacts are directly related to building design and articulation and the surrounding site conditions. The *Eastern Neighborhoods FEIR* determined the rezoning and community plans would not result in a significant impact to wind because the Planning Department, in review of specific future projects, would continue to require analysis of wind impacts, where deemed necessary, to ensure that project-level wind impacts mitigated to a less-than-significant level. No mitigation measures were identified in the FEIR.

Based upon the experience of the Planning Department in reviewing wind analyses and expert opinion on other projects, it is generally the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. The proposed project would involve renovation and reuse of the 20th Street Historic Core and would not increase any building heights. Therefore, the proposed project is not anticipated to cause significant impacts related to wind that were not identified in the *Eastern Neighborhoods FEIR*.

Shadow

The *Eastern Neighborhoods FEIR* determined shadow impacts to be significant and unavoidable due to the potential new shadows on parks without triggering Section 295 of the Planning Code review. Planning Code Section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Under the *Eastern Neighborhoods Rezoning and Area Plans*, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code because certain parks are not subject to

⁵⁵ GHG Checklist.

Section 295 of the Planning Code (i.e., under jurisdiction by departments other than the Recreation and Parks Department or privately owned). The Eastern Neighborhoods FEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposed proposals could not be determined at that time. Therefore, the FEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the FEIR.

The proposed project would involve renovation and reuse of the 20th Street Historic Core and would not increase any building heights; therefore, a shadow analysis was not required and the proposed project would not shade portions of nearby streets and sidewalks and private property within the project vicinity. For the above reasons, the proposed project would not result in significant impacts related to shadow that were not identified in the *Eastern Neighborhoods FEIR*, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* determined that the anticipated increase in population would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have a significant adverse effect on the environment. No mitigation measures were identified in the FEIR.

The proposed project would result in the renovation and reuse of the 20th Street Historic Core and improvement of roadways, sidewalks, and parking lots within the project site. Future uses would include manufacturing and light industrial, commercial, retail, laboratory, and life science uses, all of which were anticipated in the FEIR to be added as a result of implementation of the *Eastern Neighborhoods Rezoning and Area Plans*. For the above reasons, the proposed project would not result in significant impacts on recreational resources that were not identified in the *Eastern Neighborhoods FEIR*.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
11. UTILITIES AND SERVICE SYSTEMS—Would the project:						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The proposed project would result in the renovation and reuse of the 20th Street Historic Core and improvement of roadways, sidewalks, and parking lots within the project site. Future uses would include manufacturing and light industrial, commercial, retail, laboratory, and life science uses, all of which were anticipated in the FEIR to be added as a result of implementation of the *Eastern Neighborhoods Rezoning and Area Plans*. For the above reasons, the proposed project would not result in significant impacts related to utility and service systems that were not identified in the *Eastern Neighborhoods FEIR*.

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

The *Eastern Neighborhoods FEIR* determined that the anticipated increase in population would not result in a significant impact to public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the FEIR. Impacts on parks and recreation are discussed under Topics 9 and 10.

The proposed project would result in the renovation and reuse of the 20th Street Historic Core and improvement of roadways, sidewalks, and parking lots within the project site. Future uses would include manufacturing and light industrial, commercial, retail, laboratory, and life science uses, all of which were anticipated in the FEIR to be added as a result of implementation of the *Eastern Neighborhoods Area Plan*. For the above reasons, the proposed project would not result in significant impacts related to public services that were not identified in the *Eastern Neighborhoods FEIR*.

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
13. BIOLOGICAL RESOURCES—Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
c) Have 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Eastern Neighborhoods project area is almost fully developed with buildings and other improvements such as streets and parking lots. Most of the project area consists of structures that have been in industrial use for many years. As a result, landscaping and other vegetation is sparse, except for a few parks. Because future development projects in the Eastern Neighborhoods would largely consist of new construction of housing in these heavily built-out former industrial neighborhoods, vegetation loss or disturbance of wildlife other than common urban species would be minimal. Therefore, the *Eastern Neighborhoods FEIR* concluded that the project would not result in any significant effects related to biological resources. No mitigation measures were identified in the FEIR.

The project site is covered entirely by existing buildings and impervious surfaces with the exception of small, weeded patches in front of Building 102. There are no candidate, sensitive, or special-status species, riparian habitat, or wetlands on the project site, so implementation of the proposed project would not adversely affect a candidate, sensitive, or special-status species, a riparian habitat, or wetlands.

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

Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes. This ordinance focuses on location-specific

hazards and building feature-related hazards. Location-specific hazards apply to buildings in, or within 300 feet of and having a direct line of sight to, an Urban Bird Refuge, which is defined as an open space “two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water.” The project site is partially located within 300 feet of an Urban Bird Refuge (i.e., San Francisco Bay), so the standards related to location-specific hazards are applicable to the proposed project. Feature-related hazards, which can occur on buildings anywhere in San Francisco, are defined as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments of 24 square feet or larger. For any portion of the project site located within 300 feet of an Urban Bird Refuge, the proposed project would be required to comply with the feature-related standards of Planning Code Section 139. As a result, the proposed project would not interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors.

There are no existing trees or other vegetation on the project site that would need to be removed as part of the proposed project. As a result, the proposed project would not conflict with any local policies or ordinances that protect biological resources.

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

For these reasons, implementation of the proposed project would not result in significant impacts on biological resources, and no mitigation measures are necessary.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* concluded that implementation of the plan would indirectly increase the population that could be exposed to risks related to earthquakes and landslides. The FEIR also noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses would not eliminate risks related to geological hazards, but would reduce them to an acceptable level. Therefore, the FEIR concluded that development under the area plan would not result in significant impacts related to geological hazards. No mitigation measures were identified in the FEIR.

Several geotechnical investigations have been prepared for the project site.^{56,57,58} The following discussion relies on the information provided in the geotechnical investigations.

The topography of the project site is relatively level but slopes slightly downward toward the east. Geotechnical soil borings were excavated to a maximum depth of approximately 66 feet below ground surface (bgs). Based on the soil analysis of the borings, the site subsurface conditions vary. The site contains about 18 feet of fill that consists of loose gravel and stiff clay with sand overlaying

⁵⁶ Geotechnical Investigation for Mariposa Storage/Transport Facilities, San Francisco, California, AGS, Inc., June 1989. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

⁵⁷ Geotechnical Investigation for Pier 70, Building 113, San Francisco, California, Treadwell and Rollo, April 28, 2010. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

⁵⁸ Geotechnical Consultation for Pier 70 Historic Building Renovations, San Francisco, California, Langan Treadwell Rollo, May 28, 2013.

approximately 9 feet of hard clay. The fill thickness generally increases from south to north as does the depth of the bedrock. Bedrock is anticipated to be roughly at grade in the vicinity of Building 116 and in the southeastern half of Building 14. Top of bedrock was encountered in borings at depths ranging from 26 feet bgs near the southeastern end of Building 101 to 58 feet bgs near the southeastern end of Building 104. Fill materials were encountered throughout the site, with thicknesses up to 29 feet in the vicinity of the southeastern corner of Building 104. Fill appears to have been placed over varying thicknesses of Bay Mud in the vicinity of Buildings 102 and 104. Groundwater was encountered at about eight to twelve feet bgs.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. No known active faults cross the project site. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault, located approximately 7.5 miles west from the project site. The proximity would likely result in strong to very strong earthquake shaking at the project site.

The project site is located within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco. Based on analysis of geotechnical borings taken on and adjacent to the project site, some soils within the upper 26 feet are potentially susceptible to liquefaction, and could experience seismically-induced settlement of up to three inches. However, since the liquefaction layer is not continuous, the potential for lateral spreading is low. The report also determined that potential hazards associated with landsliding are nil at the project site.

According to available drawings, Building 101 is supported on footings bearing in bedrock. Building 104 and likely Building 102 are supported on fill, and additional exploration should confirm this. Under existing conditions, bedrock is likely to be exposed or be within several feet of the ground surface underneath Building 116 and the southeastern half of Building 14. The bedrock in the vicinity of the site is typically weak and friable, but can support shallow foundations with relatively high bearing pressures.

The geotechnical investigations provided recommendations for foundation options to reduce the risks related to the seismic hazards and site conditions noted above, including: (1) further evaluation of footings founded on competent soil or bedrock using an allowable bearing pressure of 6,000 pounds per square foot, with a one third increase for total loads for Building 113 using micropiles; and (2) where new foundations are required to support improvements, footings bearing in bedrock would be the preferable option; where footings would need to extend too deep to make their construction practical, micropiles should be used. Additionally, micropiles may be used to support seismic elements and resist uplift loads. Micropiles can be designed to provide both compression and tension support in the stiff soil or bedrock below the fill and Bay Mud. The project sponsor has agreed to implement these measures, subject to building permit requirements.

The geotechnical investigation concluded that the site is suitable for support of the proposed project. The proposed project would be required to incorporate these and any future recommendations into the final building design through the building permit review process. Through this process, San Francisco Port Department (Port Building Department) would review the geotechnical investigation to determine the adequacy of necessary engineering and design features to ensure compliance with all Building Code provisions regarding structure safety. Past geological and geotechnical investigation would be available for use by the Port Building Department during its review of building permits for the project site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. For the above reasons, the proposed project would not result in significant impacts related to geology and soils that were not identified in the *Eastern Neighborhoods FEIR*.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | | | | |

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

The existing project site is completely covered by existing buildings and impervious surfaces with the exception of small, weeded patches in front of Building 102. The proposed project would include the renovation and reuse the 20th Street Historic Core and improvement of roadways, sidewalks, and parking lots within the project site. Groundwater is relatively shallow throughout the project site, approximately eight to twelve feet bgs. The proposed project would not involve excavation to this depth and is therefore unlikely to encounter groundwater. However, any groundwater that is encountered during construction would be subject to requirements of the City’s Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. Effects from lowering the water table due to dewatering, if any, would be temporary and would not be expected to substantially deplete groundwater resources.

The proposed project would not increase the amount of impervious surface area on the project site. In accordance with the San Francisco Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. Therefore, the proposed project would not adversely affect runoff and drainage. For the above reasons, the proposed project would not result in significant impacts related to hydrology and water quality that were not identified in the *Eastern Neighborhoods FEIR*.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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 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 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* determined that the rezoning of currently zoned industrial (PDR) land to residential, commercial, or open space uses in the Eastern Neighborhoods would result in the incremental replacement of some of the existing non-conforming business with development of these other land uses. Development may involve demolition or renovation of existing structures that may contain hazardous building materials, such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP) and fluorescent lights containing mercury vapors, that were commonly used in older buildings and which could present a public health risk if disturbed during an accident or during demolition or renovation. The *Eastern Neighborhoods FEIR* identified a mitigation measure to reduce this impact to less than significant.

The proposed project includes the removal of transformers and could involve removal of fluorescent light ballasts, and fluorescent lights. Therefore, **Eastern Neighborhoods FEIR Mitigation Measure L-1, Hazardous Building Materials (Project Mitigation Measure 7, page 63)** would apply to the proposed project.

In addition, the project site was formerly used for a variety of industrial uses, including manufacture, maintenance, and repair of destroyers and submarine ships from World War I into the 1970s. Operations at the site have included administration and engineering offices, metal foundries, warehouses, machine shops and powerhouses containing boilers and transformers. These may have used, generated, stored, or disposed of hazardous materials. The most recent land use on the project site has included powerhouse energy generation for the adjacent BAE Systems ship repair, and warehousing/storage.

Due to its location in an area of known bay fill and historic land use, the project is subject to Article 22A of the San Francisco Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance applies to projects that will disturb 50 cubic yards or more and requires the project sponsor to retain the services of a qualified professional to prepare a Site History Report that meets the requirements of Health Code Section 22.A.6. If it is determined that the project will trigger applicability of the Maher Ordinance, the extent to which work completed to date fulfills the requirements of the ordinance will be evaluated in consultation with DPH.

The Site History Report required by the Maher Ordinance would determine the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor could 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 Port has already completed an extensive investigation of the entire Pier 70 site within which the proposed project is located, including a Site Investigation Report and Feasibility Study/Remedial Action Plan, and a Risk Management Plan covering the Pier 70 area has already been approved by the Regional Water Quality Control Board (Water Board). The Site Investigation Report fulfills the requirement for a Site History Report under Health Code Article 22A, and completed sampling and analysis that would typically be performed to meet the soil characterization requirements of Article 22A. Consequently, the RMP contemplates that a project sponsor may demonstrate that work completed to date fulfills the requirements of Article 22A on a project-specific basis.

In addition, numerous studies of environmental conditions in and around the project site have been undertaken by various parties. Those addressing all or portions of the project site include: a Phase I Environmental Site Assessment Report (ESA) prepared by Tetra Tech, Inc. for the Port⁵⁹, a Phase I ESA prepared by Ecology and Environment for the U.S. Environmental Protection Agency (EPA)⁶⁰, and a Phase II ESA prepared by Ecology and Environment, Inc. for the EPA.⁶¹ These reports collectively fulfill the requirement for a Site History Report. Evaluation of site history and other findings of the Phase I ESAs indicated that additional soil and groundwater characterization was warranted and would be required under voluntary oversight agreements with two agencies that have regulatory jurisdiction over site remediation in San Francisco: the Water Board and DPH.

Summary of Environmental Site Investigation

Building on information obtained from the earlier site assessments listed above, the Port undertook additional environmental investigation of the Pier 70 Master Plan Area, including the project site, in 2009 and 2010. The investigation included collection and analysis of soil, soil gas, and groundwater. Samples were analyzed for potentially hazardous constituents, both naturally occurring and related to historic industrial activities at the site. The site history information and other findings of previous site assessments, and sampling and analysis results from previous investigations were incorporated into the data set with the

⁵⁹ Tetra Tech, Inc. "Phase I Environmental Site Assessment- Pier 70 Mixed Use Opportunity Area, Corner of Illinois Street and 20th Street", August 1998.

⁶⁰ Ecology and Environment, Inc., "Phase I Brownfields Environmental Site Assessment Report - Pier 70 Maritime Use Area", March 2001.

⁶¹ Ecology and Environment, Inc., "Phase II Brownfields Targeted Site Assessment Report - Pier 70 Mixed Use Opportunity Area", November 2000.

results of the subsequent additional investigation by the Port. The resultant comprehensive site history and environmental investigation report prepared by Treadwell and Rollo, Inc., for the Port was published in 2011 and subsequently approved by the Water Board⁶²

The following are findings and conclusions from the site investigation:

- Shallow soil (<10 ft. below grade) within the project site contains metals, both naturally occurring and introduced, and petroleum hydrocarbons at concentrations that exceed site-specific cleanup levels.
- Some soil samples collected within the project site contained low concentrations (<1%) of naturally-occurring asbestos.
- Groundwater contains contaminants at concentrations that do not pose a significant risk of adverse impact to human health or the environment.
- Soil gas impacts are minimal and do not pose a significant risk to human health or the environment.
- Potential human health risk resulting from contaminants at Pier 70 results primarily from construction workers' exposure to soil and groundwater.

Feasibility Study and Remedial Action Plan

Building upon the findings of the site investigation, Treadwell & Rollo, Inc., developed a Feasibility Study and Remedial Action Plan (FS/RAP).⁶³ The FS/RAP followed methodology specified by applicable Federal and State regulatory guidance, and was conducted with oversight by the Water Board and DPH. The FS included the following:

- Identification of remedial actions that could be taken to reduce risks associated with contamination and their suitability for use at Pier 70, and analyzed a short list of five potentially feasible scenarios.
- Evaluation of each scenario with respect to nine federally-specified criteria, six state-specified criteria, and factors related to the environmental impact and sustainability of the remedial action itself.
- Identification of a preferred remediation scenario, and documented the basis for that selection.

The FS considered the extent to which remedial actions would protect human health and the environment under all anticipated future land uses at Pier 70: commercial/industrial, residential and recreational. Under the parcel-specific land uses envisioned in the Pier 70 Preferred Master Plan, only contaminated soil requires remediation. Consequently the FS focused on remedial alternatives for contaminated soil. The FS determined that "institutional controls and capping" scored highest of the feasible alternatives analyzed, and is the recommended alternative for mitigating risks associated with contaminants at the site.

The proposed RAP therefore consists of installation of durable covers over site soil, and adoption of institutional controls, monitoring, and maintenance. Durable covers would be designed to prevent future site users' exposure to underlying soil. Acceptable covers include new or existing buildings, streets and sidewalks, "hardscape" and paving, new landscaping installed with an appropriate thickness of clean soil, and stabilized shoreline areas.

The FS/RAP anticipated that remedial action would occur concurrent with site development and that a Risk Management Plan (RMP) would be developed for the entire site to specify management measures that would be implemented to protect human health and the environment during and after site development.

Institutional Controls to be imposed as part of the RAP would include, but may not be limited to:

⁶² Treadwell & Rollo, Inc., "Environmental Site Investigation Report – Pier 70 Master Plan Area", January 13, 2011.

⁶³ Treadwell & Rollo, Inc., Feasibility Study and Remedial Action Plan, Pier 70 Master Plan Area, May 2012.

- Activity restrictions prohibiting exposed native soil or growing produce in on-site soils.
- Prohibiting domestic or industrial use of groundwater, and limiting groundwater handling on-site to dewatering during construction activities.
- Management of soil and groundwater in accordance with an approved RMP.
- Requirement that soil removed from one portion of the site for re-use elsewhere within the site be placed under durable cover.
- Notification of tenants and contractors regarding contaminants and required compliance with RMP;
- Inspection and maintenance of covers in accordance with an approved RMP; and
- Right of access to the site by regulatory agency personnel for periodic inspections of durable covers.

The RAP is appropriate for commercial, industrial, residential and or recreational land uses, wherever they may be developed within the area evaluated by the FS/RAP, provided that development is implemented in accordance with the RMP. The RMP may require additional risk evaluation, and potentially additional measures to minimize or eliminate exposure to soil gas and/or groundwater if residential development is proposed in those limited areas where volatile contaminants may be present above residential cleanup levels.

The final FS/RAP document was published on May 31st, 2012 and approved by the Water Board on August 9th, 2012.

Risk Management Plan

Thereafter, Port staff and consultants developed a draft RMP for agency (Water Board and Department of Public Health), stakeholder, and public review, and submitted a final draft RMP⁶⁴ to the Water Board in July 2013. The Water Board approved that draft as the final RMP on January 24, 2014.

The RMP presents a decision framework and specific protocols for managing chemicals in soil and groundwater within the Pier 70 area, including the project site, to protect human health and the environment. These management measures are consistent with existing and future land uses, and appropriate for a phased redevelopment that is planned to occur over many years. The Port, future developers and tenants, including those in the 20th Street Historic Core, will use the RMP to manage potential risks associated with site conditions.

For the above reasons, the proposed project would not result in significant impacts related to hazards and hazardous materials that were not identified in the *Eastern Neighborhoods FEIR*.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶⁴ Treadwell & Rollo, Inc., “Pier 70 Risk Management Plan – Pier 70 Master Plan Area”, July 25, 2013.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

No operational mineral resource recovery sites exist in the project area whose operations or accessibility would be affected by the proposed project. The energy demand for the proposed project would be typical for such projects and would meet, or exceed, current state or local codes and standards concerning energy consumption, including applicable portions of Title 24 of the California Code of Regulations and the Historic Building Code enforced by the Port Building Department. For the above reasons, the proposed project would not result in significant impacts on mineral and energy resources that were not identified in the *Eastern Neighborhoods FEIR*.

<i>Topics:</i>	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</i>
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.— Would the project:						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Project-Specific Significant Impact Not Identified in PEIR	Significant Unavoidable Impact Identified in PEIR	Mitigation Identified in PEIR	PEIR Mitigation Applies to Project	PEIR Mitigation Does Not Apply to Project	No Significant Impact (Project or PEIR)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *Eastern Neighborhoods FEIR* determined that no agricultural resources exist in the Plan Areas; therefore the rezoning and community plans, including the Central Waterfront Area Plan, would have no effect on agricultural resources. No mitigation measures were identified in the FEIR. The *Eastern Neighborhoods FEIR* did not analyze the effects on forest resources.

The existing project site is mostly covered by existing buildings and impervious surfaces, with the exception of small, weeded vegetated patches in front of Building 102, and is located within the Central Waterfront Area Plan analyzed under the *Eastern Neighborhoods FEIR*. Therefore, no agricultural uses, forest land, or timberland exist at the project site. For the above reasons, the proposed project would not result in significant impacts on agricultural or forest resources that were not identified in the *Eastern Neighborhoods FEIR*.

Topics:	<i>Project-Specific Significant Impact Not Identified in PEIR</i>	<i>Significant Unavoidable Impact Identified in PEIR</i>	<i>Mitigation Identified in PEIR</i>	<i>PEIR Mitigation Applies to Project</i>	<i>PEIR Mitigation Does Not Apply to Project</i>	<i>No Significant Impact (Project or PEIR)</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 type="checkbox"/>	<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 type="checkbox"/>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The *Eastern Neighborhoods FEIR* identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Mitigation measures reduced all impacts to less than significant, with the exception of those related to land use (cumulative impacts on PDR use), transportation (traffic impacts at some intersections and transit impacts on some Muni lines), cultural (demolition of historical resources), and shadow (impacts on parks). The proposed project would include the renovation and reuse the 20th Street Historic Core and improvement of roadways, sidewalks, and parking lots within the project site. As discussed in this document, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the *Eastern Neighborhoods FEIR*.

Mitigation Measures

The following mitigation measures were identified in the *Eastern Neighborhoods FEIR* for implementation as part of the *Eastern Neighborhoods Rezoning and Area Plans*. The Project Sponsor has agreed to implement these mitigation measures as part of the proposed project at 400-600 20th Street:

Project Mitigation Measure 1 – Properties with No Previous Studies (Mitigation Measure J-2 in the *Eastern Neighborhoods FEIR*)

Based on the reasonable potential that archeological resources may be present within the project site, the following requirement shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the rotational Department Qualified Archeological Consultants List (QACL) maintained by the Planning Department archeologist. The project sponsor shall contact the Department archeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of *construction* can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after

making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

Consultation with Descendant Communities: On discovery of an archeological site⁶⁵ associated with descendant Native Americans or the Overseas Chinese an appropriate representative⁶⁶ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

The scope of the ADRP shall include the following elements:

- *Field Methods and Procedures.* Descriptions of proposed field strategies, procedures, and operations.
- *Cataloguing and Laboratory Analysis.* Description of selected cataloguing system and artifact analysis procedures.

⁶⁵ By the term “archeological site” is intended here to minimally included any archeological deposit, feature, burial, or evidence of burial.

⁶⁶ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

- *Discard and Deaccession Policy.* Description of and rationale for field and post-field discard and deaccession policies.
- *Interpretive Program.* Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- *Security Measures.* Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- *Final Report.* Description of proposed report format and distribution of results.
- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

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

Final Archeological Resources Report. The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the 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 (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound, one unbound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2 – Traffic Signal Installation (Mitigation Measure E-1 in the *Eastern Neighborhoods FEIR*)

To mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, an upgraded traffic signal would need to be installed at this intersection. With this new signal, the average vehicle delay would decrease, and the intersection would operate at LOS B. There are a number of proposed developments in the immediate vicinity of this intersection, most noticeably other development at Pier 70, that would contribute to growth in future traffic volumes and increased delays. Installation of a

traffic signal at the intersection of 20th and Illinois Streets could be linked to these and other proposed development projects.

The project sponsor shall pay its fair share contribution to mitigate the significant cumulative traffic impact at the intersection of 20th and Illinois Streets, which is approximately 9 percent of the cost of the traffic signal at this intersection. The amount and schedule for payment of the proposed project's fair share contribution to the mitigation shall be determined by SFMTA. The proposed project's fair share contribution to the 20th and Illinois Streets intersection mitigation measure would reduce the project's contribution to the *Eastern Neighborhoods FEIR* significant cumulative impact for the Central Waterfront area. However, due to the uncertainty that the remaining cost of the signal would be obtained, the cumulative traffic impact at the 20th and Illinois Streets intersection would remain significant and unavoidable.

Project Mitigation Measure 3 – Interior Noise Levels (Mitigation Measure F-3 in the *Eastern Neighborhoods FEIR*)

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

Project Mitigation Measure 4 – Siting of Noise-Sensitive Uses (Mitigation Measure F-4 in the *Eastern Neighborhoods FEIR*)

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

Project Mitigation Measure 5 – Siting of Noise-Generating Uses (Mitigation Measure F-5 in the *Eastern Neighborhoods FEIR*)

To reduce potential conflicts between existing sensitive receptors and new noise-generating uses, for new development including commercial, industrial or other uses that would be expected to generate noise levels in excess of ambient noise, either short-term, at nighttime, or as a 24-hour average, in the proposed

project site vicinity, the Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-sensitive uses within 900 feet of, and that have a direct line-of-sight to, the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to the first project approval action. The analysis shall be prepared by persons qualified in acoustical analysis and/or engineering and shall demonstrate with reasonable certainty that the proposed use would comply with the use compatibility requirements in the general plan and Police Code section 2909, would not adversely affect nearby noise-sensitive uses, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels that would be generated by the proposed use. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action.

Project Mitigation Measure 6 – Construction Emissions Minimization (Based on Mitigation Measure G-1 in the *Eastern Neighborhoods FEIR*)

A. *Construction Emissions Minimization Plan.* Prior to issuance of a construction permit, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:
 - a) Where access to alternative sources of power are available, portable diesel engines shall be prohibited;
 - b) All off-road equipment shall have:
 - i. Engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards, *and*
 - ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).⁶⁷
 - c) Exceptions:
 - i. Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for onsite power generation.
 - ii. Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that a particular piece of off-road equipment with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use off-road equipment that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO

⁶⁷ Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, and therefore a VDECS would not be required.

that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

- iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

**TABLE A1
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE***

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

*How to use the table. If the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.

**Alternative fuels are not a VDECS

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.
5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.

- B. *Reporting*. Quarterly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.
1. Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.
- C. *Certification Statement and On-site Requirements*. Prior to the commencement of construction activities, the project sponsor must certify (1) compliance with the Plan, and (2) all applicable requirements of the Plan have been incorporated into contract specifications.

Project Mitigation Measure 7 – Hazardous Building Materials (Mitigation Measure L-1 in the *Eastern Neighborhoods FEIR*)

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

Improvement Measures

The following improvement measure was identified in the *Eastern Neighborhoods FEIR* for implementation as part of the *Eastern Neighborhoods Rezoning and Area Plans*.

Project Improvement Measure 1 – Develop Additional Pedestrian and Roadway Treatments

As an improvement measure to reduce any potential conflicts between pedestrians and freight/delivery vehicles maneuvering in and out of loading zones and within the courtyard area, the project sponsor should provide additional pedestrian treatments to assure safe passage of pedestrians throughout the project site and reduce and/or eliminate any vehicle-pedestrian conflicts. The project sponsor should provide:

- High-visibility crosswalks (e.g., continental, transverse, and/or ladder marking pattern) at the intersection of 20th Street and Georgia Street. Installation of crosswalks will provide enhanced pedestrian circulation and connectivity between buildings north and south of 20th Street;
- Installation of ADA-accessible ramps at all proposed crosswalk locations and at a safe distance from any on-street loading zone;
- Installation of STOP signs along the northbound Michigan Street approach and northbound Louisiana Street approach;

- Additional signage and notifications within the courtyard area to better guide pedestrians attempting to access various buildings from the courtyard area and to maintain a safe distance from any parked or moving vehicles within the courtyard area. Special pavement markings may be installed to delineate the pedestrian walkway within the courtyard area.
- Additional signage along the loading dock areas to inform non-authorized personnel that traversing these areas is strictly prohibited and proper signage should guide non-authorized personnel to the nearest appropriate path of travel.

All pedestrian treatments should be constructed in accordance with the California Manual on Uniform Traffic Control Devices (MUTCD). Such pedestrian treatments may require approvals by the Port of San Francisco, San Francisco Planning Department, Department of Public Works, and SFMTA's Livable Streets Subdivision, as appropriate.

Project Improvement Measure 2 – Designate Safe, Accessible, and Convenient Bicycle Parking

The proposed locations for bicycle parking within the project site have not been finalized and are subject to change. However, as an improvement measure to provide safe, accessible, and convenient bicycle parking for patrons (employees and visitors) and to reduce any potential conflicts with moving vehicles, the project sponsor should locate bicycle parking in an appropriate distance from nearby roadways or loading zones, install bicycle parking in locations that are highly visible for bicyclists, and design bicycle parking that allows for ease of access in and out of these bicycle parking areas. The project sponsor should encourage future building tenants to provide adequate space for Class 1 bicycle parking and to provide bicycle parking that is covered, secured and accessible for employees. The project sponsor should install Class 2 bicycle spaces along sidewalks and/or open space with adequate spacing and/or install bicycle corrals to provide an adequate number of bicycle parking spaces within a concentrated area that is at a safe, convenient distance from moving vehicles. Appropriate signage should also be installed to notify bicyclists of these on-site bicycle parking areas.

Project Improvement Measure 3 – Designate Loading Dock Manager

During the average and peak loading hour, not all freight/delivery vehicles may be accommodated in the off-street loading spaces within the project site. As a consequence, loading and unloading vehicles may need to wait, use on-street loading facilities or possibly double park. As an improvement measure to alleviate potential adverse effects to loading activities within the project site, the project sponsor should require each building tenant to designate a loading dock manager(s) to schedule and/or direct loading vehicles, as appropriate.

Project Improvement Measure 4 – Require Traffic Controllers/Flaggers for Larger Deliveries

During deliveries that require oversized vehicles that require the use of on-site loading dock facilities, or for deliveries that would occur in the presence of high volumes of pedestrian or bicycle traffic, the project sponsor should require tenants to use flaggers to guide vehicles through and/or around the loading zones as well as guide vehicles along public roadways (e.g., 20th, Michigan, Georgia, and Louisiana Streets). Such efforts would minimize potential conflicts with other users of the roadway, including other vehicles, pedestrians, and bicyclists circulating within the project site.

Project Improvement Measure 5 – Limit Peak Hour Truck Movements

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

Project Improvement Measure 6 – Develop Construction Management Plan

The project sponsor, the Port of San Francisco, and their construction contractor(s) could meet with the Sustainable Streets Division of the SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible measures to reduce traffic congestion, including potential transit disruption, and pedestrian circulation impacts during construction of the project. To minimize cumulative traffic impacts due to project construction, the project sponsor would coordinate with construction contractors for any concurrent nearby projects (e.g., along Illinois Street, between 18th and 19th Streets, and other parts of Pier 70) that are planned for construction or which later become known.

Project Improvement Measure 7 – Encourage Transit Access for Construction Workers

As an improvement measure to minimize parking demand and vehicle trips associated with construction workers, the construction contractor could include methods to encourage transit use to the project site by construction workers in the Construction Management Plan.

Project Improvement Measure 8 – Provide Project Construction Updates

As an improvement measure to minimize construction effects on nearby businesses, the project sponsor could provide regularly-updated information (typically in the form of community meetings, website, news articles, on-site posting, etc.) regarding project construction and schedule, as well as contact information for specific construction inquiries or concerns.

Project Improvement Measure 9 – Transportation Management Plan

Metrics/Monitoring/Evaluation

- Orton Development, Inc. (ODI) or the Port will provide a TMP coordinator for the site to ensure the following TMP is implemented.
- ODI will require sub-tenant compliance with TMP to make sure employers on site are offering commuter check benefits to employees, per City requirements.
- ODI will work with SFMTA and/or the Planning Department to establish quantitative mode share or non-automobile share targets for all trip purposes for workers and visitors to the site.
- ODI will send out an annual travel behavior survey to employers and will share its report and collected responses with the City.

- In Port-operated lots that serve the project, parking operators will collect data on traffic and parking occupancy during peak commute and peak events annually and report to the Planning Department and/or SFMTA.

Transit and Ride Sharing Incentives

- ODI and the Port will require sub-tenants to adopt a transit-oriented program that promotes transit and ride sharing options before occupancy.
- ODI will encourage tenant employees and the general public to commute to work on Muni, Caltrain, and BART.
- ODI will require tenants to provide 1 partially- or fully-subsidized Muni Fast Pass or similar reasonable financial contribution to a transit Muni Fast Pass/Clipper Card for each employee in addition to the sub-tenant/employer compliance with the City's Commuter Benefits ordinance.
- ODI will require that all future tenants register for San Francisco's free Emergency Ride Home program.
- ODI will provide transit-planning tools (maps and Wayfinding information) in public spaces and common areas in coordination with site-wide wayfinding and historic interpretation.

Bicycling Incentives

- ODI will provide secure Class I and/or Class II bicycle parking in a manner that meets the planning code requirements.
- For this project, ODI will provide a minimum of 33 Class 1 bicycle parking spaces and 30 Class 2 bicycle parking spaces as required in SF Planning Code, Section 155.2 and 155.3.

The location of the bicycle parking is expected to be in the project courtyard and in areas north of Buildings 101, 102, and 104. The exact locations are being determined and will be submitted for Port schematic review. As required by Planning code 155.1(e)(4), "All plans will indicate the "location, dimensions, and type of bicycle parking facilities to be provided, including the model or design of racks to be installed and the dimensions of all aisle, hallways, or routes used to access the parking."

- The Port and ODI agree to coordinate with SFMTA and SF Bike Share representatives to discuss the potential of installing a Pier 70 20th Street Historic Buildings SF Bike Share Station.
- ODI will provide tire inflation and quick repair stations.
- ODI will provide on-site bicycles for subtenants and employers to use that are not open to the public.
- ODI will sponsor and promote on-site bicycle education and bicycle safety classes annually.

Car Sharing, Carpool, and Vanpool Incentives

- The Port operated parking lot at 20th and Illinois will provide premium parking locations for carshare vehicles to meet the requirements of San Francisco Planning Code

Ordinance 286-10, which states that projects that provide more than 10 spaces for non-residential uses must dedicate 5% of these spaces, rounded down to the nearest whole number, to short-term, transient use by vehicles from certified car sharing organizations per Section 166, which include vanpool, rideshare, taxis, or other co-operative auto programs.

- Once tenants are identified, ODI will work to encourage car share memberships and user discounts for on-site businesses.
- ODI and the Port will provide premium-parking locations for visiting carpool and vanpool on an off-site Port operated lot.
- ODI and the Port will provide premium passenger loading zone locations in the form of marked curbs.
- ODI will require tenants to utilize, when possible, car share programs such as Ride Share Match through 511.org.

Parking Management

- Parking will be unbundled from the leasing of commercial/office spaces.
- ODI and Port will charge market rates for all parking.
- ODI will coordinate with the Port of San Francisco to designate appropriate loading and unloading passenger zones as well as short-term parking zones to reduce congestion along 20th Street, Louisiana Street and Michigan Street. The Port will review and approve the final plan. The Port will approve the color curbs for this project.

Walking & Pedestrian Safety

- ODI will encourage future tenant employees to walk to work by providing wayfinding signage and clear and accessible information to walking maps.
- ODI will study dumpster and compost container locations and consider service and small truck delivery routes to reduce effects on pedestrian flow.
- ODI will coordinate with the Port to provide safe paths of travel for pedestrians along 20th, Georgia, Michigan, and Illinois, Streets. The Port will review and approve the final plan.
- Primary pedestrian path of travel to Buildings 114/115/116 and Building 14 will be through the Atrium in Building 113 that will be publicly accessible.
- ODI will include in its subleases rules on loading and truck use of the plaza to minimize effects on pedestrians while supporting industrial tenant needs for truck loading and unloading.

Emergency vehicles

- ODI will continue to coordinate with the Port Fire Marshal to meet turn-around requirements and coordinate emergency vehicle access with traffic and pedestrian flow.

Conclusion

The *Eastern Neighborhoods FEIR* incorporated and adequately addressed all potential impacts of the proposed 400-600 20th Street project. As discussed in this Community Plan Exemption Checklist, the 400-

600 20th Street project would not have any additional or peculiar significant adverse effects that were not examined in the *Eastern Neighborhoods FEIR*, nor has any new or additional information come to light that would alter the conclusions of the FEIR. Thus, the proposed project would not have any new significant or peculiar effects on the environment that were not previously identified in the *Eastern Neighborhoods FEIR*, nor would any environmental impacts be substantially greater than described in the FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

DETERMINATION:

On the basis of this review, it can be determined that:

- The proposed project qualifies for consideration of a Community Plan Exemption based on the applicable General Plan and zoning requirements; **AND**
- All potentially significant individual or cumulative impacts of the proposed project were identified in the applicable programmatic EIR (PEIR) for the Plan Area, and all applicable mitigation measures have been or incorporated into the proposed project or will be required in approval of the project.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above, but that this impact can be reduced to a less-than-significant level in this case because revisions in the project have been made by or agreed to by the project proponent. A focused Initial Study and MITIGATED NEGATIVE DECLARATION is required, analyzing the effects that remain to be addressed.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above. An ENVIRONMENTAL IMPACT REPORT is required, analyzing the effects that remain to be addressed.



Sarah B. Jones
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE May 7, 2014