



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

Date: September 5, 2012
Case No.: 2011.1086E
Project Title: 752 Carolina Street
Zoning: Residential-House, Two-Family (RH-2) District
40-X Height and Bulk District
Block/Lot: 4096/110
Lot Size: 7,350 square feet
Project Sponsor: Alice Barkley, McKenna Long, (415)356-4635
Lead Agency: San Francisco Planning Department
Staff Contact: Heidi Kline – (415)575-9043,
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PROJECT DESCRIPTION:

The project site is located on the block bounded by 20th, De Haro, and Carolina Streets, and Southern Heights Avenue. The site is located approximately midblock with frontage on Carolina Street, a north-south trending street. The lot has an east-west orientation and is 73 feet and 6 inches in width by 100 feet in length. The 7,350-square-foot (sf) lot is larger than others on the block as it was created through a three-lot merger in 1996. The lot frontage along Carolina Street has an approximate 25-foot high serpentine rock outcrop with a near vertical face.

The existing residence is located on the top of the rock outcrop. Due to the steep grade change, a stairway from the sidewalk along Carolina Street provides the only access to the house. The finished floor elevation of the main floor (second level) is 30 feet higher than the elevation of the sidewalk. Due to the sloped topography of the lot, the first level (hereafter, "lower level") is built into the slope with only the north and portions of the west elevations exposed while the upper two levels of the three-level residence are completely above grade. Level yard areas have been cut into the sloped site and are maintained with the use of several low retaining walls. The existing single-family residence was extensively renovated in 1998, created by merging two existing residences on the three former lots into a single structure. The minimum setbacks of the current home are approximately 3 inches from the southern side property line, 13 feet and 6 inches from the northern side property line, 12 feet from the rear (western) property line, and 21 feet and 10 inches from the front (eastern) property line. The overall height of the building would not change.

The proposed project includes the addition of approximately 943 sf of building area and a 745 sf, two-car garage to the existing 4,803 sf residence. The two car garage would have a garage door and curb cut on Carolina Street. Upon completion of the improvements, the total building area would be 6,491 sf of which 745 sf would be garage space and 806 sf would be storage and building services (mechanical and heating and cooling equipment).

The additional building area would be added to the first and second levels of the residence with minor exterior changes, including the following: a 30-inch high parapet extension on a portion of the southern building wall adjacent to a new skylight; the front entry staircase to Carolina Street would be replaced; and removal of a staircase to a deck on the second level of the northern elevation and minor changes to the facade in the location of its removal. The building additions would be completed by excavating the southwest corner to expand the lower level for additional storage and building services; enclosing an approximately 2-foot and 6-inch wide area between the existing west-facing wall of the lower level and the adjacent western retaining wall; extending the northwest corner of the lower level by 2 feet and 6 inches to the north, and expanding the building on the northern side by extending the second-level deck approximately 11 feet to the east and enclosing the space on the lower level below it. Also, an approximate 2-foot wide by 6-foot and 5-inch long single-story addition would be added along the southern elevation on the second level. Excavation of serpentine bedrock on the site along the project frontage and under the existing structure would be needed to construct the garage and a portion of the lower level building area expansion.

The project requires neighborhood notification pursuant to San Francisco Planning Code (Planning Code) Section 311 to enclose the area below the north-facing deck and to expand the footprint of the lower level. The project also requires a variance from Planning Code Sections 134 and 188 to extend the existing non-complying structure into the required 25% (or 25-foot) rear yard setback. Specifically, the area that requires a variance begins at the northwest corner of the lower level and would encroach into the required rear yard by 2 foot 6 inches for a length of 20 foot-2 ½ inches, and by 4 feet and 8 inches for a length of 14 feet and 10 ½-inches. The project would require Department of Building Inspection ("DBI") approval of building permits. A Street Improvement permit from the Bureau of Streets and Mapping of the Department of Public Works ("BSM") would be required for the curb cut, driveway, and street trees. An encroachment permit would also be required from BSM to alter or warp the existing grade of the sidewalk for the driveway and for a portion of the new stairway that would be located within the sidewalk portion of the City right-of-way.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining the Significance of the Environmental Effects Caused by a Project), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative or Mitigated Declaration), and the following reasons as documented in the initial evaluation (initial study) for the project, which is attached.

Mitigation measures are included in this project to avoid potentially significant effects. See page 29.

cc: Alice Barkley, Project Sponsor
Supervisor Malia Cohen, District 10
Distribution List
Brittany Bendix, Current Planning
Virna Byrd, M.D.F.

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**INITIAL STUDY
752 CAROLINA STREET
CASE NO. 2011.1086E**

A. INTRODUCTION

This Initial Study has been prepared by the San Francisco Planning Department ("Planning Department") in accordance with the California Environmental Quality Act ("CEQA") to evaluate potential environmental effects associated with the proposed alterations to the existing residence at 752 Carolina Street (hereafter, "project"). Construction of the project was begun in 2011 under a series of building permits, each for different components of the project which had been determined to be categorically exempt from CEQA under CEQA Guidelines Section 15301(e) Existing Facilities. In 2011, new information was made available to the Planning Department concerning the presence of naturally-occurring asbestos within the on-site bedrock that would be excavated during the construction on the garage. Upon notification to the Planning Department of the asbestos, the categorical exemption and building permit for the construction of the garage portion of the project were rescinded. Further, the project sponsor was directed to consolidate all of the existing and pending permits into one project. The project sponsor subsequently submitted an environmental evaluation application for this project, resulting in the preparation of this initial study.

B. PROJECT DESCRIPTION

Project Location and Site Characteristics

The project site is located on the block bounded by 20th, De Haro, and Carolina streets, and Southern Heights Avenue, in the Potrero Hill neighborhood (see Figure 1, Project Location Map). The site is located approximately midblock with frontage on Carolina Street, a north-south trending street. The lot has an east-west orientation and is 73 feet and 6 inches in width by 100 feet in length. The 7,350-square-foot (sf) lot is larger than others on the block as it was created through a three-lot merger in 1996. The lot frontage along Carolina Street has an approximate 25-foot high serpentine rock outcrop with a near vertical face.

The existing residence is located on the top of the rock outcrop. Due to the steep grade change between the street and the residence, a stairway from the sidewalk along Carolina Street provides the only access. The finished floor elevation of the main floor (second level) is 30 feet higher than the elevation of the sidewalk. Due to the sloped topography of the lot, the first level (hereafter, "lower level") is built into the slope with only the northern and portions of the western building elevations exposed while the upper two levels of the three-level residence are completely above grade. Level yard areas have been cut into the sloped site and are maintained with the use of several low retaining walls. The existing single-family residence was extensively renovated in 1998, created by merging two existing residences on the three former lots into a single structure. The minimum setbacks of the current home are approximately 3 inches from the southern side property line, 13 feet and 6 inches from the northern side property line, 12 feet from the rear (western) property line, and 21 feet and 10 inches from the front (eastern) property line. The overall height of the building would not change.

Proposed Project

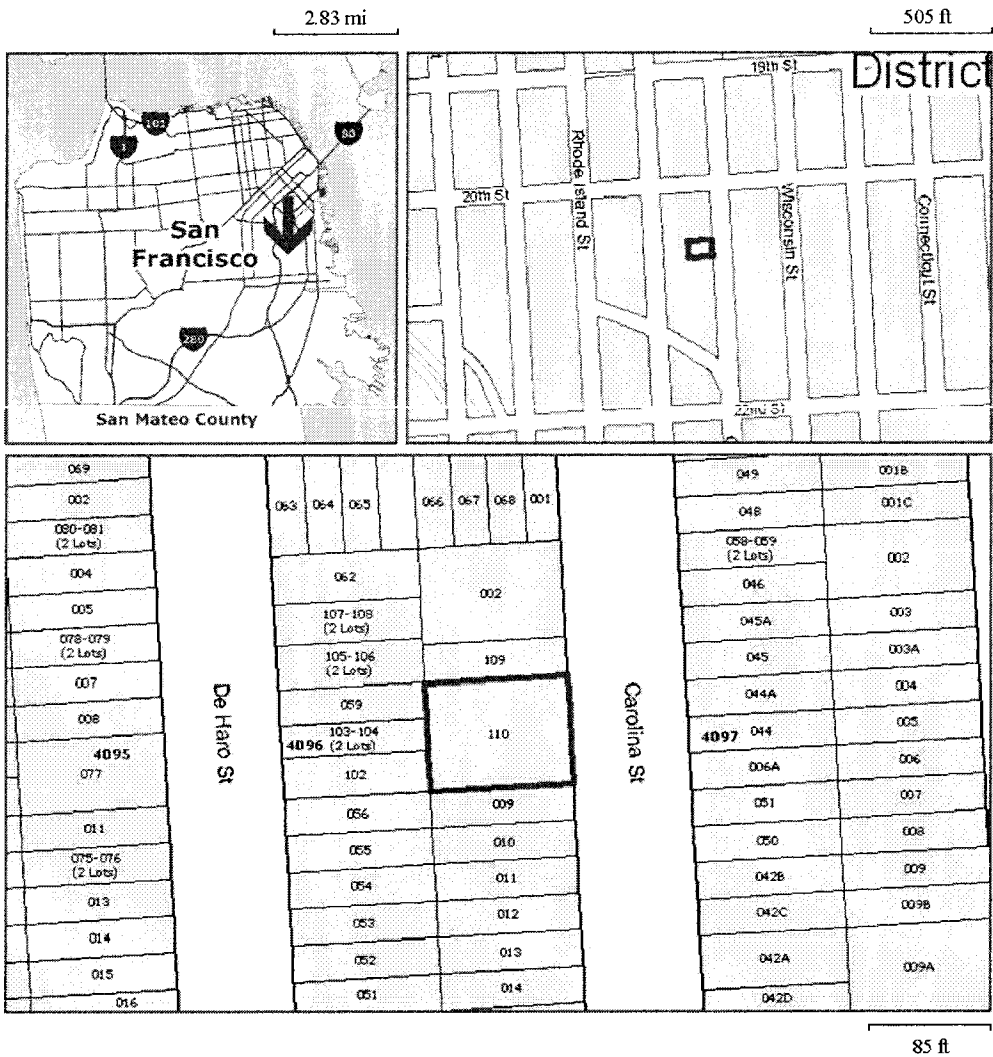
The project includes the addition of approximately 943 sf of building area and a 745 sf, two-car garage to the existing 4,803 sf residence. The two car garage would have a garage door and curb cut on Carolina Street. Upon completion of the improvements, the total building area would be 6,491 sf of which 745 sf would be garage space and 806 sf would be storage and building services (mechanical equipment and heating and cooling systems).

The additional building area would be added to the first and second (main floor) levels of the residence with minor exterior changes, including the following: a 30-inch high parapet extension on a portion of the southern building wall adjacent to a new skylight; the front entry staircase to Carolina Street would be replaced; and removal of a staircase to a deck on the second level of the northern elevation; and minor changes to the facade in the location of its removal. The building area expansions would be completed by excavating the southwest corner to expand the lower level for additional storage and building services, enclosing an approximately 2-foot and 6-inch wide area between the existing west-facing wall of the lower level and the adjacent western retaining wall, extending the enclosed area in the northwest corner of the lower level by 2 feet and 6 inches to the north , and expanding the building on the northern side by extending the second-level deck approximately 11 feet to the east and enclosing the space on the lower level below it. Also, an approximate 2-foot wide by 6-foot and 5-inch long single-story addition would be added along the southern elevation on the second level. Excavation of serpentine bedrock on the site along the project frontage and under the existing structure would be needed to construct the garage and a portion of the lower-level building area expansion.

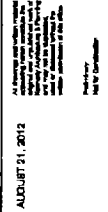
The project requires neighborhood notification pursuant to San Francisco Planning Code (Planning Code) Section 311 to enclose the area below the north-facing deck and to expand the footprint of the lower level. The project also requires a variance from Planning Code Sections 134 and 188 to extend the existing non-complying structure into the required 25% (or 25-foot) rear yard setback. Specifically, the area that requires a variance begins at the northwest corner of the lower level and would encroach into the required rear yard by 2 foot 6 inches for a length of 20 foot-2 ½ inches, and by 4 feet and 8 inches for a length of 14 feet and 10 ½-inches. The project would require Department of Building Inspection ("DBI") approval of building permits. A Street Improvement permit from the Bureau of Streets and Mapping of the Department of Public Works ("BSM") would be required for the curb cut, driveway, and street trees. An encroachment permit would also be required from BSM to alter or warp the existing grade of the sidewalk for the driveway and for a portion of the new stairway that would be located within the sidewalk portion of the City right-of-way.



Figure 1, Project Location Map



NOTES: SEE GARAGE PLAN FOR
DIMENSION OF SUB-TERRANEAN ADDITION



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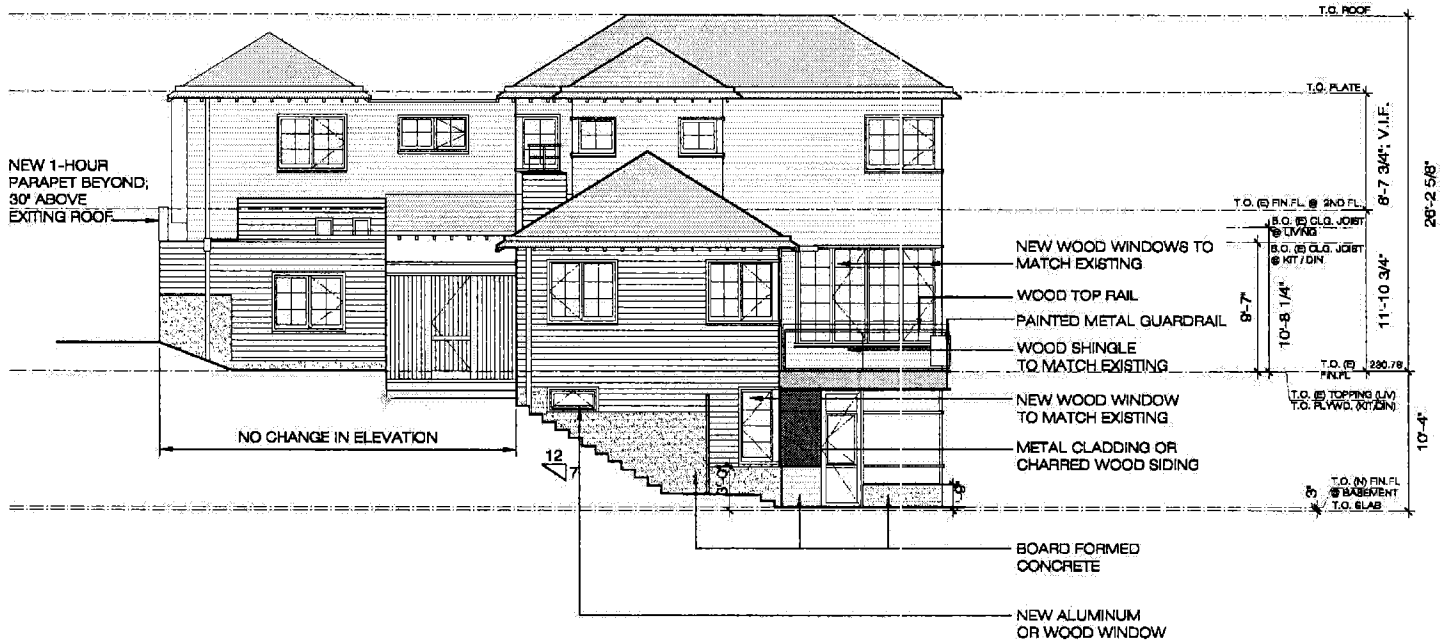


Figure 3, Proposed East (Front) Elevation

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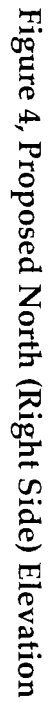
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EAST ELEVATION

AUGUST 21, 2012

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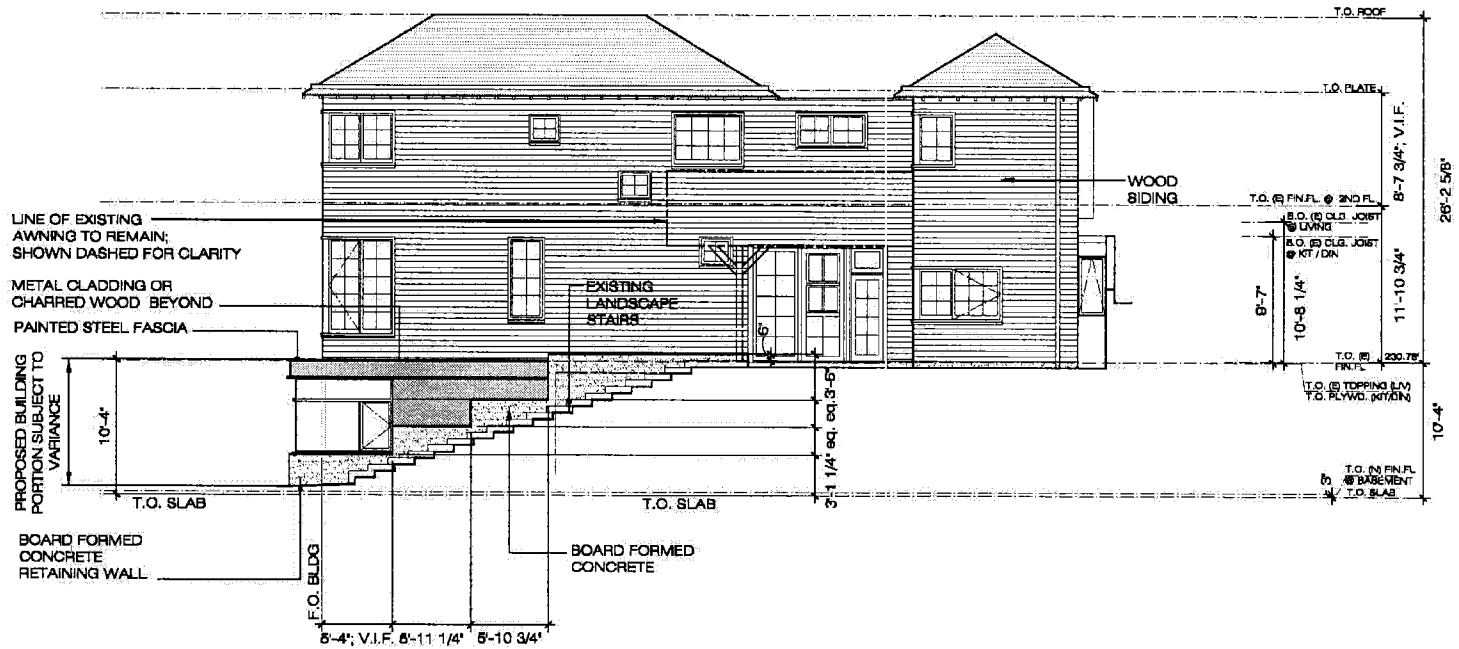


Figure 5, Proposed West (Rear) Elevation

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WEST ELEVATION

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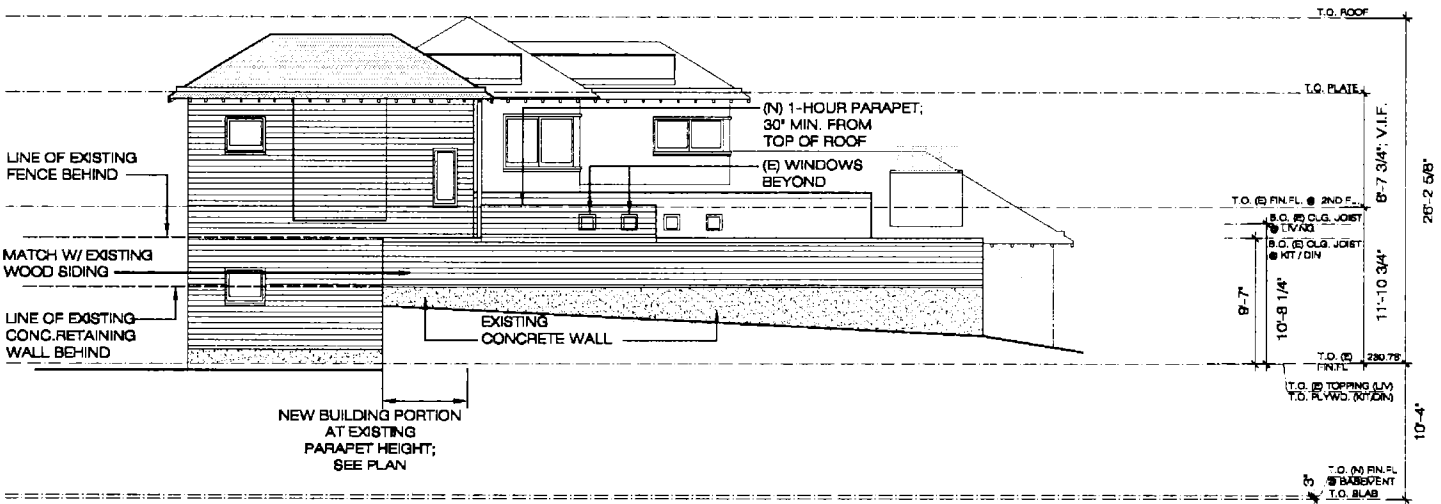


Figure 6, Proposed South (Left Side) Elevation

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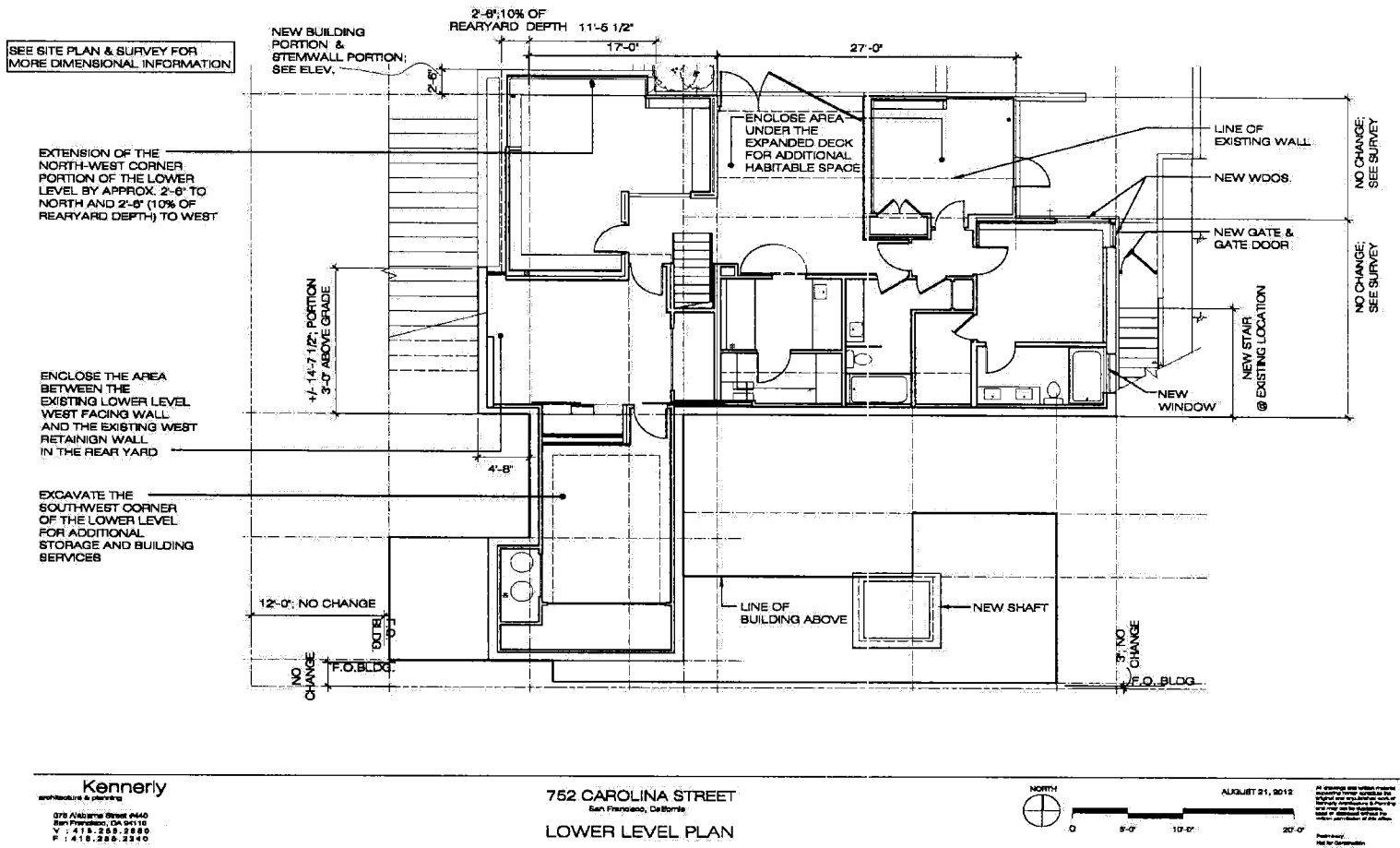
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SOUTH ELEVATION

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Figure 7, Proposed First (Lower) Level Floor Plan



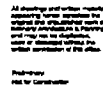


Figure 8, Proposed Second (Main) Level Floor Plan

SEE SITE PLAN & SURVEY FOR
MORE DIMENSIONAL INFORMATION

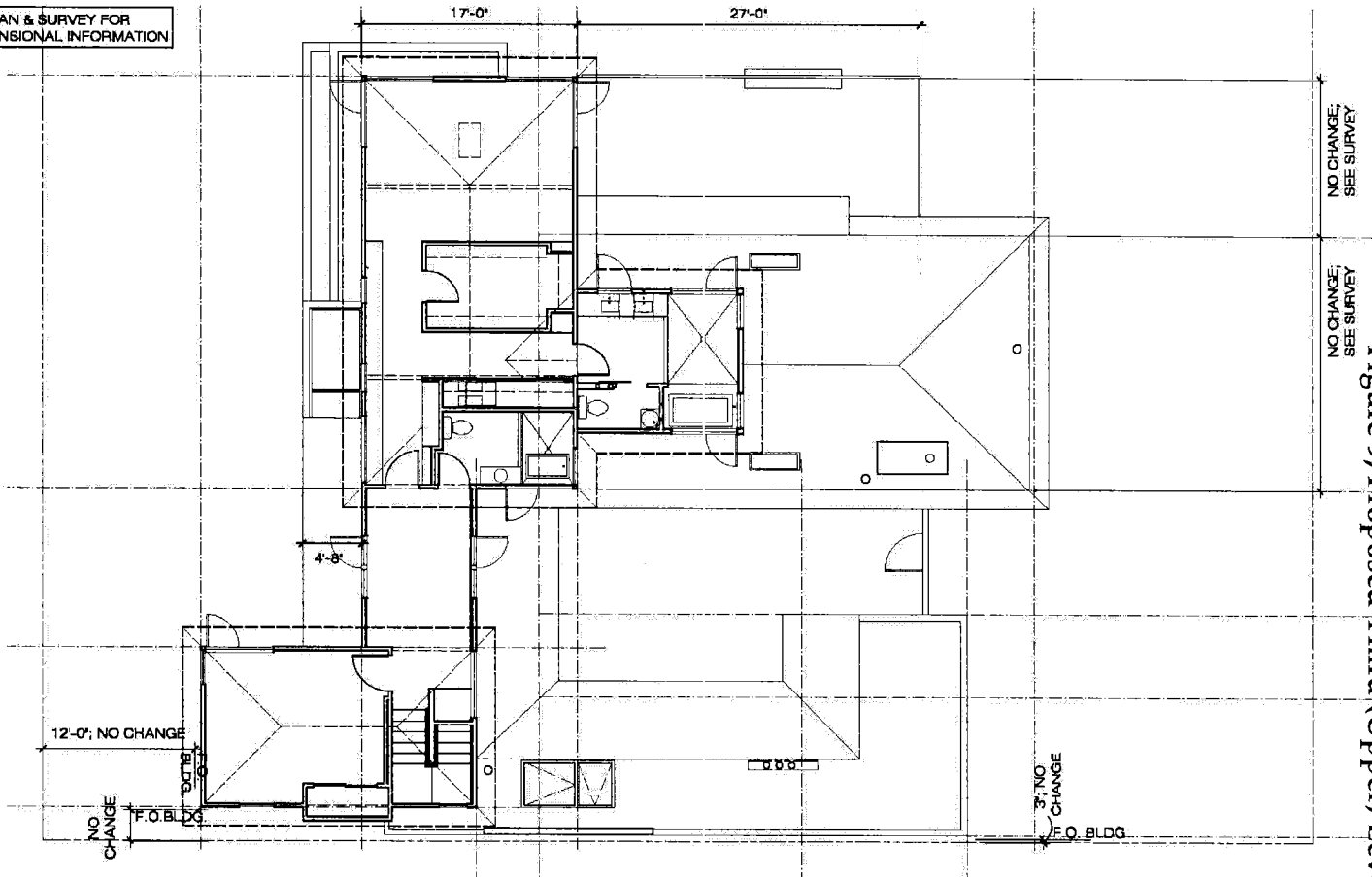
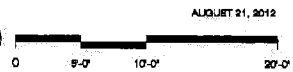


Figure 9, Proposed Third (Upper) Level Floor Plan

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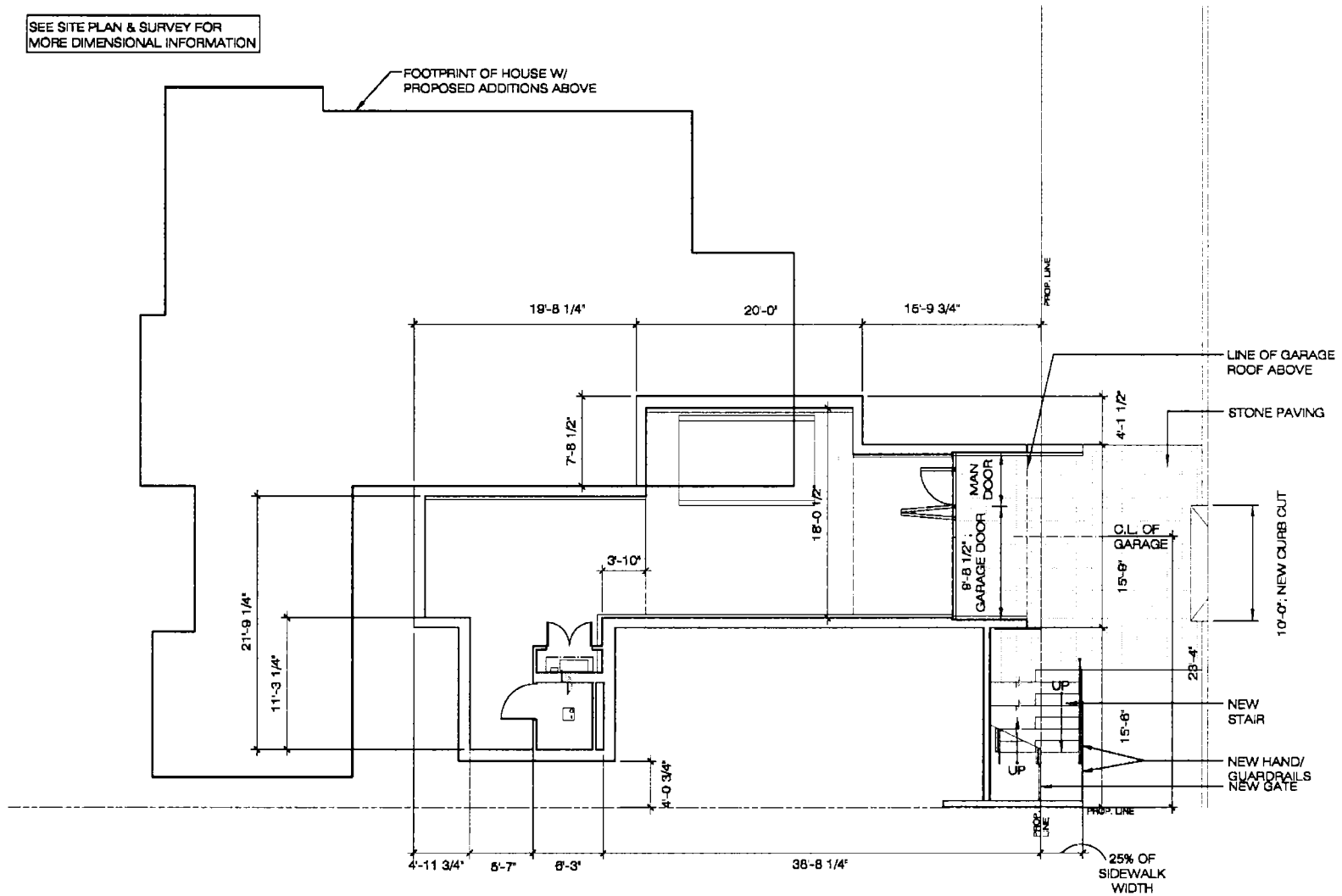
752 CAROLINA STREET
San Francisco, California
UPPER LEVEL PLAN



AUGUST 21, 2012

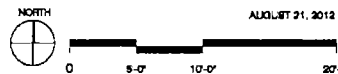
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SEE SITE PLAN & SURVEY FOR
MORE DIMENSIONAL INFORMATION



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752 CAROLINA STREET
San Francisco, California
GARAGE PLAN



All drawings are subject to change without notice. The client is responsible for obtaining all necessary permits and approvals. The architect is not responsible for the construction of the project.

Figure 10, Garage Plan

SEE SITE PLAN & SURVEY FOR
MORE DIMENSIONAL INFORMATION

EDGE OF UPPER LEVEL ROOF EAVE;
18" FROM BLDG WALL; TYP.
CONCRETE LANDSCAPE
RETAINING WALL
BELOW; SEE ELEVATION

LINE OF ROOF OF
LOWER LEVEL

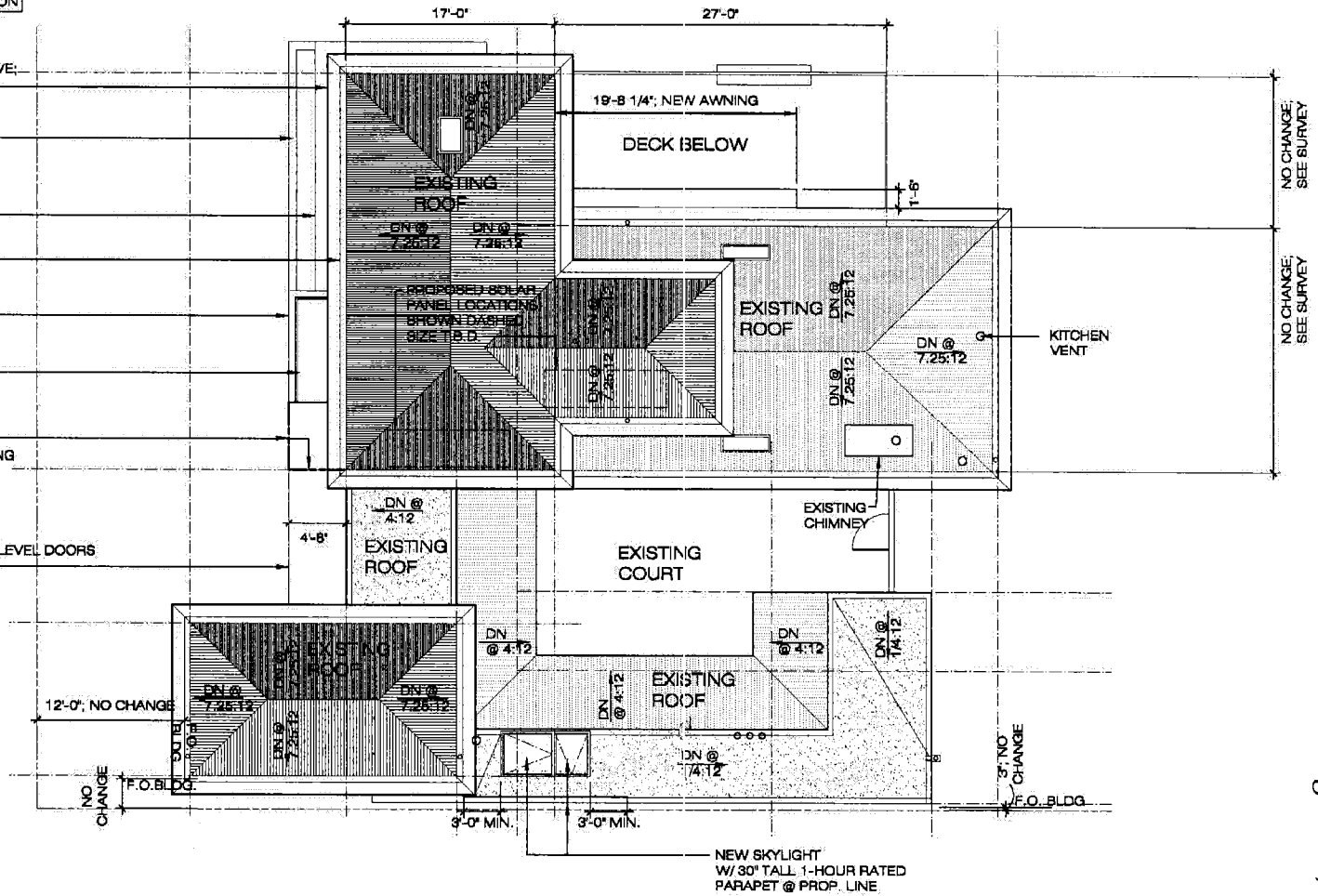
EXISTING GUTTER; TYP.

LINE OF ROOF OF
LOWER LEVEL

NEW SKYLIGHT

LINE OF ROOF
OF LOWER LEVEL BELOW AWNING

EXISTING AWNING ABOVE MAIN LEVEL DOORS
TO REMAIN



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752 CAROLINA STREET
San Francisco, California
ROOF PLAN



0 5'-0" 10'-0" 20'-0"
AUGUST 21, 2012

All drawings are subject to change without notice. The client is responsible for providing accurate information. The architect is not responsible for the construction of the project. The architect is not responsible for the construction of the project.

Figure 11, Roof Plan

C. PROJECT SETTING

The parcels adjacent to the project site on its north and south sides are vacant lots. All of the other lots on the block bounded by Carolina, 20th, and De Haro streets and Southern Heights Avenue are developed with a mix of two- to four-story, multi- and single-family residential buildings, along with a daycare at 824 Carolina Street and a recreation center in a City-designated landmark (No. 86) at 953 De Haro Street. The project site is one of a series of four contiguous lots on this block with the residence or building envelope located at the top of an exposed serpentine rock outcrop, approximately 20 to 30 feet above the adjacent sidewalk. Two of these lots, including the project site, are developed with existing single-family homes at an elevation significantly above the street elevation with their only access from an exterior staircase extending from the sidewalk to the top of the rock outcrop, while the other two lots are vacant. Across Carolina Street from the project site is a mix of two- to four-story residences and a church.

D. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<i>Applicable</i>	<i>Not Applicable</i>
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

San Francisco General Plan

The *San Francisco General Plan* ("General Plan") provides general policies and objectives to guide land use decisions. The project site is within the Eastern Neighborhoods Plan Area referenced in the General Plan. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

Eastern Neighborhoods Plan Area

The project site is located within the Showplace Square and Potrero Hill Area Plan of the Eastern Neighborhoods Rezoning and Plan Area, which was evaluated in an environmental impact report (EIR),¹ and on August 7, 2008, the Planning Commission certified the Eastern

¹ *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is available for public review at <http://sfplanning.org/index.aspx?page=1893>.

Neighborhoods Final EIR (FEIR) by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.² The residence at 752 Carolina Street is currently being used as a single-family home consistent with the Area Plan designation for the site.

The Eastern Neighborhoods Plan was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses. A subsequent rezoning of portions of the Plan Area was completed that included changes to existing height and bulk districts in some areas to implement the Plan goals. Though despite the extensive zoning changes in some portions of the Plan Area, the zoning for many established residential neighborhoods did not change, including the large Residential-House, Two-Family (RH-2) zoned neighborhood on the north side of Potrero Hill where the project site, 752 Carolina Street, is located. This RH-2 area is generally bound by Vermont Street to the west, 18th Street to the north, Pennsylvania Avenue to the district on the east, and 22nd Street on the south.

San Francisco Planning Code

The City Planning Code, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings, or to alter or demolish existing ones, may not be issued unless either the proposed project conforms to the Planning Code, or an exception, modification or variance is granted pursuant to the provisions of the Code.

The project site is located within the City's RH-2 zoning district. Planning Code Section 206.1 characterizes the RH-2 zoning district as "...one-family and two-family houses, with the latter commonly consisting of two large flats, one occupied by the owner and the other available for rental. Structures are finely scaled and usually do not exceed 25 feet in width or 40 feet in height. Building styles are often more varied than in single-family areas, but certain streets and tracts are quite uniform. Considerable ground-level open space is available, and it frequently is private for each unit. The districts may have easy access to shopping facilities and transit lines. In some cases, group housing and institutions are found in these areas, although nonresidential uses tend to be quite limited."

The proposed project includes the addition of a garage and additional floor area to an existing single-family residence. The height of the residence is within the 40-foot maximum height limit for this district and would not change. The residence is 60 feet in width and has ground-level private open space on three sides of the residence. The Citywide and Current Planning Divisions of the San Francisco Planning Department have determined that the proposed project to expand an existing residence at 752 Carolina Street is consistent with the land use density and permitted

² San Francisco Planning Commission Motion 17659, August 7, 2008. This document is available for public review as part of Case File No. 2004.0160E.

uses in both the Eastern Neighborhood Area Plan and Planning Code, making it eligible for a Community Plan Exemption.^{3 4}

The proposed project would be required to comply with all applicable sections of the Planning Code for residences in the RH-2 zoning district and 40-X height and bulk designation. There is no proposed change to the height of the existing structure which is within the maximum 40-foot height limit for the property.

The proposed project includes additions on three sides of the existing residence and the construction of a garage on the fourth side. The minimum front (east) yard setback for the project site is 7 feet and 6 inches. An approximately 3-foot wide portion of garage would be constructed within this front yard setback area which is permitted in accordance with Planning Code Section 136(a)(27). There are no minimum side yard setbacks for the property. The minimum rear yard setback for this lot is 25 feet. A variance from the minimum rear yard setback would be required for the two lower-level additions on the rear elevation of the residence. The first would include the enclosure of an existing 2-foot and 6-inch wide by 17-foot and 9-inch long area between the existing western building elevation and an existing retaining wall at the northwest corner of the residence, and extending 2 feet and 6 inches north of the existing terminus of the rear building elevation in that corner. The second would include a 4-foot and 8-inch wide by 14-foot and 10 ½-inch long building addition in the center of the rear elevation. Both of these additions would be below the grade of the rear yard and would have limited visibility. A portion of the second level of the existing residence in the southwest corner of the lot currently projects 13 feet into the required 25-foot rear yard setback and received a variance in 1995 for that encroachment.

The RH-2 zoning district requires a minimum of one parking space, though the Planning Code includes a provision that waives this requirement should the topography of the site be such that the lot is entirely inaccessible by automobile because of topographic conditions. There is no maximum limit on the number of on-site parking spaces which may be provided. Therefore, the addition of two on-site parking spaces would be consistent with the site's RH-2 zoning designation.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, which directly address physical environmental issues and/or contain targets or standards and which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing

³ Adam Varat, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis*, 752 Carolina Street, April 27, 2012. This document is available for review as part of Case File No. 2011.1086E.

⁴ Brittany Bendix, San Francisco Planning Department, *Community Plan Exemption Eligibility Determination, Current Planning*, 752 Carolina Street, August 24, 2012. This document is available for review as part of Case File No. 2011.1086E.

the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation and Public Space). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the following Summary of Environmental Effects and Appendices A and B (Community Plan Exemption and Checklist for 752 Carolina Street), providing information for use in the case report for the proposed project, along with the Plan Area FEIR⁵. The case report and approval motions for the project will contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

E. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|--|---|
| <input type="checkbox"/> Land Use | <input type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Geology and Soils |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Wind and Shadow | <input type="checkbox"/> Hydrology and Water Quality |
| <input type="checkbox"/> Population and Housing | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Mandatory Findings of Signif. |

California Environmental Quality Act (CEQA) State Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of

⁵ *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is available for public review at <http://sfplanning.org/index.aspx?page=1893>.

environmental effects shall be limited to those effects that (1) are peculiar to the project or parcel on which the project would be located, (2) 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, (3) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, and (4) 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 that project solely on the basis of that impact.

An initial analysis was conducted by the Planning Department to evaluate potential project-specific environmental effects peculiar to the 752 Carolina Street project, and incorporated by reference information contained within the Eastern Neighborhoods Rezoning and Area Plans Final FEIR (Case No. 2004.0160E; State Clearinghouse No. 2005032048).⁶ This initial analysis assessed the proposed project's potential to cause environmental impacts and concluded that with the exception of geology and hazardous materials, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods FEIR. Due to the peculiar impacts found concerning geology and hazardous materials, a focused initial study was conducted for these topic areas only.

F. EVALUATION OF ENVIRONMENTAL EFFECTS

The proposed project is within the Showplace Square and Potrero Hill Subarea of the Eastern Neighborhoods Rezoning and Area Plans. The proposed project at 752 Carolina Street is a development project occurring in the Eastern Neighborhoods Plan Area and is undergoing project-level environmental evaluation to determine if it would result in further impacts specific to the development proposal, the project site, and the time of development. The initial analysis that was conducted by the Planning Department (Appendices A and B to this initial study) concluded that the proposed project is consistent with and was encompassed within the analysis of the Eastern Neighborhoods FEIR with the exception of geology and hazardous materials. Due to the peculiar impacts found concerning geology and hazardous materials, this focused initial study was conducted for these topic areas only.

⁶ *Community Plan Exemption Certificate and Community Plan Exemption Checklist*, 752 Carolina Street, Case No. 2011.1086E. These documents are attached as Appendices A and B.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less-than- Significant with Mitigation Incorporated</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
Geology and Soils					
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed residence is currently served by the San Francisco municipal sewer system; therefore, septic tanks or alternative wastewater disposal systems would not be necessary. Thus, Topic GE-1e is not applicable to this project.

Impact GE-1: The proposed project would not expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, or landslides. (Less-than-Significant)

Earthquake Fault

The project site at 752 Carolina Street is not located within an Alquist-Priolo Special Studies Zone and no known active or potentially active faults exist on the site. In a seismically active area, there is always the remote possibility of future faults developing where no faults previously existed, though the possibility of fault rupture and secondary ground failure from an unknown fault is

very low. Therefore, the potential for surface rupture in the project area is unlikely and the potential for substantial adverse effects would be less-than-significant.

Seismic Shaking

The Association of Bay Area Governments (ABAG) Earthquake Shaking map shows that the bedrock portions of Potrero Hill, where the project site at 752 Carolina Street is located, would experience moderate (Modified Mercalli Intensity – VI) groundshaking in the event of a major earthquake on the San Andreas, Hayward-Rodgers Creek, or San Gregario fault systems.⁷ The project would be required to conform to the San Francisco Building Code (“Building Code”) which includes seismic performance standards that apply to all new construction in San Francisco. As part of its building permit review process, DBI requires the preparation of a geotechnical report pursuant to the State Seismic Hazards Mapping Act. During the permitting process, the final building plans are reviewed against the recommendations of the report for compliance with all applicable laws and regulations. In reviewing building plans, DBI refers to a variety of information sources to determine hazards and assess requirements for reducing hazards, such as building inspectors’ working knowledge and a site-specific soils report prepared by a California-licensed geotechnical engineer. Any potential damage to people or structures from the moderate groundshaking anticipated for the project site would be alleviated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code. Therefore, the potential for adverse effects on the proposed project from strong groundshaking would be less-than-significant.

Landslides

During a site reconnaissance by John Campbell & Associates, no evidence of slope instability was found on or proximate to the lot that would have an impact on the existing residence or proposed project.⁸ No landslide features were found either upslope or downslope from the lot. This site-specific analysis is consistent with the Seismic Hazard Zones in the Eastern Neighborhoods map referenced in the landslide analysis in the Eastern Neighborhoods FEIR that illustrates that there are no known areas of potential landslide hazard within the block where the project site is located.⁹ Therefore, the potential adverse effects on the proposed project from landslides on or proximate to the project site would be less-than-significant.

Impact GE-2 The proposed project would not expose people or structures to potential adverse effects from the risk of loss, injury, or death involving liquefaction. (No Impacts)

Liquefaction

Liquefaction is a sudden loss of shear strength experienced in saturated granular soils below the groundwater level during strong earthquake ground shaking. The likelihood of this phenomenon is dependent on the intensity of the groundshaking, the soil density and particle size distribution,

⁷ Association of Bay Area Governments. Earthquake Safety Maps and Information, Earthquake Shaking Potential Available online at <http://quake.abag.ca.gov/shaking/>. Accessed July 2, 2012.

⁸ John Campbell & Associates. Geotechnical Investigation, Garage project 752 Carolina Street San Francisco, California. June 28, 2011. This document is available for review as part of Case File 2011.1086E.

⁹ Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is available for public review at <http://sfplanning.org/index.aspx?page=1893>.

and position of the groundwater table.¹⁰ The project geotechnical report concluded that the hard bedrock at the site was not susceptible to liquefaction.¹¹ Further, even if the groundwater table or phreatic (saturation) level under the residence were to rise during periods of winter storms, the risk of liquefaction would be non-existent. Therefore, there would be no potential impact on the proposed project from liquefaction.

Impact GE-3: The proposed project would not result in substantial soil erosion or loss of topsoil. (Less-than-Significant)

The project would involve tunneling into the bedrock under the existing residence to construct a portion of the building expansions on the lower level and the garage and elevator shaft. The excavation would also include the removal of several feet of clayey soil which overlays a layer of drainage rock under the existing structure. Minimal topsoil would be disturbed on other areas of the lot as part of the excavation activities. During the building permit review process, the project would be required to design erosion control measures to be implemented during construction in compliance with local ordinance to prevent the loss of topsoil from the project site during wet weather or as part of any construction watering of the site for dust control or other requirements. Compliance with these construction measures would be monitored by DBI to ensure that they are properly installed and adequately maintained. Therefore, there would be no potential for substantial soil erosion or loss of topsoil from the project site as a result of the proposed project.

Impact GE-4: The proposed project would be located on a 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. (Less-than-Significant with Mitigation)

The project site is underlain by massive serpentinite within the mélange terrane of the Franciscan Complex, described as “hard, massive serpentinite.”¹² The exposed portions of the serpentinite bedrock demonstrate that it is typically moderately strong to strong, moderately hard to hard, closely to occasionally fractured with moderate to little weathering exhibited.

Several prominent rock joints were noted in the field observations of the rockface along Carolina Street and exposed foundation excavations for the lower level building expansions.¹³ There is a potential for some of the prominent rock joints to combine to form potentially detachable wedges or blocks requiring anchoring or other method of stabilization within the garage and elevator shaft excavations. One such area has developed on the top of the east-facing cut slope at the northeast corner of the project site where a near-vertical, 3-inch wide fracture, sub-parallel to the

¹⁰ H. Seed, H.B., and Idriss, E., 1982. Ground Motion and Soil Liquefaction During Earthquakes, Earthquake Engineering Research Institute Monograph

¹¹ John Campbell & Associates. Geotechnical Investigation, Garage project 752 Carolina Street San Francisco, California. June 28, 2011. This document is available for review as part of Case File 2011.1086E.

¹² M.C. Blake, Jr., R.W. Graymer, and D.L. Jones, “Geologic map and database of parts of Marin, San Francisco, Alameda, Contra Costa and Sonoma Counties, California” 2000. Available at <http://pubs.usgs.gov/mf/2000/2337/mf2337g.pdf>. Accessed August 13, 2012.

¹³ Rollo & Ridley, Preliminary Geological & Geotechnical Report, 752 Carolina Street. February 24, 2012. This document is available for review as part of Case File 2011.1086E.

slope face and widening on the ground surface, extends 5 to 10 feet below the ground surface. The fracture is contemplated to be an open tension crack with the rock mass on the outer side (adjacent to the sidewalk) of the fracture being partially detached, constituting a high potential for a rockfall. Other exposed bedrock areas were shown to exhibit surface raveling and minor sloughing as well. The geotechnical report by Treadwell and Rolly¹⁴ recommends that in order to ensure that the exposed rockfaces are stable, all final site slopes (inclinations) should be mapped, and if necessary, stabilized.

The geotechnical report recommends that the mass of potentially unstable rock at the northeast corner of the project site be stabilized by scaling the rock face and installing rockbolts, drainage and a shotcrete cover, as needed, to reduce the potential of a rockfall. An immediate measure is recommended to install a temporary catchment at the base of the cut to protect the public from any rockfall on the sidewalk and street. Implementation of both the immediate installation of a catchment and the longer-term mapping and evaluation of this corner and all other exposed rockfaces and installation of measures to stabilize the rockface would reduce the potential for significant adverse effects during the construction of the planned project.

The following mitigation measure to implement the recommendations contained within the preliminary geological and geotechnical report by Rollo & Ridley would reduce the potential for adverse effects from a rockfall due to an unstable geologic unit to less-than-significant.

Project Mitigation Measure M-GE-1 –Stabilize Rockface. Pursuant to the recommendations contained within the Preliminary Geological & Geotechnical Report for 752 Carolina Street, dated February 24, 2012, prepared by Rollo & Ridley, the following measures shall be implemented. A temporary catchment shall be installed and maintained at the base of the east-facing cut slope at the northeast corner of the project site to protect the public from any rockfall on the sidewalk and street from an existing rock fracture at that same location prior to the issuance of any permits for the project. During the design and construction phases of the project, all final site slopes (inclinations) shall be mapped, and if necessary, stabilized by scaling the rock face and installing rockbolts, drainage and a shotcrete cover, as needed, or other acceptable method, to reduce the potential of a rockfall. The mapping and stabilization plan shall be completed prior to occupancy of the structure.

Excavations for the garage and elevator shaft would be completed using mining and shoring techniques. The elevator shaft would be mined from the top down and the garage would be tunneled laterally from the street. Each structure would be mined in small sections and shoring completed before the next section is begun. To support portions of the residence next to the planned excavations, the project geologist has recommended replacing or deepening the existing structure foundations using underpinning piers below the planned bottom of excavation.

¹⁴ Rollo & Ridley, Preliminary Geological & Geotechnical Report, 752 Carolina Street. February 24, 2012. This document is available for review as part of Case File 2011.1086E.

The structures on the adjacent lots appear to be of sufficient distance from the planned areas of excavation and would not likely be affected during construction.¹⁵ The project geotechnical report recommends that a baseline survey of the area be completed prior to the commencement of excavation work to document existing conditions and that periodic surveying and vibration monitoring may be necessary during the excavation work.

Therefore, the following mitigations measures to implement the recommendations concerning shoring and underpinning foundation and support, and field monitoring contained within the preliminary geological and geotechnical report by Rollo & Ridley would reduce potential adverse impacts of the proposed project to less-than-significant.

Project Mitigation Measure M-GE-2 Final Geotechnical Report and Design Plans. The project sponsor shall be responsible for preparation of a final geotechnical report with design recommendations for shoring and underpinning foundation and support. A structural or shoring engineer specializing in shoring of this type of mining and tunneling excavation shall assist in the preparation of the recommendations. The final report shall be submitted for the review and approval of the Department of Building Inspection prior to the issuance of a permit for the excavation work.

Project Mitigation Measure M-GE-3 Baseline Survey and Vibration Monitoring. The project sponsor shall be responsible for preparing a baseline survey of the area prior to the commencement of excavation work to document existing conditions. A report outlining the extent of the area to be monitored during excavation operations and the schedule and manner of periodic surveying and vibration monitoring shall be prepared by the project geologist and submitted for review and approval by the Department of Building Inspection prior to the commencement of excavation and tunneling operations. A final copy of the pre- and post-construction survey results shall be provided to the Department of Building Inspection and Planning Department prior to occupancy of the residence.

Impact GE-5: The proposed project would not create substantial risks to life or property due to its location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code. (Less-than-Significant)

The shrink-swell potential of expansive soil is the capacity for volume change in a soil with a loss or gain in moisture. If the shrink-swell potential is moderate to high, damage to buildings, roads, and other structures can occur. Chapter 18 of the Building Code reduces impacts associated with development on expansive soils by requiring that all development intended for human occupancy adhere to specific minimum standards for excavation of foundations and structural design standards for retaining walls.

Most of the construction for the proposed building additions would occur within or on bedrock, rather than soil. However, prior to obtaining a building permit for the project, DBI would require a site-specific geotechnical study be prepared to address soil factors, such as shrink-swell

¹⁵ Rollo & Ridley, Preliminary Geological & Geotechnical Report, 752 Carolina Street. February 24, 2012. This document is available for review as part of Case File 2011.1086E.

potential, that must be considered in structural design. Consequently, the potential for adverse impacts from the construction of the project on a site with expansive soils would be less-than-significant.

Impact GE-6: The proposed project would not change substantially the topography or any unique geologic or physical features of the site. (Less-than-Significant)

The proposed project includes the excavation of the existing rock outcrop on the site to facilitate the construction of a two-car garage and other building areas within the lower level of the existing residence. An approximately 3-foot section of the garage structure would project in front of the rockface. The overall topography of the site would not be altered from its current form as the building areas would be tunneled into the bedrock, rather than removing or altering substantial portions of its exterior form. The overall topography of the site and exterior appearance of the rock formation would not be changed. Therefore, the potential impacts resulting from the substantial change of the site topography or any unique or physical features of the site would be less-than-significant.

Based on the above information and analysis, along with the implementation of the three above noted mitigation measures, the potential for project-related adverse impacts related to geology and soils would be less-than-significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less-than-Significant with Mitigation Incorporated</i>	<i>Less-than-Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
Hazards and Hazardous Materials					
Would the project:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less-than- Significant with Mitigation Incorporated</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Eastern Neighborhoods FEIR Mitigation Measures

The FEIR found 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 businesses with development of these other land uses. Development may involve demolition or renovation of existing structures that may contain hazardous building materials 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.

While substantial renovations are planned as part of the project, the residence was extensively renovated in 1998 and most building components were replaced or upgraded. During that renovation, lighting fixtures, interior plumbing and associated insulation, and exterior wall and roofing materials were removed from the site. Given the previous removal of building components from the residence that are typically associated with hazardous materials in older buildings, the likelihood that any hazardous building materials are present in the existing residence at 752 Carolina Street is highly unlikely. Thus, Mitigation Measure L-1, Hazardous Building Materials, which regulates the proper disposal of hazardous building materials would not apply to the proposed project.

The project site is not included on the Department of Toxic Substances Control (DTSC) list compiled pursuant to Government Code Section 65962.5 of hazardous materials sites in San Francisco, and therefore Topic 1d is not applicable to the proposed project. The project site is not located within an airport land use plan area, nor is it in the vicinity of a private airstrip, thus Topics 1e and 1f are not applicable to the proposed project.

Impact HZ-1: The proposed project would not create a significant hazard through routine transport, use, disposal, handling, or emission of hazardous materials. (Less-than-Significant)

The project involves the expansion of an existing single-family residence which would result in an increase of relatively small quantities of common types of hazardous materials for routine purposes, such as cleaners and disinfectants. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures and all applicable regulatory requirements. Most of these materials are consumed through use, resulting in relatively little waste, and local ordinances regulate the proper manner of disposal of these hazardous household substances. Thus, the potential for adverse impacts related to the routine transport, use, disposal, handling, and emission of hazardous materials as a result of the construction of the proposed project would be less-than-significant.

Impact HZ-2: The proposed project would 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. (Less-than-Significant with Mitigation Incorporated)

The proposed project would require excavation into the serpentinite bedrock on the project site to construct the garage and elevator shaft, as well as portions of the building additions to the lower level of the residence. The serpentinite on the site has been tested and found to include veins of naturally occurring chrysotile asbestos, a fibrous mineral that can be hazardous to human health if it becomes airborne. In the absence of proper controls, the asbestos could become airborne during the excavation and off-hauling of the bedrock, posing a potential risk to both workers and the public unless appropriate measures are undertaken.

The California Air Resources Board ("CARB") adopted the asbestos Airborne Toxic Control Measure ("ATCM") to prevent airborne (fugitive) dust containing asbestos from migrating beyond the boundaries of construction sites during the excavation and handling of excavated materials, as well as protect workers. CARB adopted the Asbestos ATCM for Construction, Grading, Quarrying, and Surface Mining Operations which became effective in the Bay Area Air Quality Management District ("BAAQMD") in November 2002. The ATCM protects the public health by requiring the use of best available dust mitigation measures to prevent off-site migration of asbestos-containing dust in areas of ultramafic rock, serpentine, or asbestos.

The BAAQMD is responsible for implementing the asbestos ACTM regulation and specifically exempts construction and grading operations of one acre or less by homeowners on their own property. Thus, to minimize the potential health risk to on-site construction workers and the public, the City's Department of Public Health ("DPH") would assume responsibility for overseeing the removal of the serpentinite bedrock during the construction of the proposed project through the project's participation in the Voluntary Remedial Action Program ("VRAP"). The project sponsor would apply for and receive approval in the VRAP which would allow DPH to review, comment, and approve measures to ensure safety measures would be undertaken throughout the construction process to protect the public health.

The geotechnical report by Rollo & Ridley recommends that a Certified Industrial Hygienist (“CIH”) be engaged to prepare a comprehensive Health and Safety (“H&S”) plan.¹⁶ The H&S plan would provide field personnel with an understanding of the potential chemical and physical hazards, protection necessary for off-site receptors, procedures for entering the project site, H&S procedures, and emergency response to any hazards that may occur. All project personnel would be required to read and adhere to the H&S plan, and a copy would be kept on-site at all times. An H&S officer (HASO) would be required to be on site during excavation activities to monitor compliance with the H&S plan and would have the authority to direct and stop work, if necessary, to ensure compliance with the prescribed plan.

The specific measures included within the H&S plan would include fencing the site, watering exposed bedrock a minimum of twice a day, covering all stockpiles, spraying the bedrock during loading into dump trucks and covering the loads, cleaning truck wheels before entering public streets, sweeping any dust from public streets, and suspending activities if winds exceed 30 miles per hour. Assuming compliance with the following proposed mitigation measure requiring development and compliance with a H&S Plan, the potential for adverse impacts related to exposure to naturally occurring asbestos in soils and rock during construction would be less-than-significant.

Project Mitigation Measure M-HZ-1 –Voluntary Remedial Action Program. The project sponsor shall apply for and receive approval of a voluntary remedial action program (“VRAP”) with the Department of Public Health prior to issuance of any site permits. This VRAP shall include the following requirements, and any others deemed appropriate by DPH, in accordance with the project geotechnical report, Preliminary Geological & Geotechnical Report for 752 Carolina Street, dated February 24, 2012, prepared by Rollo & Ridley, outlining handling and disposal procedures for the bedrock with naturally-occurring asbestos. Both a Soil Management Plan and a Health and Safety Plan (“H&S”) shall be prepared by a Certified Industrial Hygienist addressing the necessary protection for construction workers and off-site receptors, procedures for entering the project site, H&S procedures, and emergency response to any hazards that may occur. All project personnel shall be required to read and adhere to the H&S plan, and a copy kept on-site at all times. An H&S officer shall be required to be on site during excavation activities to monitor compliance with the H&S plan and shall have the authority to direct and stop work, if necessary, to ensure compliance with the prescribed plan.

With implementation of this mitigation measure, project impacts related to the accidental release of hazardous materials during construction activities would be less-than-significant.

¹⁶ Rollo & Ridley, Preliminary Geological & Geotechnical Report, 752 Carolina Street, February 24, 2012. This document is available for review as part of Case File 2011.1086E.

Impact HZ-3: The proposed project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Less-than-Significant with Mitigation Incorporated)

The proposed project is within ¼ mile of the existing Potrero Hill Head Start School at 824 Carolina Street. The excavation portion of the project construction would involve the handling of naturally occurring asbestos (“NOA”), a hazardous material. However, given the implementation of *Mitigation Measure M-HZ-1 Voluntary Remedial Action Program*, which requires the development and implementation of a Health and Safety Plan to protect workers and the public from NOA, the proximity of the school would not be of particular concern, and no additional mitigation would be necessary. Thus, with implementation of this mitigation measure, the potential for adverse impacts related to the handling of hazardous materials in proximity to schools would be less-than-significant.

Impact HZ-4: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires. (Less-than-Significant)

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The proposed project’s compliance with these standards would be reviewed during the building permit review process and any potential fire hazards would be addressed prior to the issuance of a permit to commence work. Conformance with these standards would ensure appropriate life safety protections. An example is the code-required addition of a parapet wall along the southern building elevation next to a planned skylight to address regulations to prevent the spread of fire to adjoining properties. Consequently, compliance with these regulations would result in the project having a less-than-significant potential to result in adverse effects on the exposure of people and structure to the risk of fire or interfere with emergency access or response plans.

Impact C-HZ-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in impacts related to hazards and hazardous materials. (Less-than-Significant)

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. Any hazards present at surrounding sites would be subject to the same safety requirements discussed for the proposed project above, which would reduce any cumulative hazard effects to levels considered less-than-significant. Overall, with implementation of Project Mitigation Measures M-HZ-1 and M-HZ-2, described above, the project would not contribute to cumulatively considerable significant effects related to hazards and hazardous materials.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less-than- Significant with Mitigation Incorporation</i>	<i>Less-than- Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
2. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

The proposed project would involve the expansion of a single-family residence including the construction of a garage and additional building area by tunneling within serpentinite bedrock. As previously discussed, an initial analysis was conducted and found that, with the exception of geology and hazardous materials, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods Final EIR. Due to the peculiar impacts found concerning geology and hazardous materials, a Focused Initial Study was conducted for these topic areas only.

The foregoing analysis identifies potentially significant impacts to geology and hazardous materials, which would be mitigated to a less-than-significant level through implementation of Mitigation Measures M-GE-1, M-GE-2, M-GE-3, M-HZ-1, and M-N-1 described below.

G. MITIGATION MEASURES

Project Mitigation Measure M-GE-1 –Stabilize Rockface. Pursuant to the recommendations contained within the Preliminary Geological & Geotechnical Report for 752 Carolina Street, dated February 24, 2012, prepared by Rollo & Ridley, the following measures shall be implemented. A temporary catchment shall be installed and maintained at the base of the east-facing cut slope at the northeast corner of the project site to protect the public from any rockfall on the sidewalk and street from an existing rock fracture at that same location prior to the issuance of any permits for the project. During the design and construction phases of the project, all final site slopes (inclinations) shall be mapped, and if necessary, stabilized by scaling the rock face and installing rockbolts, drainage and a shotcrete cover, as needed, or

other acceptable method, to reduce the potential of a rockfall. The mapping and stabilization plan shall be completed prior to occupancy of the structure.

Project Mitigation Measure M-GE-2 Final Geotechnical Report and Design Plans. The project sponsor shall be responsible for preparation of a final geotechnical report with design recommendations for shoring and underpinning foundation and support. A structural or shoring engineer specializing in shoring of this type of mining and tunneling excavation shall assist in the preparation of the recommendations. The final report shall be submitted for the review and approval of the Department of Building Inspection prior to the issuance of a permit for the excavation work.

Project Mitigation Measure M-GE-3 Baseline Survey and Vibration Monitoring. The project sponsor shall be responsible for preparing a baseline survey of the area prior to the commencement of excavation work to document existing conditions. A report outlining the extent of the area to be monitored during excavation operations and the schedule and manner of periodic surveying and vibration monitoring shall be prepared by the project geologist and submitted for review and approval by the Department of Building Inspection prior to the commencement of excavation and tunneling operations. A final copy of the pre- and post-construction survey results shall be provided to the Department of Building Inspection and Planning Department prior to occupancy of the residence.

Project Mitigation Measure M-HZ-1 –Voluntary Remedial Action Program. The project sponsor shall apply for and receive approval of a voluntary remedial action program (“VRAP”) with the Department of Public Health prior to issuance of any site permits. This VRAP shall include the following requirements, and any others deemed appropriate by DPH, in accordance with the project geotechnical report, Preliminary Geological & Geotechnical Report for 752 Carolina Street, dated February 24, 2012, prepared by Rollo & Ridley, outlining handling and disposal procedures for the bedrock with naturally-occurring asbestos. Both a Soil Management Plan and a Health and Safety Plan (“H&S”) shall be prepared by a Certified Industrial Hygienist addressing the necessary protection for construction workers and off-site receptors, procedures for entering the project site, H&S procedures, and emergency response to any hazards that may occur. All project personnel shall be required to read and adhere to the H&S plan, and a copy kept on-site at all times. An H&S officer shall be required to be on site during excavation activities to monitor compliance with the H&S plan and shall have the authority to direct and stop work, if necessary, to ensure compliance with the prescribed plan.

Project Mitigation Measure M-N-1 (Mitigation Measure F-2: Construction Noise from Eastern Neighborhoods Plan FEIR). Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the Department of Building Inspection to

ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

H. PUBLIC NOTICE AND COMMENT

Please see Appendix A, Certificate of Determination, Exemption from Environmental Review, page 21.

I. DETERMINATION

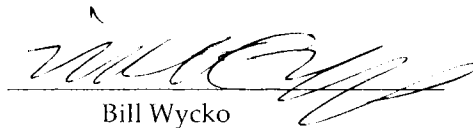
On the basis of this Initial Study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

DATE

September 4, 2012



Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning



SAN FRANCISCO PLANNING DEPARTMENT

APPENDIX A Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2011.1086E
Project Title: 752 Carolina Street
Zoning: Residential-House, Two-Family (RH-2) District
40-X Height and Bulk District
Block/Lot: 4096/110
Lot Size: 7,350 square feet
Project Sponsor: Alice Barkley, McKenna Long, (415)356-4635
Staff Contact: Heidi Kline – (415)575-9043,
Heidi.Kline@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The project site is located on the block bounded by 20th, De Haro, and Carolina streets, and Southern Heights Avenue. The site is located approximately midblock with frontage on Carolina Street, a north-south trending street. The lot has an east-west orientation and is 73 feet and 6 inches in width by 100 feet in length. The 7,350-square-foot (sf) lot is larger than others on the block as it was created through a three-lot merger in 1996. The lot frontage along Carolina Street has an approximate 25-foot high serpentine rock outcrop with a near vertical face.

The existing residence is located on the top of the rock outcrop. Due to the steep grade change between the street and the lot, a stairway from the sidewalk along Carolina Street provides the only access to the house. The finished floor elevation of the main floor, or second level, is 30 feet higher than the elevation of the sidewalk. Due to the sloped topography of the lot, the first level (hereafter, "lower level") is built into the slope with only the north and portions of the west elevations exposed while the upper two levels of the three-level residence are completely above grade. Level yard areas have been cut into the sloped site and are maintained with the use of several low retaining walls. The existing single-family residence was extensively renovated in 1998, created by merging two existing residences on the three former lots into a single structure. The minimum setbacks of the current home are approximately 3 inches from the southern side property line, 13 feet and 6 inches from the northern side property line, 12 feet from the rear (western) property line, and 21 feet and 10 inches from the front (eastern) property line. The overall height of the building would not change.

The project includes the addition of approximately 943 sf of building area and a 745 sf, two-car garage to the existing 4,803 sf residence. The two car garage would have a garage door and curb cut on Carolina Street. Upon completion of the improvements, the total building area would be 6,491 sf of which 745 sf would be garage space and 806 sf would be storage and building services (mechanical and heating and cooling equipment).

The additional building area would be added to the first and second levels of the residence with minor exterior changes, including the following: a 30-inch high parapet extension on a portion of the southern

building wall adjacent to a new skylight, the front entry staircase to Carolina Street would be replaced, and removal of a staircase to a deck on the second level of the northern elevation and minor changes to the facade in the location of its removal. The building area expansions would be completed by excavating the southwest corner to expand the lower level for additional storage and building services, enclosing the approximately 2-foot wide area between the existing west-facing wall of the lower level and the adjacent western retaining wall, extending by 2 feet and 6 inches to the north the enclosed area in the lower level, and expanding the building on the northern side by extending the second-level deck approximately 11 feet to the east and enclosing the space on the lower level below it. Also, an approximate 2-foot wide by 6-foot and 5-inch long single-story addition would be added along the southern elevation on the second level. Excavation of serpentine bedrock on the site along the project frontage and under the existing structure would be needed to construct the garage and a portion of the lower-level building area expansion.

The project requires neighborhood notification pursuant to San Francisco Planning Code (Planning Code) Section 311 to enclose the area below the north-facing deck and to expand the footprint of the lower level. The project also requires a variance from Planning Code Sections 134 and 188 to extend the existing non-complying structure into the required 25% (or 25-foot) rear yard setback. Specifically, the area that requires a variance begins at the northwest corner of the lower level and would encroach into the required rear yard by 2 foot 6 inches for a length of 20 foot-2 ½ inches, and by 4 feet and 8 inches for a length of 14 feet and 10 ½-inches. The project would require Department of Building Inspection ("DBI") approval of building permits. A Street Improvement permit from the Bureau of Streets and Mapping of the Department of Public Works ("BSM") would be required for the curb cut, driveway, and street trees. An encroachment permit would also be required from BSM to alter or warp the existing grade of the sidewalk for the driveway and for a portion of the new stairway that would be located within the sidewalk portion of the City right-of-way.

EXEMPT STATUS:

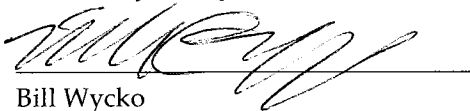
Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and California Public Resources Code Section 21083.3.

REMARKS:

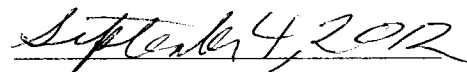
Please see next page.

DETERMINATION:

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



Bill Wycko
Environmental Review Officer


Date

CC: Alice Barkley, Project Sponsor
Supervisor Malia Cohen, District 10
Brittany Bendix, Current Planning

Rich Sucre, Preservation Planning
Virna Byrd, MDF

REMARKS:

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

This determination evaluates the potential project-specific environmental effects peculiar to the 752 Carolina Street project described above, and incorporates by reference information contained within the Eastern Neighborhoods Rezoning and Area Plans Final EIR ("Plan FEIR").¹ Project-specific studies and analysis summarized in this determination were prepared for the proposed project at 752 Carolina Street to determine if there would be 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, with the exception of geology and hazardous materials, would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Plan FEIR. With the exception of geology and hazardous materials, this determination does not identify new or additional information that would later the conclusions of the Plan FEIR. This determination also identifies mitigation measures contained in the Plan FEIR that would be applicable to the proposed project at 752 Carolina Street. Relevant information pertaining to prior environmental review conducted for the Plan FEIR is included below, as well as an evaluation of potential environmental effects.

Background

After several years of analysis, community outreach, and public review, the Eastern Neighborhoods Plan was adopted in December 2008. The Eastern Neighborhoods Plan was adopted in part to support office and housing development in some areas previously zoned to allow industrial uses, while preserving an adequate supply of space for existing and future production, distribution, and repair (PDR) employment and businesses.

During the Eastern Neighborhoods Plan adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map

¹ *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is available for public review at <http://sfplanning.org/index.aspx?page=1893>.

amendments. On August 7, 2008, the Planning Commission certified the Eastern Neighborhoods Rezoning and Area Plans FEIR by Motion 17659 and adopted the Preferred Project for final recommendation to the Board of Supervisors.²

In December 2008, after further public hearings, the Board of Supervisors approved and the Mayor signed the Eastern Neighborhoods rezoning and Planning Code amendments. The Eastern Neighborhoods project rezoned much of the city's industrially zoned land. Its goals were to reflect local values, increase housing, maintain some industrial land supply, and improve the quality of all existing areas with future development. New zoning districts included districts that would permit PDR uses in combination with commercial uses; districts mixing residential and commercial uses and residential and PDR uses; and new residential-only districts. The districts replaced existing industrial, commercial, residential single-use, and mixed-use districts. A major issue in the Eastern Neighborhoods rezoning 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 employment and businesses. Among other topics, the Plan FEIR assesses the significance of the cumulative land use effects of the rezoning by analyzing its effects on the City's ability to meet its future PDR space needs as well as its ability to meet its housing needs as expressed in the City's General Plan.

Despite the large number of zoning changes within the Plan Area, the zoning for many established residential neighborhoods did not change, including the large RH-2-zoned neighborhood on the north side of Potrero Hill in which the project site at 752 Carolina Street is located. This RH-2 area is generally bound by Vermont Street to the west, 18th Street to the north, Pennsylvania Avenue to the district on the east, and 22rd Street on the south.

The Plan FEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementation of the Eastern neighborhoods Rezoning and Area Plans. The proposed project at 752 Carolina Street is in conformance with the height, use and density for the site described in the Plan FEIR. With the exception of impacts related to geology and hazardous materials, which are discussed in the preliminary mitigated negative declaration to which this document is attached, the proposed project would not result in any other new or substantially more severe impacts than were identified in the Plan FEIR which was adopted as part of the Eastern Neighborhoods Rezoning and Area Plans on January 19, 2009.

Potential Environmental Effects

The Plan FEIR included analyses of environmental issues including: 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.

² San Francisco Planning Commission Motion 17659, August 7, 2008. <http://www.sfgov.org/site/>

The proposed 752 Carolina Street project is in conformance with the height, use and density for the site described in the Plan FEIR and would represent a small part of the growth forecast for the Eastern Neighborhoods. Thus, the project analyzed in the Plan FEIR considered the incremental physical impacts of the proposed 752 Carolina Street project. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Plan FEIR, except for project-specific, or peculiar, impacts to geologic resources and hazardous materials which are evaluated in the preliminary mitigated negative declaration to which this document is attached. Topics for which the Plan FEIR identified a significant program-level impact are addressed in this Certification of Determination while project impacts for all other topics, except geologic and hazardous materials, are discussed in the Community Plan Exemption Checklist³ The following discussion demonstrates that the project at 752 Carolina Street would not result in significant impacts beyond those analyzed in the Eastern Neighborhoods Final EIR, including project-specific impacts related to land use, archeological resources, historic architectural resources, transportation, noise, air quality, and greenhouse gases.

Land Use and Land Use Planning

The proposed project at 752 Carolina Street falls within the Showplace Square - Potrero Hill Area Plan of the San Francisco General Plan. One of the objectives of the Area Plan is to retain and improve housing affordable to all incomes. Although the residence is not a rent-controlled or affordable unit, the proposed project would provide structural and other improvements to an existing residence within the Plan Area.

The project site is zoned Residential-House, Two-Family ("RH-2") District. The RH zoning districts are intended to recognize, protect, conserve and enhance areas characterized by dwellings in the form of houses, usually with one, two or three units with separate entrances, and limited scale in terms of building width and height. These districts tend to have similarity of building styles and predominantly contain large units suitable for family occupancy, considerable open space, and limited nonresidential uses. There are five categories of R-H Districts, allowing for a range of densities. The site's RH-2 zoning designation allows one- and two-family homes, with the latter commonly consisting of two large flats, one occupied by the owner and the other available for rental. The residence at 752 Carolina Street is currently being used as a single-family home consistent with the allowable land use for the site's zoning classification.

The Citywide Planning and Current Planning Divisions of the Planning Department have additionally determined that the proposed project is generally consistent with the RH-2 zoning designation, though a rear yard variance would need to be granted for two expansions at the rear of the existing residence, and satisfies the requirements of the General Plan and the Planning Code. Further, the project would not alter the existing character of the vicinity nor physically divide an established community.

³San Francisco Planning Department, Community Plan Exemption Checklist, 752 Carolina Street, May 1, 2012. This document is on file and is available for review as part of Case File No. 2011.1086E at 1650 Mission Street, Suite 400, San Francisco, CA.

Cultural Resources

Archeological Resources

The Plan FEIR identified potential archeological impacts related to the future development potential resulting from the adoption of the Eastern Neighborhoods Plan and Rezoning project and identified three archeological mitigation measures that would reduce impacts on archeological resources to less than significant. Plan 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. Plan FEIR 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. Plan FEIR 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.

The project site contains an existing single-family home on a lot for which no archeological assessment report has been prepared and is not within the Mission Dolores Archeological District. Therefore, neither Mitigation Measures J-1 nor J-3 would be applicable. A preliminary archeological review has been completed by the City's staff archeologist who made a finding of no potential for effects on archeological resources based on a comprehensive review of the project and available archeological resources and documentation.⁴ Therefore, Mitigation Measure J-2 would not apply to the proposed project. The excavation for the project would involve bedrock and a minimal amount of non-native soil immediately under the existing structure, imported during building renovations in 1998, and no expected archeological resources are within the extent of the anticipated project excavation.

Historic Architectural Resources

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. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

According to the City's Historic Resource Specialist for the Southeast quadrant, the property at 752 Carolina Street is not an eligible historic resource for purposes of CEQA.⁵ Previously, the project site contained two smaller residences constructed more than 50 years ago; however, recent renovations combined them into a single residence, thus changing their historic character and historic integrity. Mitigation Measures K-2 and K-3, which amended Article 10 of the Planning Code to reduce potential adverse effects to contributory structures within the South End Historic District (East SoMa) and the Dogpatch Historic District (Central Waterfront), do not apply to the proposed project because it is not

⁴ Randall Dean, "752 Carolina Street (2011.1086E) - Preliminary Archeological Review." Message to Heidi Kline. 26 July 2012. Email. Available for review as part of Case File No. 2011.1086E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

⁵ Sucre, Rich, "Preservation Team Review for 752 Carolina Street. 21 August. 2012. Available for review as part of Case File No. 2011.1086E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

located within the South End or Dogpatch Historic Districts. Therefore, the project would not have a significant adverse impact on a historic resource.

Transportation and Circulation

The Plan FEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit ridership. Thus, the Plan FEIR identified 11 transportation mitigation measures, including implementation of traffic management strategies, transit corridor improvements, enhancement of transit funding, promotion of alternative means of travel, and parking management to discourage driving – all measures to be implemented by the Municipal Transportation Agency or other City agencies. Even with mitigation, however, it was anticipated that the significant adverse effects at certain local intersections and the cumulative impacts on certain transit lines and intersections could not be fully mitigated. Thus these impacts were found to be significant and unavoidable, and a Statement of Overriding Considerations with findings was adopted as part of the Eastern Neighborhoods approval on January 19, 2009.

The proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, significance criterion 5c would not apply to the proposed project.

Trip Generation

Trip generation of the proposed project was calculated using information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (“SF Guidelines”) developed by the San Francisco Planning Department⁶. The site is located in the City’s Superdistrict 3 traffic analysis area. The SF Guidelines estimate trip generation from residential uses based on the number of units on the site and the bedroom count within those units, with categories for studio/ one-bedroom units and another for two-bedroom or more units. The existing residence has four bedrooms so it would fall into the latter category of two or more bedrooms and no additional units, such as an in-law unit, are planned. Thus, the existing residence generates 10 daily person-trips with 2 of those trips occurring in the PM peak hour. Thus, the proposed project would not increase the number of daily person-trips from the project site based on the SF Guidelines.

Traffic

The proposed project would not contribute to the identified projected, or future, traffic impacts resulting from implementation of the Area Plan as no increase in vehicle trips would be generated by the project nor would any alterations be made to the area wide circulation as a result of the project. While a new driveway would be added to Carolina Street as part of the project improvements, traffic volumes on the street are low and a new driveway onto the local collector street would not result in a significant impact to traffic circulation. Thus, the proposed project would not result in a project-specific traffic impact, and therefore, no further project-specific or cumulative analysis is required.

Transit

⁶ Heidi Kline, San Francisco Planning Department, Transportation Calculations, April 17, 2012. These calculations are available for review as part of Case File No. 2011.1086E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

The project site is served by Muni Routes 10 Townsend, 19 Polk, and 22 Fillmore. The Plan FEIR identified significant and unavoidable cumulative impacts related to increases in transit ridership due to the change from 2025 No-Project operating conditions for Muni Routes 9 San Bruno, 10 Townsend, 12 Folsom, 14 Mission, 14L Mission-Limited, 22 Fillmore, 27 Bryant, 47 Van Ness, 49 Van Ness/ Mission and 67 Bernal Heights under all Eastern Neighborhoods rezoning options. Mitigation measures were adopted 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 Eastern Neighborhoods. Even with mitigation, however, cumulative impacts on the above routes were found to be significant and unavoidable and a Statement of Overriding Considerations with findings was adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

The proposed project would not conflict with the implementation of these mitigation measures, and the significant and unavoidable cumulative transit conditions would occur with or without the proposed project. Driveways associated with development were contemplated in the Plan FEIR for non-transit preferential streets. Carolina Street is a non-transit preferential street; therefore a new driveway would not conflict with transit service. As indicated above, the proposed project would not generate any additional transit trips as the project would not add any dwelling units nor change the trip generation assumptions for the existing use. As the proposed project would not contribute additional PM peak hour transit trips to those anticipated to be added by new projects resulting from the adoption of the Eastern Neighborhood Plan and Rezoning project, it would not contribute to the significant impact to 2025 Cumulative conditions identified in the Plan FEIR. Thus, the proposed project would not result in a project-specific transit impact which would necessitate further project-specific analysis.

Bicycles and Pedestrians

There are adequate sidewalk and crosswalk widths along the project site and in the immediate area. The closest bike route is on 17th Street, five blocks northwest of the project site. The proposed garage entrance and associated curb cut on Carolina Street would have minimal impact on pedestrian and bicycle traffic as pedestrian and bicycle volumes are low given the steep grade of the street. Additionally, any sidewalk and curb cut improvements would be inspected by DPW Street Inspectors for compliance with the Public Works Code. Thus, the project would have no project-specific peculiar impacts on bicycle and vehicular circulation.

Parking

There are currently no off-street parking spaces on the project site. The proposed project includes the addition of two garage parking spaces for the residence. Based on the methodology presented in the 2002 *Transportation Guidelines*, the total parking demand for the residence is two parking spaces.

The project site's RH-2 zoning designation requires a minimum of one off-street parking space be provided for a single-family dwelling, though the Code includes a provision that waives this requirement should the topography of the site be such that the lot is entirely inaccessible by automobile because of topographic conditions which would apply to the existing residence and project site. A minimum of one on-street parking space would be removed as a result of constructing the new driveway and curb cut. San Francisco does not consider parking supply as part of the permanent physical environment and therefore,

does not consider changes in parking conditions to be environmental impacts as defined by CEQA. This information is provided to inform the public and the decision makers as to the parking conditions that could occur as a result of implementing the proposed project.

In conclusion, no peculiar transportation impacts are anticipated to occur as a result of the proposed project, and the transportation mitigation measures identified in the Plan FEIR are not applicable to the proposed project.

Noise

The Plan 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 Plan FEIR noted that the project would incrementally increase traffic-generated noise on some streets in the project area, and result in construction noise impacts from pile driving and other construction activities. With implementation of the following six noise mitigation measures, noise impacts from the Plan Area project were found to be less than significant.

Mitigation Measure F-1 of the Plan FEIR involves noise controls on the use of pile driving equipment. No pile driving would be used for the project at 752 Carolina Street. The new foundations would be constructed using shallow spread footings or a mat bearing on undisturbed bedrock. To support areas of the existing residence adjacent to the excavation of bedrock, the existing foundations are recommended to be replaced or deepened. The replacement and deepening of these foundations would be completed by constructing underpinning piers constructed by hand-digging shafts, shored with timber lagging, at least two feet below the planned excavation level. As no pile driving is planned, this mitigation measure is not applicable.

Mitigation Measure F-2 requires that where noise-intensive planned construction practices are proximate to sensitive land uses, the Planning Director shall require the project sponsor to develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to the beginning of construction, a plan specifying these measures shall be submitted to DBI that provides the maximum feasible noise attenuation. The attenuation measures shall include as many of the following control strategies as feasible: erection of temporary plywood noise barriers around the construction site, utilization of noise control blankets on a building, evaluation of the feasibility of noise control measures for the receivers by temporarily improving the noise reduction capabilities of adjacent residential buildings, monitoring the effectiveness of noise attenuation measures with noise measurements, and posting signs at the site with permitted construction times and a contact to notify in the event of problems.

The proposed project at 752 Carolina Street would involve the use of jack hammers or hoe rams for the tunneling and other excavation operations needed to build the garage and elevator shaft in the bedrock. Given the project site is surrounded by sensitive receptors and the necessity for impact tools for the bedrock excavation, this mitigation measure would apply to the project.

Project Mitigation Measure M-N-1 (Mitigation Measure F-2: Construction Noise from Eastern Neighborhoods Plan FEIR)

Where environmental review of a development project undertaken subsequent to the adoption of the proposed zoning controls determines that construction noise controls are necessary due to the nature of planned construction practices and the sensitivity of proximate uses, the Planning Director shall require that the sponsors of the subsequent development project develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to DBI to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around a construction site, particularly where a site adjoins noise-sensitive uses;
- Utilize noise control blankets on a building structure as the building is erected to reduce noise emission from the site;
- Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings housing sensitive uses;
- Monitor the effectiveness of noise attenuation measures by taking noise measurements; and
- Post signs on-site pertaining to permitted construction days and hours and complaint procedures and who to notify in the event of a problem, with telephone numbers listed.

The Plan FEIR found that with the implementation of the mitigation measures for future development projects within the Plan Area, that the impact from construction noise would be reduced to less than significant.

Mitigation Measures F-3 and F-4 involve noise-reduction requirements for new development projects that include noise-sensitive uses along streets with elevated noise levels over 60 Ldn and in areas with noise-generating uses. The project is not located along a street with elevated traffic volumes and associated noise levels. DPH's San Francisco noise model shows the existing residence is within an area where noise levels are less than 50 Ldn. Therefore, compliance with Title 24 regulations requiring an interior noise level of 45 Ldn or less would be feasible and the project would need to demonstrate compliance with this existing regulation during the building permit approval process. Thus, Mitigation Measures F-3 and F-4 are not applicable to the project at 752 Carolina Street.

Mitigation Measure F-5 requires noise-generation analyses to reduce potential conflicts between new noise-generating uses and existing sensitive receptors. The project involves an expansion to an existing residence and would not add any new noise-generating uses to the project site; thus, this mitigation measure does not apply to the proposed project.

Mitigation Measure F-6 pertains to projects introducing new noise-sensitive uses and providing open space to serve those new uses, requiring that the open space be shielded, if necessary, to reduce the ambient noise levels. As the project does not introduce any new noise-sensitive uses, Mitigation Measure F-6 does not apply to the proposed project.

Air Quality

The Plan FEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust; roadway-related air quality impacts on sensitive land uses; and the siting of uses that emit diesel particulate matter (“DPM”) and toxic air contaminants (“TACs”) as part of everyday operations. As discussed in the Hazardous Materials topic, the project would involve the excavation of serpentinite bedrock containing naturally-occurring asbestos (“NOA”). Tunneling construction techniques would be used to construct the garage and elevator shaft, along with some foundation work for the expansion of the lower building level. If undisturbed, NOA is not hazardous, however, when asbestos-containing material is disturbed, asbestos fibers can become airborne and create an inhalation hazard. *Mitigation Measure M-HZ-1 Voluntary remedial Action Program* would require the project sponsor to apply for and receive approval of a voluntary remedial action program (“VRAP”) with the Department of Public Health. The VRAP would include, at a minimum, the following requirements, and any others deemed appropriate by DPH, in accordance with the project geotechnical report, Preliminary Geological & Geotechnical Report for 752 Carolina Street, dated February 24, 2012, prepared by Rollo & Ridley, outlining handling and disposal procedures for the bedrock with naturally-occurring asbestos. Both a Soil Management Plan and a Health and Safety Plan (“H&S”) must be prepared by a Certified Industrial Hygienist (“CIH”) addressing the necessary protection for construction workers and off-site receptors, procedures for entering the project site, H&S procedures, and emergency response to any hazards that may occur. Implementation of this mitigation measure would minimize the potential for adverse impacts to less than significant on both construction workers and the public from airborne asbestos as a result of project-related construction activities. With implementation of this mitigation measure, the potential adverse impacts resulting from construction activities on a site with known NOA would be reduced to less than significant.

Four mitigation measures were identified that would reduce air quality impacts to less than significant. Mitigation Measure G-1 imposes construction dust control measures. The San Francisco Board of Supervisors subsequently approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the 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 DBI. These regulations and procedures ensure that potential dust-related air quality impacts would be reduced to less-than-significant levels. Since the project at 752 Carolina Street would be required to comply with the Construction Dust Control Ordinance, the project would not result in a significant impact related to construction air quality, and Mitigation Measure G-1 would not apply to the proposed project.

Mitigation Measure G-2 requires new residential development near high-volume roadways to include an analysis of particulate matter, and, if warranted, incorporate upgraded ventilation systems to minimize exposure of future residents to particulate matter. In response to this concern, Article 38 of the San Francisco Health Code was amended to require that all newly constructed buildings containing ten or more residential units near high-volume roadways (within the ‘Potential Roadway Exposure Zone’) perform an air quality assessment. The project site is not located within the Potential Roadway Exposure Zone and no new residential units would be added; thus this mitigation measure is not applicable to this project.

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 an addition to an existing residence and would not include the addition of any uses generating substantial DPM or be served by at least 100 trucks per day or 40 refrigerator trucks per day. Thus, Mitigation Measure G-3 is not applicable to the proposed project.

Measure G-4 involves the siting of commercial, industrial, or other uses that emit TACs. The proposed project is an expansion to a single-family residence and would not be expected to generate any TACs as a result of the project. Thus, Mitigation Measure G-4 is not applicable to the proposed project.

With the implementation of Mitigation Measure M-HZ-1 establishing protocols for construction on a site with NOA, the proposed project would not result in any construction-related air quality impacts.

Greenhouse Gas Emissions

Greenhouse Gases.

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).⁴

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.⁷

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCO₂E), or about 535 million U.S. tons.⁸ The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation

⁷ 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.

⁸ California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan." http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

(both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.⁹ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO₂E emitted in 2007.¹⁰ Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.¹¹

Senate Bill 97 (SB 97) requires the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. The Natural Resources Agency adopted OPR's CEQA guidelines on December 30, 2009, amending various sections of the guidelines to provide guidance for analyzing GHG emissions. Specifically, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. OPR's amendments to the CEQA Guidelines have been incorporated into this analysis accordingly.

Project Greenhouse Gas Emissions

The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.¹² State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes and are therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during their construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would not increase the activity on the project site by converting office use to retail use, but rather, would result in a decreased demand in transportation and other activity due to the trip generation rates of retail use compared with office use. Thus, the proposed project is not anticipated to contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and building operations associated with energy use, water use and wastewater treatment, and solid waste disposal.

San Francisco has been actively pursuing cleaner energy, alternative transportation, and solid waste policies, many of which have been codified into the regulations listed above. In an independent review of

⁹ California Air Resources Board, "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan." http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

¹⁰ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed March 2, 2010.

¹¹ Ibid.

¹² Governor's Office of Planning and Research. Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review. June 19, 2008. Available at <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

San Francisco's community-wide emissions it was reported that San Francisco has achieved a 5 percent reduction in community-wide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.¹³

As infill development, the proposed project would be constructed in an urban area with good transit access, reducing regional vehicle trips and vehicle miles traveled. Given that San Francisco has implemented binding and enforceable programs to reduce GHG emissions applicable to the proposed project and that San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels, the proposed project's GHG emissions would result in a less than significant impact.

Consistency with Applicable Plans

Both the State and the City of San Francisco have adopted programs for reducing greenhouse gas emissions, as discussed below.

Assembly Bill 32. In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500 et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires the ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, the ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.¹⁴ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMTCO₂E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see table below). The ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.¹⁵ Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

¹³City and County of San Francisco: Community GHG Inventory Review. August 1, 2008. IFC International, 394 Pacific Avenue, 2nd Floor, San Francisco, CA 94111. Prepared for City and County of San Francisco, Department of the Environment.

¹⁴ ARB, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

¹⁵California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

GHG Reductions from the AB 32 Scoping Plan	
Reduction Measures	GHG Reductions (MMT CO ₂ E)
Reduction Measures By Sector	
Transportation	62.3
Electricity and natural gas	49.7
Industry	1.4
Landfill methane control measure (discrete early action)	1
Forestry	5
High global warming potential GHGs	20.2
Additional reductions needed to achieve the GHG cap	34.4
Total	174
Other Recommended Measures	
Government operations	1-2
Agriculture - methane capture at large dairies	1
Methane capture at large dairies	1
Additional GHG Reduction Measures	
Water reduction measures	4.8
Green buildings measures	26
High recycling/zero waste measures: commercial recycling, composting, anaerobic digestion, extended producer responsibility, and environmentally preferable purchasing	9
Total	42.8-43.8

Source: ARB, California's Climate Plan: Fact Sheet, "Balanced and Comprehensive Mix of Measures."

AB 32 also anticipates that local government actions will result in reduced GHG emissions. The ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves, and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions. This is because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by the ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years, and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

City and County of San Francisco GHG Reduction Strategy. In addition to the State's GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local

level. The vision of the strategy is expressed in the City's Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (General Plan, Sustainability Plan, etc.), policies (*Transit First* Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies, and regulations highlight some of the main components of San Francisco's GHG reduction strategy.

Overall GHG Reduction Sector

San Francisco Sustainability Plan. In July 1997 the Board of Supervisors approved the Sustainability Plan for the City of San Francisco establishing sustainable development as a fundamental goal of municipal public policy.

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a GHG emissions reduction goal of 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions.¹⁶ The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them: Determine 1990 City GHG emissions by 2008, the baseline level with reference to which target reductions are set;

Reduce GHG emissions by 25 percent below 1990 levels by 2017;

Reduce GHG emissions by 45 percent below 1990 levels by 2025; and

Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The ordinance also specifies requirements for City departments to prepare departmental Climate Action Plans that assess, and report to the Department of the Environment, GHG emissions associated with their department's activities and activities regulated by them, and prepare recommendations to reduce emissions. As part of this, the San Francisco Planning Department is required to: (1) update and amend the City's applicable General Plan elements to include the emissions reduction limits set forth in this ordinance and policies to achieve those targets; (2) consider a project's impact on the City's GHG reduction limits specified in this ordinance as part of its review under CEQA; and (3) work with other City departments to enhance the "transit first" policy to encourage a shift to sustainable modes of transportation thereby reducing emissions and helping to achieve the targets set forth by this ordinance.

Transportation Sector

Transit First Policy. In 1973 San Francisco instituted the Transit First Policy (Article 8A, Section 8A.115. of the City Charter) with the goal of reducing the City's reliance on freeways and meeting transportation needs by emphasizing mass transportation. The Transit First Policy gives priority to public transit investments; adopts street capacity and parking policies to discourage increased automobile traffic; and encourages the use of transit, bicycling and walking rather than use of single-occupant vehicles.

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan

¹⁶San Francisco Department of the Environment and San Francisco Public Utilities Commission, Climate Action Plan for San Francisco, Local Actions to Reduce Greenhouse Emissions, September 2004.

focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 45 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

San Francisco Municipal Transportation Agency's Climate Action Plan. In November 2007 voters passed Proposition A, requiring the SFMTA to develop a plan to reach a 20 percent GHG reduction below 1990 levels by 2012 for the City's entire transportation sector, not merely in the SFMTA's internal operations. SFMTA has prepared a Draft Climate Action Plan outlining measures needed to achieve these targets.

Commuter Benefit Ordinance. The Commuter Benefit Ordinance (Environment Code, Section 421), effective January 19, 2009, requires all employers in San Francisco that have 20 or more employees to offer one of the following benefits: (1) A Pre-tax Transit Benefit, (2) Employer Paid Transit Benefits, or (3) Employer Provided Transit.

The City's Planning Code reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve San Francisco's streetscape, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

The Electricity Resource Plan (Revised December 2002). San Francisco adopted the Electricity Resource Plan to help address growing environmental health concerns in San Francisco's southeast community, home of two power plants. The plan presents a framework for assuring a reliable, affordable, and renewable source of energy for the future of San Francisco.

Go Solar SF. On July 1, 2008, the San Francisco Public Utilities Commission (SFPUC) launched their "GoSolarSF" program to San Francisco's businesses and residents, offering incentives in the form of a rebate program that could pay for approximately half the cost of installation of a solar power system, and more to those qualifying as low-income residents. The San Francisco Planning Department and Department of Building Inspection have also developed a streamlining process for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

Green Building

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and stormwater by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by \$200 million, reducing automobile trips by 545,000, and increasing green power generation by 37,000 megawatt hours.¹⁷

¹⁷These findings are contained within the final Green Building Ordinance, signed by the Mayor August 4, 2008.

Waste Reduction

Zero Waste. In 2004, the City of San Francisco committed to a goal of diverting 75 percent of its' waste from landfills by 2010, with the ultimate goal of zero waste by 2020. San Francisco currently recovers 72 percent of discarded material.

Construction and Demolition Debris Recovery Ordinance. In 2006 the City of San Francisco adopted Ordinance No. 27-06, requiring all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. This ordinance applies to all construction, demolition, and remodeling projects within the City.

Universal Recycling and Composting Ordinance. Signed into law on June 23, 2009, this ordinance requires all residential and commercial building owners to sign up for recycling and composting services. Any property owner or manager who fails to maintain and pay for adequate trash, recycling, and composting service is subject to liens, fines, and other fees.

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments, and City contractors. Ordinance 81-07, the Plastic Bag Reduction Ordinance, requires many stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

AB 32 contains a comprehensive approach for developing regulations to reduce statewide GHG emissions. The ARB acknowledges that decisions on how land is used will have large effects on the GHG emissions that will result from the transportation, housing, industry, forestry, water, agriculture, electricity, and natural gas sectors. Many of the measures in the Scoping Plan—such as implementation of increased fuel efficiency for vehicles (the “Pavley” standards), increased efficiency in utility operations, and development of more renewable energy sources—require statewide action by government, industry, or both.

Some of the Scoping Plan measures are at least partially applicable to development projects, such as increasing energy efficiency in new construction, installation of solar panels on individual building roofs, and a “green building” strategy. As evidenced above, the City has already implemented several of these measures that require local government action, such as the Green Building Ordinance, a zero waste strategy, the Construction and Demolition Debris Recovery Ordinance, and a solar energy generation subsidy program, to realize meaningful reductions in GHG emissions. These programs (and others not listed) collectively comprise San Francisco’s GHG reduction strategy and continue San Francisco’s efforts to reduce the City’s greenhouse gas emissions to 20 percent below 1990 levels by the year 2012, a goal outlined in the City’s 2004 Climate Action Plan. The City’s GHG reduction strategy also furthers the State’s efforts to reduce statewide GHG emissions as mandated by AB 32.

The proposed project would be required to comply with GHG reduction regulations as discussed above, as well as applicable AB 32 Scoping Plan measures that are ultimately adopted and become effective during implementation of proposed project. Given that the City has adopted numerous GHG reduction strategies recommended in the AB 32 Scoping Plan; that the City’s GHG reduction strategy includes binding, enforceable measures to be applied to development projects, such as the proposed project; and that the City’s GHG reduction strategy has produced measurable reductions in GHG emissions, the proposed project would not conflict with either the state or local GHG reduction strategies. In addition, the proposed project would not conflict with any plans, policies, or regulations adopted for the purpose

of reducing GHG emissions. Therefore, the proposed project would have a less-than-significant impact with respect to GHG emissions.

In summary, the project proposes to add additional building area to an existing residence. The proposed project would contribute to the cumulative effects of climate change by emitting greenhouse gases (GHGs) during the construction and operational phases. Construction is anticipated to be completed within 12 months. Project operations would generate both direct and indirect GHG emissions. Direct operational emissions include GHG emissions from increases in 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 project site is located within the Showplace Square – Potrero Hill Area Plan analyzed under the Eastern Neighborhoods Rezoning EIR. The Plan FEIR assessed the GHG emissions that could result from rezoning under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of carbon dioxide equivalents (CO₂E)¹⁸ per service population¹⁹, respectively.²⁰ The Plan FEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Area Plans would be less than significant. The Plan FEIR adequately addressed greenhouse gas emissions and the resulting emissions were determined to be less than significant. Therefore, the project would not result in any significant impacts related to GHG emissions.

Shadow

Under the Eastern Neighborhoods Area Plan, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code.²¹ The potential for new shadow impacts and the feasibility of mitigation for potential new shadow impacts of unknown development proposals could not be determined in the FEIR; thus, the FEIR determined shadow impacts to be significant and unavoidable, and no mitigation measures were identified.

The proposed project would not alter the height of the existing building which is less than 40 feet tall, but would add a new garage and elevator in an area excavated under the residence and would add additional area on the north and west sides of the existing building on the lower level (below grade) and expand the northern deck on the second level. Given the only above grade expansions would occur on the north side of the structure, the additions would have minimal impact on the shadow fan of the existing building which does not impact any public parks or open space. Thus, shadow impacts would be less than significant.

¹⁸Greenhouse gas emissions are typically measured in CO₂E, or carbon dioxide equivalents. This common metric allows for the inclusion of the global warming potential of other greenhouse gases. Land use project's, such as this, may also include emissions from methane (CH₄) and nitrous oxide (N₂O), therefore greenhouse gas emissions are typically reported at CO₂E.

¹⁹SP= Service Population. Service population is the equivalent of total number of residents + employees.

²⁰Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods. April 20, 2010. Memorandum from Jessica Range, MEA to MEA staff. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods Rezoning EIR and provides an analysis of the emissions using a service population metric.

²¹ Section 295 of the Planning Code provides that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of or designated to be acquired by the Recreation and Parks Department can only be approved by the Planning Commission.

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on May 8, 2012 to owners of properties within 300 feet of the project site and adjacent occupants, as well as the San Francisco Planning Department's notification list for the Potrero Hill neighborhood. Comments were received from an owner of a property behind the project site on De Haro Street expressing any concern with any additional building additions within the rear yard setback. Another resident on Carolina Street to the south of the project site requested additional information concerning any planned variance for building additions in the rear yard, as well as expressed concern regarding exposed seprentinite bedrock on another adjacent lot.

Conclusion

With the exception of hazardous materials and geology and soils, the Eastern Neighborhoods FEIR incorporated and adequately addressed all potential impacts of the proposed project at 752 Carolina Street. As described above, and except for hazardous materials and geology and soils, the proposed 752 Carolina Street project would not have any additional or peculiar significant adverse effects not examined in the Eastern Neighborhoods FEIR, nor has any new or additional information come to light that would alter the conclusions of the Plan 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. Due to the peculiar impact found concerning hazardous materials and geology and soil, a Focused Mitigated Negative Declaration has been prepared for only these two topic areas.²²

²² Preliminary Mitigated Negative Declaration, 752 Carolina Street, September 5, 2012. This document is on file and available for review as part of Case File No. 2010.0128E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

Appendix B

Community Plan Exemption Checklist

<i>Case No.:</i>	2011.1086E
<i>Project Title:</i>	752 Carolina Street
<i>Zoning:</i>	Residential-House, Two-Family (RH-2) District 40-X Height and Bulk District
<i>Block/Lot:</i>	4096/110
<i>Lot Size:</i>	7,350 square feet
<i>Plan Area:</i>	Showplace Square – Potrero Hill Subarea of the Eastern Neighborhood Rezoning and Area Plan

A. PROJECT DESCRIPTION

The project site is located on the block bounded by 20th, De Haro, and Carolina streets, and Southern Heights Avenue. The site is located approximately midblock with frontage on Carolina Street, a north-south trending street. The lot has an east-west orientation and is 73 feet and 6 inches in width by 100 feet in length. The 7,350-square-foot (sf) lot is larger than others on the block as it was created through a three-lot merger in 1996. The lot frontage along Carolina Street has an approximate 25-foot high serpentine rock outcrop with a near vertical face.

The existing residence is located on the top of the rock outcrop. Due to the steep grade change between the street and residence, a stairway from the sidewalk along Carolina Street provides the only access. The finished floor elevation of the main floor (second level) is 30 feet higher than the elevation of the sidewalk. Due to the sloped topography of the lot, the first level (hereafter, “lower level”) is built into the slope with only the north and portions of the west elevations exposed while the upper two levels of the three-level residence are completely above grade. Level yard areas have been cut into the sloped site and are maintained with the use of several low retaining walls. The existing single-family residence was extensively renovated in 1998, created by merging two existing residences on the three former lots into a single structure. The minimum setbacks of the current home are approximately 3 inches from the southern side property line, 13 feet and 6 inches from the northern side property line, 12 feet from the rear (western) property line, and 21 feet and 10 inches from the front (eastern) property line. The overall height of the building would not change.

Proposed Project

The project includes the addition of approximately 943 sf of building area and a 745 sf, two-car garage to the existing 4,803 sf residence. The two car garage would have a garage door and curb cut on Carolina Street. Upon completion of the improvements, the total building area would be 6,491 sf of which 745 sf would be garage space and 806 sf would be storage and building services (mechanical and heating and cooling equipment).

The additional building area would be added to the first and second levels of the residence with minor exterior changes, including the following: a 30-inch high parapet extension on a portion of the southern building wall adjacent to a new skylight, the front entry staircase to Carolina Street would be replaced, and removal of a staircase to a deck on the second level of the northern elevation and minor changes to the facade in the location of its removal. The building area expansions would be completed by excavating the southwest corner to expand the lower level for additional storage and building services, enclosing the approximately 2-foot wide area between the existing west-facing wall of the lower level and the adjacent western retaining wall, extending the enclosed area in the northwest corner of the lower level by 2 feet and 6 inches to the north, and expanding the building on the northern side by extending the second-level deck approximately 11 feet to the east and enclosing the space on the lower level below it. Also, an approximate 2-foot wide by 6-foot and 5-inch long single-story addition would be added along the southern elevation on the second level. Excavation of serpentine bedrock on the site along the project frontage and under the existing structure would be needed to construct the garage and a portion of the lower-level building area expansion.

The project requires neighborhood notification pursuant to San Francisco Planning Code (Planning Code) Section 311 to enclose the area below the north-facing deck and to expand the footprint of the lower level. The project also requires a variance from Planning Code Sections 134 and 188 to extend the existing non-complying structure into the required 25% (or 25-foot) rear yard setback. Specifically, the area that requires a variance begins at the northwest corner of the lower level and would encroach into the required rear yard by 2 foot 6 inches for a length of 20 foot-2 ½ inches, and by 4 feet and 8 inches for a length of 14 feet and 10 ½-inches. The project would require Department of Building Inspection ("DBI") approval of building permits. A Street Improvement permit from the Bureau of Streets and Mapping of the Department of Public Works ("BSM") would be required for the curb cut, driveway, and street trees. An encroachment permit would also be required from BSM to alter or warp the existing grade of the sidewalk for the driveway and for a portion of the new stairway that would be located within the sidewalk portion of the City right-of-way.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

The following checklist identifies the potential environmental impacts of the proposed project and indicates whether any such impacts are addressed in the Eastern Neighborhoods Rezoning and Area Plan EIR ("Plan EIR").²³

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable Programmatic EIR ("FEIR") for the plan area (i.e., the Eastern Neighborhoods Rezoning and Area Plans Final EIR). Items checked "Sig. Impact Identified in FEIR" identify topics for which a significant impact is identified in the FEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked "Project Contributes to Sig. Impact Identified in FEIR."

²³Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is available for public review at <http://sfplanning.org/index.aspx?page=1893>.

Items checked "Project Has Sig. Peculiar Impact" 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 FEIR. Any impacts not identified in the FEIR will be addressed in a separate Focused Initial Study or EIR. All items for which the FEIR identified as not an impact or would have a less-than-significant impacts are checked "LTS/ No Impact" and are discussed.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 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 checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination (Appendix A) for the discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 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 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 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 checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Plan FEIR determined that implementation of the design policies of the Area Plan 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 Plan FEIR.

No Peculiar Impacts

The proposed project involves constructing additional building area primarily within the lower level of an existing residence built on a sloped lot, and constructing a two-car garage in a portion of exposed serpentine bedrock. The lot frontage along Carolina Street has a vertical rockface 25 feet in height above the adjacent sidewalk, similar to other areas within the Potrero Hill/ Showplace Square Plan Area, such as a number of lot on Utah and Mariposa streets, as well as the adjoining lots on Carolina Street. The garage would be built by tunneling into the rock face and adding a garage door. The top of the garage structure would extend out from the face of the rock approximately 3 feet towards the street. The design of the garage door would use colors and materials sensitive to the earthtone colors of the surrounding rock face. The new building area would be constructed primarily on the lower level requiring excavation of the area under the existing residence. Additional area on the second level would be added on the south end of the residence and would be screened from view from adjacent residences by the existing southern property line fence. All new exterior building walls would be finished using the same materials as those used on the existing residence.

The project residence is visible from off-site, predominantly from areas to the north. The residence is in an area of urban uses and as such, the design variety of the neighborhood is what makes for a rich urban viewscape, or tapestry. The addition of the garage door along Carolina Street would not be visible from off-site given its east-facing orientation. The areas to be added in the lower level would be excavated from the sloped areas under the existing structure and would therefore, not be visible from off-site. The additional area to be added on the lower level by enclosing the area under and existing deck, as well as the area to be added on the second level on the southern elevation would be finished with exterior building materials similar to those on the existing façade. Some private views from adjoining properties may be impacted as a result of the second deck expansion. In a developed urban area such as the project neighborhood, the impact of some existing private views is not generally considered a significant adverse effect on the environment, as limited views are commonplace and normally an accepted part of the urban fabric. Therefore, the project would not have a significant adverse impact on any scenic vistas.

The view of the project site from the street is at present comprised solely of the rock outcrop. The garage would be constructed by tunneling into the rock face so as to allow the majority of the serpentine bedrock to remain. While the adjoining properties do not have garages built into the exposed bedrock, several do have stairways between the sidewalk and the rock face to enter homes on those lots built at an elevation higher than the adjoining street. The vacant lot immediately to the north of the site has had most of the bedrock removed as part of a former, and now abandoned, development project. Any landscaping removed from the exposed bedrock on the project site as part of the garage construction would be replaced. The exposed serpentine bedrock on this lot, nor other adjacent lots, has not been identified as a scenic resource in the Plan Area. Additionally, the proposed project would not remove all of the exposed

serpentine bedrock along the project site. Therefore, the project would not substantially damage any scenic resources.

The proposed design would be required to comply with the City's Residential Design Guidelines that apply to all new residential projects in the RH zoning districts. Compliance with these guidelines serves to ensure that new development maintains the visual interest but does not disrupt the character of the neighborhood. These guidelines address basic principles of urban design that will result in development that maintains neighborhood cohesiveness, preserves historic design, and enhances the unique character and design that enhances the character and unique setting of San Francisco and its residential neighborhoods. The proposed garage and addition have been designed to adhere to these guidelines including respecting the topography of the site. Similar to other residences within the Potrero Hill neighborhood with steep grade changes, the garage is built at street level with the main residence constructed at a higher elevation. The design and materials of the garage would comply with the guidelines which would ensure that it blends into the existing streetscape. Therefore, given the project would comply with the City's adopted Residential Design Guidelines which were developed in part to preserve the visual character of the neighborhood. Adherence to these guidelines would ensure the project would not degrade the character or quality of the project setting. A proposed project would have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative change. The proposed project would not have such a change, and its potential to result in a significant impact to the existing visual quality and character of the neighborhood and surroundings would be less than significant.

The proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. The proposed project would include outdoor lighting typical of other surrounding residential properties in the project vicinity. The nighttime lighting generated by the proposed project would be typical of some other similar structures in the area. Because the proposed project would comply with Planning Commission Resolution 9212, light and glare impacts would not be expected to have a substantial, demonstrable negative aesthetic impact. Based on the above analysis, the project would not have a significant impact associated with light and glare.

The proposed project would not have any impacts on scenic vistas or scenic resources, would not degrade the visual character of the neighborhood, and would not create a new source of light or glare. Thus, the project would have no peculiar impacts related to aesthetics.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Peculiar Sig. Impact</i>	<i>LTS/ No Impact</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 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 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 checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Plan FEIR determined that the anticipated increase in population and density would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the Plan FEIR.

No Peculiar Impacts

The proposed project is an expansion of a single-family residence and would not include the addition of any residential units or the displacement of people. As no housing would be removed, the construction of replacement housing would not be necessary. In addition, the project does not propose any new infrastructure that would directly or indirectly induce population growth.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination (Appendix A) for the discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
5. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways (unless it is practical to achieve the standard through increased use of alternative transportation modes)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity that could not be accommodated by alternative solutions?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., conflict with policies promoting bus turnouts, bicycle racks, etc.), or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination (Appendix A) for the discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination (Appendix A) for the discussion of this topic.

<i>Topics:</i>	<i>Sig Impact Identified in FEIR</i>	<i>Project contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please see the Certificate of Determination (Appendix A) for the discussion of this topic.

<i>Topics:</i>	<i>Significant Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Please see the Certificate of Determination (Appendix A) for the discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact identified in FEIR</i>	<i>Project contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact Not Identified in FEIR</i>	<i>LTS/ No Impact</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 checked="" type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Wind***No Significant Impacts Identified in FEIR***

Wind impacts are judged to be less-than-significant at a plan level of analysis and for cumulative development. Specific projects within Eastern Neighborhoods were anticipated to require analysis of wind impacts where deemed necessary. Thus, wind impacts were determined not to be significant in the Eastern Neighborhoods Initial Study and were not analyzed in the Plan FEIR. No mitigation measures were identified in the Plan FEIR.

Under the Eastern Neighborhoods Area Plan, sites surrounding parks could be redeveloped with taller buildings without triggering Section 295 of the Planning Code.²⁴ The potential for new shadow impacts and the feasibility of mitigation for potential new shadow impacts of unknown development proposals could not be determined in the FEIR; thus, the FEIR determined shadow impacts to be significant and unavoidable, and no mitigation measures were identified.

No Peculiar Impacts

The proposed project would not alter the height of the existing building; thus, wind impacts are not applicable to the proposed project.

Shadow-

Please see the Certificate of Determination (Appendix A) for the discussion of this topic.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Peculiar Impact Not Identified in FEIR</i>	<i>LTS/ No Impact</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 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 checked="" type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

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

No Peculiar Impacts

The proposed project would enlarge an existing residential unit and would not create any additional residential units. Therefore, the project would not increase the demand for recreational facilities or services and would not result in the substantial deterioration of recreational resources beyond what was analyzed in the Plan FEIR.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Peculiar Impact Not Identified in FEIR</i>	<i>LTS/ No Impact</i>
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 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 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 checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Peculiar Impact Not Identified in FEIR</i>	<i>LTS/ No Impact</i>
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 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 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 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 checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the program's impacts on the provision of water, wastewater collection and treatment, and solid waste collection and disposal would not be significant. No mitigation measures were identified in the Plan FEIR.

No Peculiar Impacts

The project would enlarge an existing residence resulting in a negligible increase in utility demand. Therefore, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already disclosed in the Plan FEIR.

<i>Topics:</i>	<i>Sig. Impact identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
12. PUBLIC SERVICES— Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods Initial Study analyzed growth projections and determined that the program's impacts on public services such as fire protection, police protection, and public schools would not be significant. No mitigation measures were identified in the Plan FEIR. Impacts on parks are discussed under Questions 9 and 10.

No Peculiar Impacts

The project would enlarge an existing single-family residence. The proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already disclosed in the Plan FEIR, associated with public services.

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

No Significant Impacts Identified in FEIR

The Eastern Neighborhoods project area is 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, there is little in the way of landscaping or other vegetation, with the exception of the relatively few parks that exist. Because future development projects in the Eastern Neighborhoods would largely consist of new construction of housing in these heavily built-out former industrial neighborhoods, there would be little in the way of loss of vegetation or disturbance of wildlife other than common urban species. Therefore, the Eastern Neighborhoods Initial Study concluded that the project would not result in any significant effects related to biological resources. No mitigation measures were identified in the Plan FEIR.

No Peculiar Impacts

The project site is an existing residence located in a developed urban area which does not provide or support habitat for any rare or endangered wildlife species, animal, or plant life or habitat, and would not interfere with any resident or migratory species. The subject site has previously been altered through the replacement of native vegetation with introduced plant species. The project would be subject to the compliance with the Migratory Bird Act. Thus, the project would not result in any impact on sensitive species, special status species, native or migratory fish species, or wildlife species. The proposed project would also comply with landscaping and street tree requirements of Planning Code Section 138.1(c)(2), which may require sidewalk landscaping and other streetscape elements as identified in the Better Streets Plan, if it finds that such improvements are necessary to meet the goals and objectives of the San Francisco General Plan.

The project would not result in any significant effect with regard to biology, nor would the project contribute to any potential cumulative effects on biological resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Peculiar Impact Not Identified in FEIR</i>	<i>LTS/ No Impact</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 checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<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 checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Peculiar Impact Not Identified in FEIR</i>	<i>LTS/ No Impact</i>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

For a discussion of these topics, please see the preliminary mitigated negative declaration to which this document is attached.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/No Impact</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 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 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 of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified In FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/No Impact</i>
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 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 checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<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 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 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 checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Plan FEIR determined that the anticipated increase in population 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 Plan FEIR.

No Peculiar Impacts

The project would result in a minor increase in impervious surface on the project site as a result of the installation of the garage and building area expansion. Any changes to the site runoff and drainage from the property would be required to comply with the City's Stormwater Control ordinance. The property is not within a special flood hazard or coastal zone flooding area. Effects related to water resources would not be significant, either individually or cumulatively.

<i>Topics:</i>	<i>Sig. Impact identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
17. 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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 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 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 checked="" type="checkbox"/>

Please see the preliminary negative declaration to which this document is attached.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
18. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

The Plan FEIR determined that the Eastern Neighborhoods Rezoning and Area Plan project would facilitate the construction of both new residential units and commercial buildings. Development of these uses was not anticipated to consume 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 DBI. The project area does not include any natural resources routinely extracted, and the proposed rezoning does not result in any natural resource extraction program. For these reasons, the Plan FEIR concluded that the program would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and mineral resources. No mitigation measures were identified in the Plan FEIR.

No Peculiar Impacts

The energy demand for the proposed project would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by DBI. Therefore, the proposed project would not result in any impacts to energy resources. There are no known mineral resources on the project site. Therefore, the proposed project would not result in a significant physical environmental effect with respect to mineral and energy resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
19. AGRICULTURE 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
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 checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland of Statewide Importance, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impacts Identified in FEIR

When the Eastern Neighborhoods project was initially analyzed in 2005, the initial study checklist did not contain a category concerning agricultural and forest resources. Nonetheless, all of San Francisco is identified by the California Department of Conservation's Farmland Mapping and Monitoring Program as "Urban and Built-up Land" (Department of Conservation, 2002). In addition, no part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland; therefore, these topics are not applicable to any project in San Francisco.

No Peculiar Impacts

These topics are not applicable to the proposed project. Therefore, the proposed project would not result in any significant impacts related to agricultural resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes Sig. Impact Identified in FEIR</i>	<i>Project Has Peculiar Sig Impact</i>	<i>LTS/ No Impact</i>
18. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Significant Impacts Identified in FEIR

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 nine intersections, and transit impacts), cultural (demolition of historical resources), and shadow (impacts on parks).

Peculiar Impacts

The proposed project would enlarge an existing residence and construct a two-car garage involving the excavation of serpentine bedrock containing naturally-occurring asbestos. The proposed project would result in potential impacts related to hazardous materials and geology and soils, which is addressed in the preliminary mitigated negative declaration to which this checklist is attached. As discussed in this document, the proposed project would not result in any other new, peculiar environmental effects, or effects of greater severity than were already and disclosed in the Plan FEIR.