SAN FRANCISCO
PLANNING DEPARTMENT

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Mitigated Negative Declaration

PMND Date:	May 15, 2013; amended on June 26, 2013
Case No.:	**2005.0424E**
Project Title:	**465 Tehama/468 Clementina**
Zoning:	MUR (Mixed Use Residential) Use District 45-X Height and Bulk District
Block/Lot:	3732/071
Lot Size:	7,274-square-foot
Project Sponsor:	John Kevlin, Reuben & Junius, representing 465 Tehama Stc LLC
Lead Agency:	San Francisco Planning Department
Staff Contact:	Chelsea Fordham – (415) 575-9071 Chelsea.Fordham@sfgov.org

PROJECT DESCRIPTION:

The proposed project entails subdivision of a 7,274-square-foot (sf) lot into two contiguous lots with frontages on Tehama Street to the north and Clementina Street to the south, with 465 Tehama Street becoming a 4,000-sf lot and 468 Clementina Street becoming a 3,274-sf lot. Additionally, subsequent to the lot subdivision, a proposed four-story residential building would be constructed at the existing service yard at 468 Clementina Street. No alterations are proposed to the existing two-story warehouse building that fronts 465 Tehama Street. The proposed building at 468 Clementina would be a four-story, 43'-4" tall, 9,762-sf residential building constructed on the existing service yard/surface parking area. The proposed building would contain 13 dwelling units. The proposed project would entail construction of 3 two-bedroom units with an average size of 850 square feet, 9 one-bedroom units at an average unit size of 468 square feet, and one studio unit at a size of 368 square feet. The proposed project would have no off-street parking spaces.

The project site is within the block bounded by 5th, Folsom, 6th and Howard Streets in San Francisco's South of Market (SoMa) neighborhood. The project site is located within a MUR (Mixed Use Residential) District and the 45-X Height and Bulk District. The proposed project is not subject to these zoning requirements because the project is considered a pipeline project, under which the height, use, and density controls are subject to the previous RSD Use District and 40-X Height and Bulk District. Additionally, Section 175.6 of the Planning Code allows a project to have a height increase of up to 5-feet in order to meet the Eastern Neighborhoods controls. The proposed project would require approval of a building permit application for construction of the proposed residential building.

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 Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative 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 pages 100-102.

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

Sarah B. Jones
Acting Environmental Review Officer

June 26, 2013
Date of Adoption of Final Mitigated Negative Declaration

cc: John Kevlin, Project Sponsor
Brittany Bendix, Current Planner Southeast Quadrant
Supervisor Kim, District 6
Master Decision File
Bulletin Board

INITIAL STUDY
465 TEHAMA/468 CLEMENTINA STREET
PLANNING DEPARTMENT CASE NO. 2005.0424E

A. PROJECT DESCRIPTION 1
B. PROJECT SETTING 12
C. COMPATIBILITY WITH EXISTING ZONING AND PLANS 13
D. SUMMARY OF ENVIRONMENTAL EFFECTS 18
E. EVALUATION OF ENVIRONMENTAL EFFECTS 19
E.1 Land Use and Land Use Planning 21
E.2 Aesthetics 23
E.3 Population and Housing 27
E.4 Cultural and Paleontological Resources 29
E.5 Transportation and Circulation 35
E.6 Noise 42
E.7 Air Quality 47
E.8 Greenhouse Gas Emissions 60
E.9 Wind and Shadow 73
E.10 Recreation 74
E.11 Utilities and Service Systems 76
E.12 Public Services 79
E.13 Biological Resources 82
E.13 Geology and Soils 84
E.14 Hydrology and Water Quality 88
E.15 Hazards and Hazardous Materials 93
E.16 Mineral and Energy Resources 97
E.17 Agricultural Resources 98
E.18 Mandatory Findings of Significance 99
F. MITAGATION MEASURES 100
G. PUBLIC NOTICE AND COMMENT 103
H. DETERMINATION 104
I. INITIAL STUDY PREPARERS 105

LIST OF FIGURES

Figure 1. Project Location 3
Figure 2. Existing Site Plan 4
Figure 3. Proposed First and Second Floor Plan 5
Figure 4. Proposed Third and Fourth Floor Plan 6
Figure 5. Proposed Roof Plan 7
Figure 6. Proposed North and South Elavations 8
Figure 7. Proposed East Elevation 9
Figure 8. Proposed West Elevation 10
Figure 9. Proposed Building Sections 11

LIST OF TABLES

Table 1. Criteria Air Pollutant Significance Thresholds 49
Table 2 GHG Reductions from the AB 32 Scoping Plan Sectors 63
Table 3. Regulations Applicable to the Proposed Projec 67

INITIAL STUDY
465 TEHAMA/468 CLEMENTINA STREET

PLANNING DEPARTMENT CASE NO. 2005.0424E

A. PROJECT DESCRIPTION

PROJECT LOCATION

The project site consists of an irregularly-shaped, 7,274-square-foot (sf) through lot having two addresses at 465 Tehama Street and 468 Clementina Street (Assessor's Block 3732, Lot 071) between Fifth, Sixth, Howard and Folsom Streets in San Francisco's South of Market (SoMa) neighborhood. The project block is bisected by two smaller streets—Tehama Street to the north, along which the project site has 50-feet of frontage, and Clementina Street to the south, along which the project site has 50 feet of irregular frontage. Tehama Street is an approximately 25-foot-wide, one-way (westbound) street. Clementina Street is an approximately 25-foot-wide, one-way (eastbound) street (see Figure 1, Project Location). Both project site frontages are bordered by 10-foot-wide public sidewalks.[1]

The project site at its 465 Tehama Street frontage contains an approximate 6,000-sf, two-story with a partial mezzanine, reinforced-concrete industrial warehouse building presently accessible from both Tehama and Clementina Streets. The existing building, constructed in 1924, extends to a height of approximately 20 feet to its roofline. The warehouse occupies an approximately 5,725sf footprint on the site. A 1,525 sf service yard (surface parking lot) is located along the site's 468 Clementina Street frontage. The project site has been vacant since 2006 and its most recent tenant was a warehouse and distribution company. The project site is within the a MUR (Mixed Use Residential) Use District and a 45-X Height and Bulk District, as well as the Youth and Family Zone Special Use District (YFZSUD).

PROJECT CHARACTERISTICS

The proposed project entails subdivision of the 7,274 sf lot into two contiguous lots with frontages on Tehama Street to the north and Clementina Street to the south, with 465 Tehama Street becoming a 4,000 sf lot and 468 Clementina becoming a 3,274 sf lot. Additionally, subsequent to the lot subdivision, a proposed four-story residential building would be constructed at the existing service yard at 468 Clementina Street. No alterations are proposed to the existing two-story warehouse building that fronts 465 Tehama Street.

The proposed building at 468 Clementina would be a four-story, 43'-4" tall, 9,762 -sf residential building constructed on the existing service yard/surface parking area. The proposed building would contain 13 dwelling units. The proposed project would entail construction of 3 two-bedroom units with an average

[1] By convention, Howard Street and the streets that run parallel to it, including Folsom and Mission Streets, are considered east-west streets, while the numbered streets such as Fifth and Sixth Streets, are considered to run north-south.

size of 850 square feet, 9 one-bedroom units at an average unit size of 468 square feet, and one studio unit at a size of 368 square feet. The project would be required to include one affordable housing unit among the 13 dwelling units, or the project sponsor would pay an in lieu fee in accordance with *San Francisco Planning Code (Planning Code)* Section 413.6.[2] The proposed project would have no off-street parking spaces. Figures 2 through 8 shows the proposed project site plan, floor plans and elevations.

The foundation would be either a mat foundation or a grid of interconnected concrete grade beams with a structural slab. Construction of the foundation would not involve pile driving. Development of the proposed project would require excavation to a depth of approximately five feet below ground surface (bgs) and removal of about 136 cubic yards of soil, for the building foundation.

PROJECT APPROVALS

Pursuant to the pipeline provisions of Section 175.6(e), the proposed project must comply with the pre-Eastern Neighborhoods Planning Code requirements except for the revisions provided in Planning Code Articles 1, 1.2, 1.5, and 2.5. Accordingly, the proposed project would require the following project approvals:

- **Subdivision (***Department of Public Works (DPW)*). The proposed project would require subdivision of Assessor's Block 3732, Lot 071 into two parcels.

- **Site permits** (*Department of Building Inspection)* (DBI). The proposed project would require approval by DBI for demolition and site permits.

- **Any curb or road modifications** *(Department of Parking and Traffic)*. The proposed project would require approval by the Department of Parking and Traffic.

- **Stormwater control plan** *(Public Utilities Commission).* This plan is required because the project would result in ground disturbance over 5,000 sf.

[2] The project's original environmental evaluation application was filed on May 3, 2005, subjecting the project to previous 10%/12% on-site Below Market Rate Units (BMR's) or 15%-17% off-site or in-lieu fees for BMR's. In order to comply with the Inclusionary Affordable Housing Program, the project seeks to pay the Affordable Housing fee based upon requirement of 15% off-site BMR units.

CITY AND COUNTY OF SAN FRANCISCO
PLANNING DEPARTMENT

465 Tehema/468 Clementina Streets

http://cityplan-03sde/locationmap/locationmap.html 8/21/2012

Figure 1 – Project Location

Source: Planning Department, August, 2012
(not to scale)

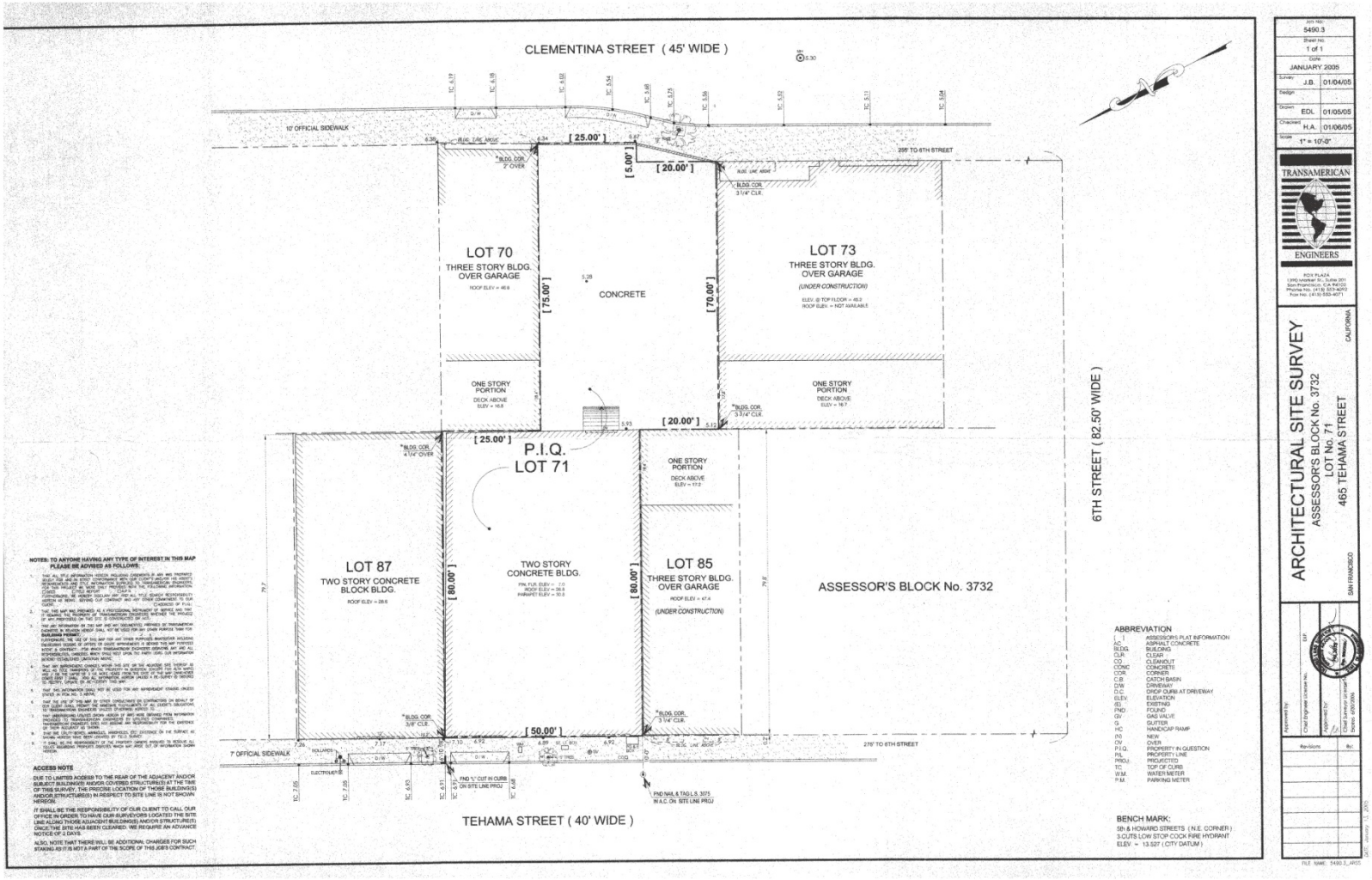


Figure 2 –Existing Site Plan
Source: Kerman Morris Architects, April, 2013
(not to scale)

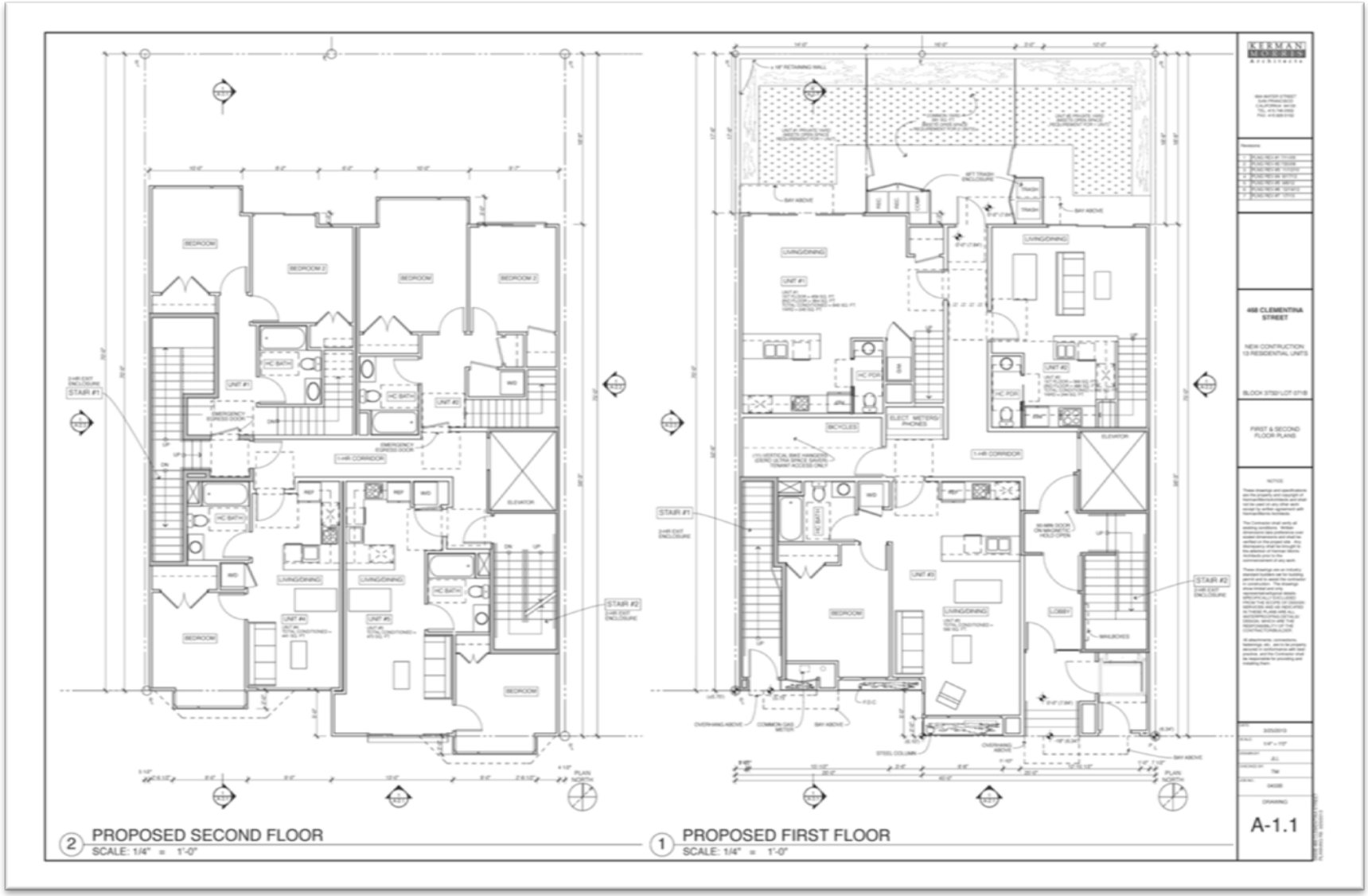


Figure 3 – Proposed First-and Second-Floor Plans
Source: Kerman Morris Architects, April, 2013
(not to scale)

Figure 4 – Proposed Third-and Fourth-Floor Plans
Source: Kerman Morris Architects, April, 2013
(not to scale)

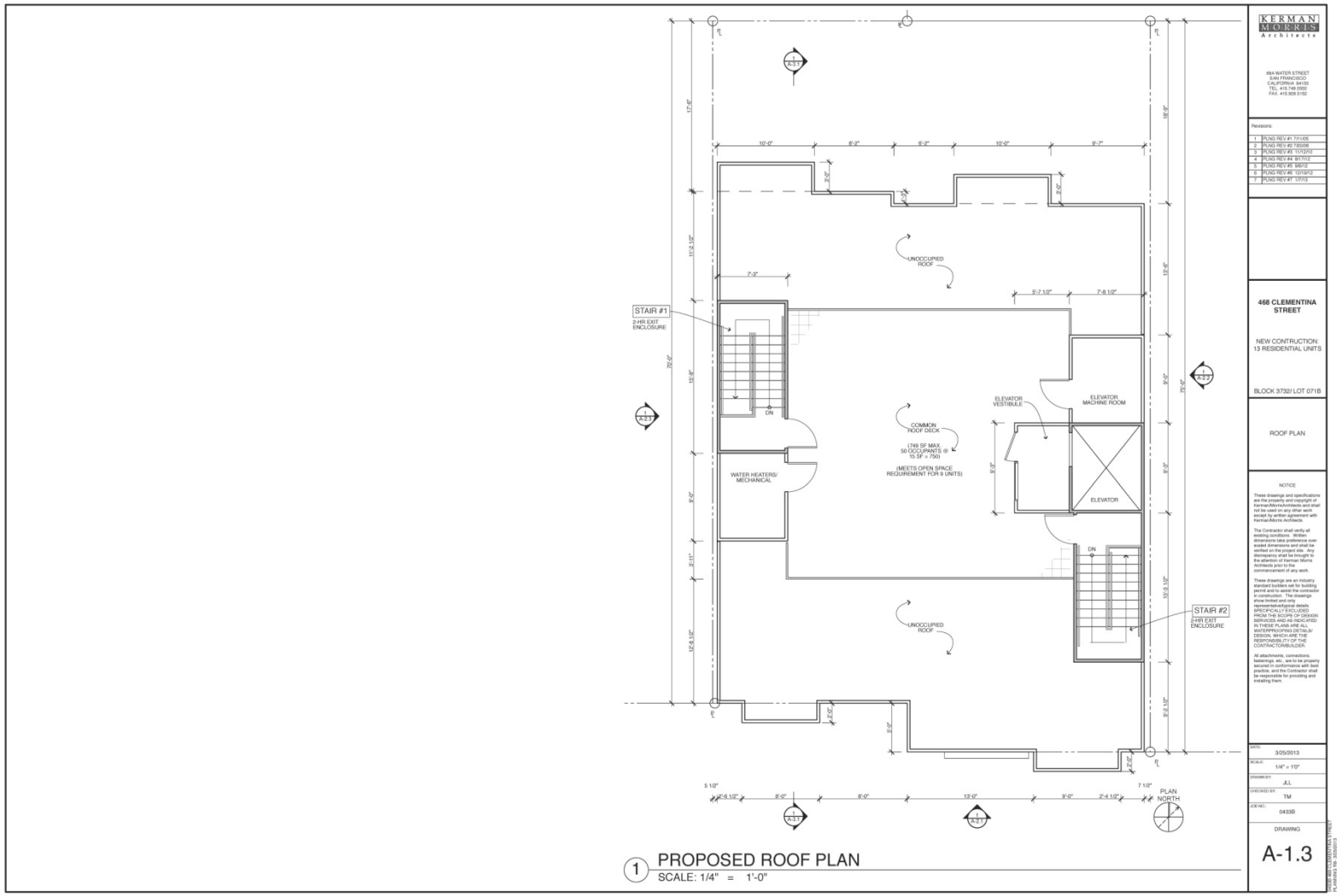
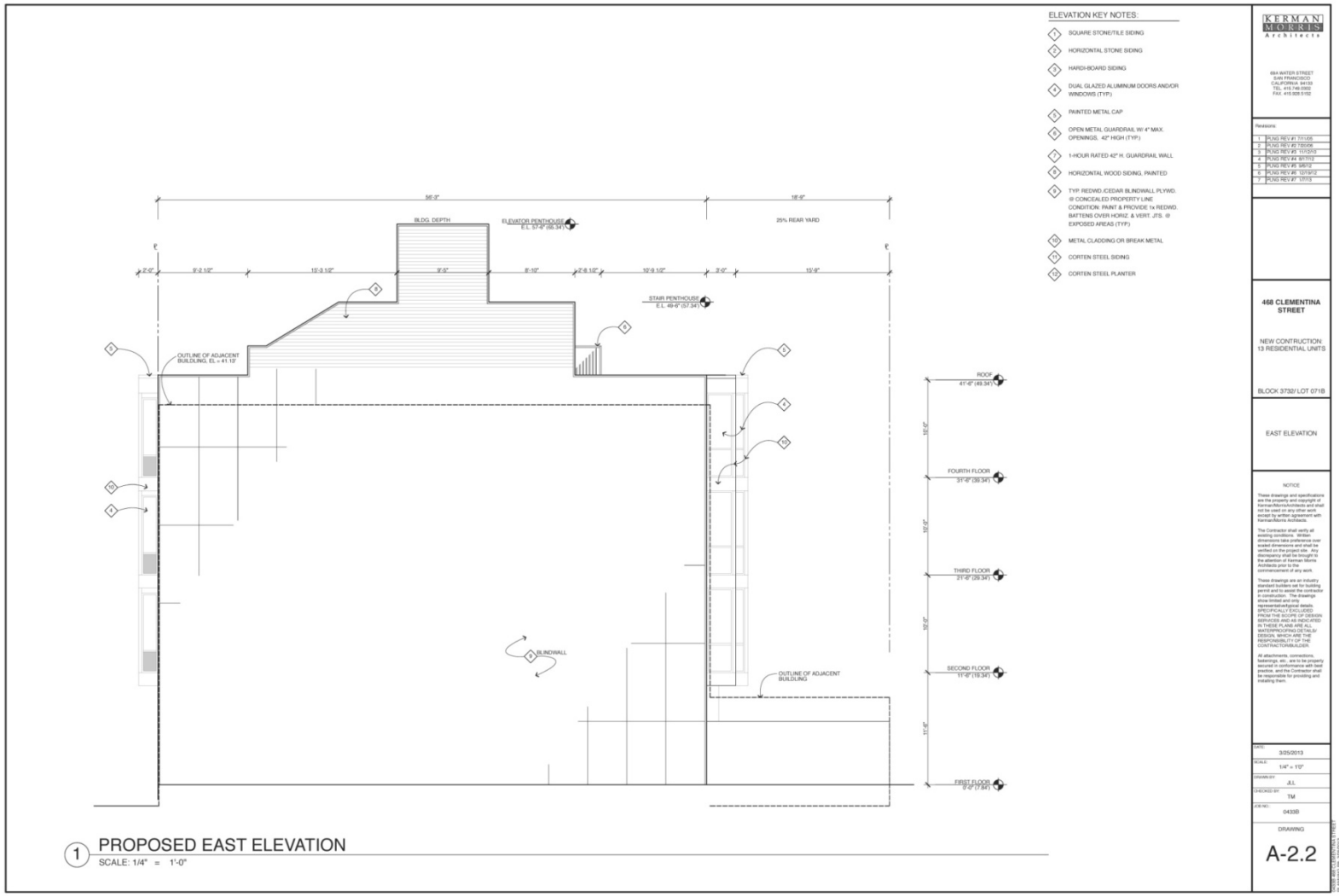


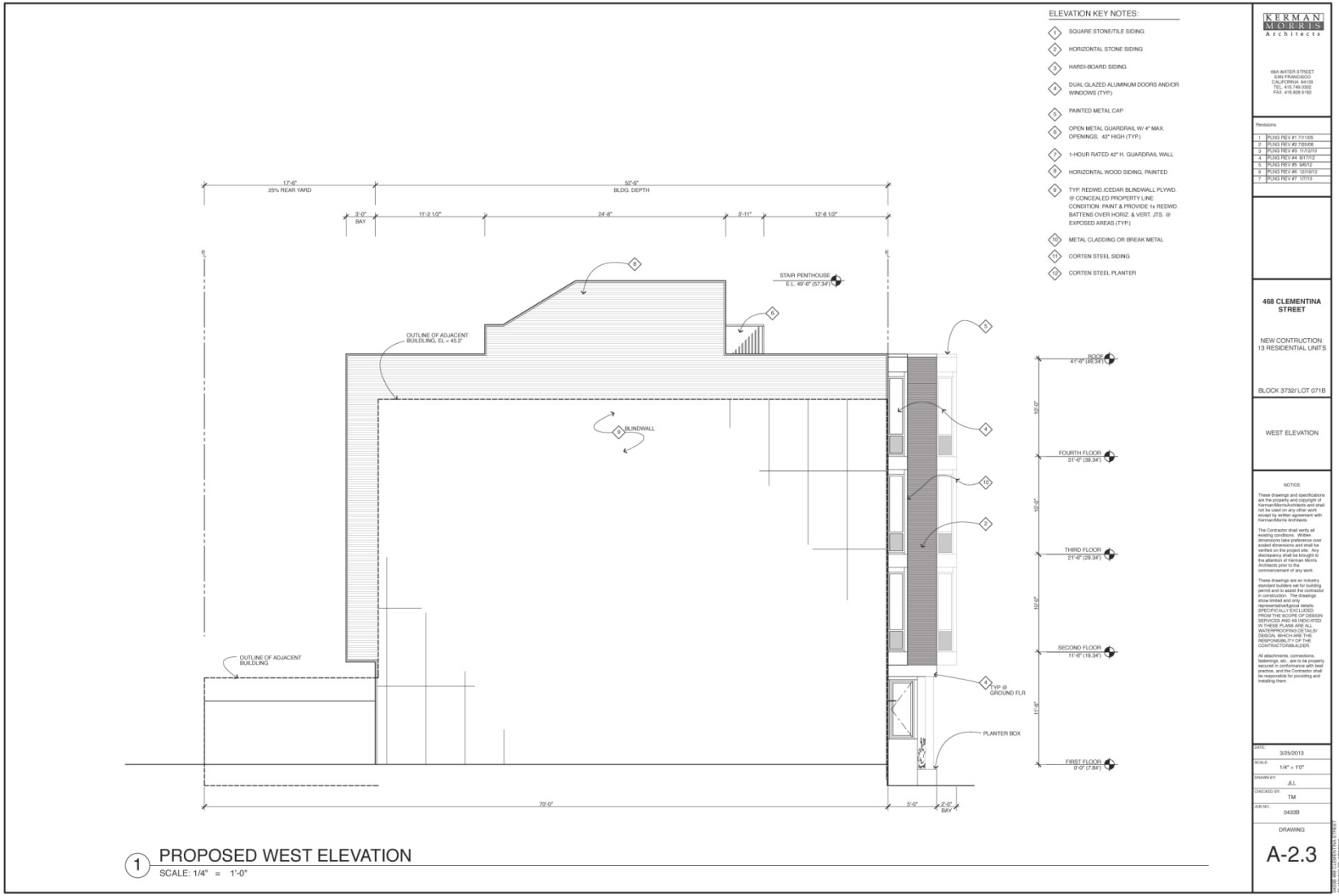
Figure 5 – Proposed Roof Plan
Source: Kerman Morris Architects, April, 2013
(not to scale)

Figure 6 – Proposed North and South Elevations
Source: Kerman Morris Architects, April, 2013
(not to scale)



1 PROPOSED EAST ELEVATION
SCALE: 1/4" = 1'-0"

Figure 7 – Proposed East Elevation
Source: Kerman Morris Architects, April, 2013
(not to scale)



1 PROPOSED WEST ELEVATION
SCALE: 1/4" = 1'-0"

Figure 8– Proposed West Elevation
Source: Kerman Morris Architects, April, 2013
(not to scale)

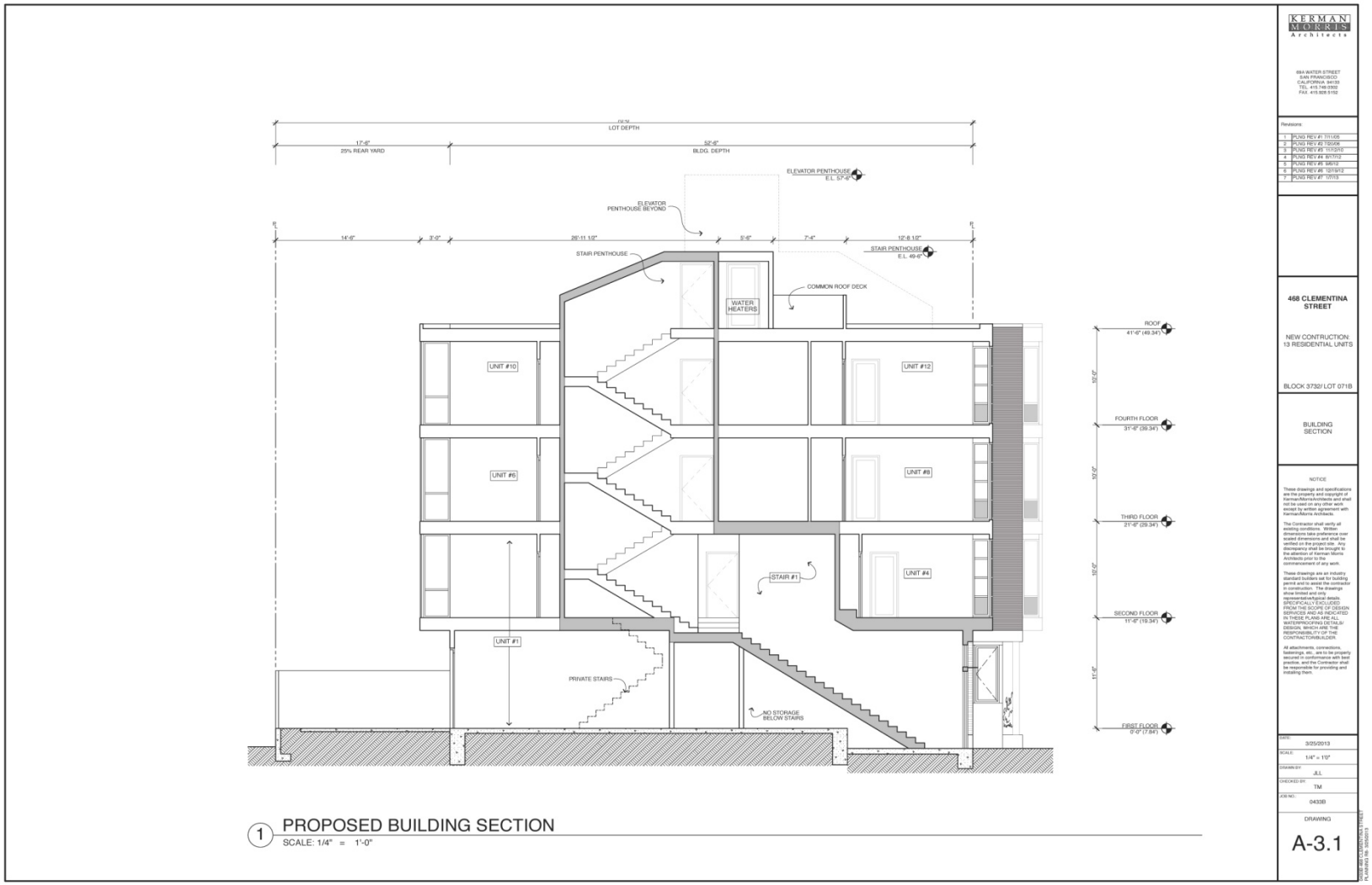


Figure 9 – Proposed Building Sections
Source: Kerman Morris Architects, April, 2013
(not to scale)

B. PROJECT SETTING

The project site is located within in San Francisco's South of Market (SoMa) neighborhood on a block bounded by Tehama Street to the north, Clementina Street to the south, 5th Street to the east, and 6th Street to the west. In the vicinity of the project site Tehama Street is a one-way westbound street, Clementina Street is a one-way eastbound street, 5th Street is a two-way north-south street, and 6th Street is a two-way north-south street. The surrounding area consists of a number of zoning districts reflecting the development pattern and mix of uses in East SoMa, including MUR (Mixed Use, Residential) on most of the project block, NCT (Neighborhood Commercial, Transit) along the 6th Street corridor to the west of the project site, MUG (Mixed Use, General) and RED (Residential Enclave District) to the west and southwest of the project block, and P (Public) also to the west and southwest of the project block. The project site is zoned MUR and is within a 45-X Height and Bulk District (the "X" denotes no specific building bulk requirements). The project site is also within the Youth and Family Zone Special Use District (YFZSUD), which is bounded generally by Natoma Street on the north, Harrison Street on the south, 4th Street on the east, and 7th Street on the west.

Housing has had a prominent land use presence in SoMa since at least the turn of the 20th century, when worker housing developed, mostly on back streets and alleys, in proximity to industry located south of Market Street and the nearby waterfront. These areas, commonly referred to as residential enclaves, are located within the blocks between Fifth and Seventh Streets and Mission and Folsom Streets. Residential uses are located along the narrower side streets and alleyways (typically 30 to 35 feet wide) that transect the blocks. Generally, block interiors contain narrow lots (usually 20-by-25 feet in dimension), with modestly scaled residences of one to four stories. Parcels that accommodate industrial (or "PDR", which is an acronym for Production, Distribution and Repair) uses are typically wider or have lots that extend across the block.

On the project block, both contemporary and older residential buildings are found. These include on the north and south sides of Tehama Street: 1) 241 6th Street built in 1995, eight-stories, 140 dwelling units; 2) 475 Tehama/470 Clementina Streets built in 2005, four stories, 24 dwelling units; 3) 442 Tehama Street built in 1906, two stories, 2 dwelling units; 4) 449 Tehama Street built in 1907, three stories, 9 dwelling units; 5) 466 Clementina Street built in 2004, four-stories, 6 dwelling units; and 6) 470 Clementina Street built in 2005, four stories, 12 dwelling units. Mixed-use properties (residential over ground-floor commercial) include a residential hotel at 201-211 Sixth Street and two three-unit flats at 925 and 937 Howard Street. Extant PDR businesses on the project block include Econ Glass Company (225 Sixth Street); Rite-Way Electric (216 Sixth Street); Alart Metal Contractors (478 Tehama Street) and Tehama Wireless Design (423 Tehama Street). Additionally, a vacant warehouse building is located immediately to the east of the project site at 457 Tehama Street. Office and business service uses include an event planner business (431 Tehama Street) and 450 Architects, Inc. (450 Clemetina Street). The Braunstein-Quay Gallery is a 20,625-square foot former industrial building at 430 Clementina Street.

Surface parking is also located on the project block with three commercial lots on Fifth Street. Service yards associated with light industrial/PDR business are also interspersed throughout the project block's interior, generally located behind PDR businesses that front on the main streets (i.e., Howard or Folsom Streets).

The Powell Street BART/MUNI Metro transit station is located two-and-a-half blocks to the northeast of the project site. The Caltrain depot is located about five blocks to the south. Other major land uses in the site vicinity include the Intercontinental Hotel on the northeast corner of Fifth and Howard Street (888 Howard Street) as well as Moscone Center and Yerba Buena Gardens, two blocks east of the project site. Parks, open spaces and recreational facilities in the vicinity of the project site include the South of Market Recreation Center on 6th and Folsom Streets, about one block to the southwest of the site, and the Victoria Manalo Draves Park on Folsom, Harrison, Sherman and Columbia Square Streets.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
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.	☐	☒

SAN FRANCISCO PLANNING CODE

The *Planning Code*, which incorporates the City's Zoning Maps, implements the *General Plan* and governs permitted uses, densities, and configuration of buildings within the City. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless: (1) the proposed project conforms to the *Planning Code*, (2) an allowable exception is granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are included as part of the project.

Use. The project site is located within the East South of Market Area Plan Area (East SoMa) within the Eastern Neighborhoods. The project sponsor submitted an Environmental Evaluation Application for the proposed project on May 3, 2005; under the grandfathering provision of the implementing ordinance for the Eastern Neighborhoods Area Plans, the proposed project would therefore be subject to zoning requirements that were in effect prior to approval of the Eastern Neighborhoods Rezoning and Area Plans Project.[3] Therefore, the proposed project is considered a pipeline project, under which the height, use, and density controls are subject to the previous RSD zoning, but physical controls, such as parking, rear yard, and open space are applied as if the residential use were located in a MUR district. For purposes of this environmental review, the proposed project is analyzed against the San Francisco

3 See Planning Code Section 175.6 (e) for more information.

Planning Code requirements that were in effect prior to adoption of the Eastern Neighborhoods Area Plans as well as the new Planning Code controls identified in Articles 1, 1.2, 1.5, and 2.5 of the Planning Code and in the East SoMa Area Plan. At the time of application submittal, the project site was zoned RSD (Residential Service Mixed-Use) Use District and was in a 40-X Height and Bulk District. Section 175.6 of the Planning Code allows a project to have a height increase of up to 5 feet in order to meet the Eastern Neighborhoods controls. The project would comply with the requirements of Section 175.6 by providing a raised entry and higher floor-to-ceiling height, which is consistent with the Ground Floor Residential Design Guidelines (Section 145.1) and would therefore be permitted to have a height of 43' 4".

Additionally, the project site currently consists of a 7,274-sf lot which contains an existing warehouse building at 465 Tehama Street and a vacant surface parking area at 468 Clementina. The proposed project entails subdivision of the 7,274 sf lot into two contiguous lots with frontages on Tehama Street to the north and Clementina Street to the south, with 465 Tehama Street becoming a 4,000-sf lot and 468 Clementina becoming a 3,274-sf lot. There are no alterations proposed for 465 Tehama and the subdivision of this lot into 4,000 sf would be in compliance with Planning Code Section 121 (Minimum Lot Depth and Area) which states the minimum lot area is 2,500 square feet in all zoning use districts other than RH-1 (D) lots. Because there are no proposed physical changes to 465 Tehema, the below discussion of the Planning Code would not apply to this portion of the site and the discussion of compliance is in regards to the site at 468 Clementina.

The RSD serves as a housing opportunity area within the South of Market Mixed Use Districts. The district controls are intended to facilitate the development of high-density, mid-rise housing, including residential hotels and live/work units, while also encouraging the expansion of retail, business service and commercial and cultural arts activities. The RSD zoning allows residential density at a one dwelling unit per every 200 square feet of lot area. The proposed project at 468 Clementina, with 3,724 sf of lot area after the property is subdivided, would permit the proposed 13 residential units within the RSD zoning district. Additionally, Resolution No. 16727 (Interim Controls) encourages projects with 10 or more units to provide at least 20% of units with two or more bedrooms. The project sponsor is proposing 23% two-bedrooms, which would comply with this requirement.

The project site is currently within a MUR (Mixed Use Residential) Use District and a 45-X Height and Bulk District as well as the Youth and Family Zone Special Use District (YFZSUD). The MUR serves as a major housing opportunity area within the eastern portion of the South of Market. The district controls are intended to facilitate the development of high-density, mid-rise housing, including family-sized housing and residential hotels. The district is also designed to encourage the expansion of retail, business service and commercial and cultural arts activities. The Planning Code does not specifically regulate density limits within the MUR zoning district (Section 841.03). Instead residential density is generally contingent upon building height, provision of required residential open space, and dwelling unit mix.[4]

4 Planning Code Section 841.25 requires that at least 40 percent of all dwelling units must contain two or more bedrooms and 30 percent of all dwelling units must contain three or more bedrooms.

The proposed project is not subject to these zoning requirements because the project is considered a pipeline project, under which the height, use, and density controls are subject to the previous RSD Use District and 40-X Height and Bulk District.

Affordable Housing. Section 415 of the Planning Code sets forth the requirements and procedures for the Residential Inclusionary Affordable Housing Program. Under Section 415, projects are subject to the Program if the total number of units within a project is five or more units even if the project spans separate but adjacent parcels. At 13 dwelling units, the proposed project would be subject to Section 415 and the Inclusionary Affordable Housing Program requirement. The default method of compliance with the Program is for the project sponsor to pay an in-lieu fee to the Mayor's Office of Housing, pursuant to Planning Code Section 415.5. The project may also be eligible for another option of fulfilling the requirements of the Program, such as providing below-market-rate dwelling units on site or off site. Since the Environmental Evaluation Application for this project was submitted prior to 2006, the off-site requirement would be 17% (two affordable units) and the on-site requirement would be 12% (one affordable unit). If eligible, the project sponsor would provide two below-market-rate units on site or two below-market-rate units off site, pursuant to Planning Code Sections 415.6 and 415.7, respectively. Prior to the proposed project's required approvals, the project sponsor would submit a Declaration of Intent indicating the intended means of complying with the Inclusionary Affordable Housing Program.

Open Space and Rear Yard Configuration and Setbacks. Under Section 134(a)(1) of the Planning Code, a rear yard area equivalent to 25% of the lot size is required and may be provided elsewhere on the lot or development to satisfy the residential rear yard requirement. The proposed project would provide a 749 sf common roof deck, 529 sf common rear yard and 291 sf private open space in the rear yard for two residential units. Pursuant to Section 135 of the Planning Code, approximately 80 square feet of open space per dwelling unit is required if it is not publically accessible or 54 square feet of open space if it is publically accessible. The project would satisfy the open space requirement.

Parking and Loading. Under Section 151 of the Planning Code, the parking maximums in the MUR zoning district is one space for every four residential units, with an allowance of up to 0.75 spaces per each dwelling unit with a conditional use authorization. Additionally, off-street accessory parking shall not be required for any use, and the quantities of off-street parking specified in Section 151 shall serve as the maximum amount of off-street parking that may be provided as accessory to the uses specified. The proposed project would be subject to the MUR parking requirements because under the pipeline status the project is subject to the physical controls of the current zoning. The project sponsor does not propose to have any off-street parking, which would comply with the off-street parking requirements for the MUR zoning district. Planning Code Section 152, Table 152.2 establishes a schedule of off-street loading spaces. For projects that contain less than 100,000 square feet or 100 dwelling units, no off street loading space is required, and no such space is proposed by the project. Section 155.5 of the Planning Code requires that residential projects of 50 dwelling units or less provide one bicycle space for every two dwelling units. The project proposes 13 dwelling units and thus would be required to provide seven

bicycle parking spaces. Eleven bicycle parking spaces would be provided in the parking garage, and therefore, the project would comply with Section 155.5

PLANS AND POLICIES

San Francisco General Plan

The San Francisco *General Plan* provides general policies and objectives to guide land use decisions. 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 the *General Plan* policies that do not relate to physical environmental issues would be considered by decision-makers as part of their decision to approve or disapprove the proposed project. Any potential conflicts identified as part of this process would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 102.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing 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). The City is required to find that the proposed project or legislation is consistent with the priority policies. It must do this before issuing a permit for any project that requires an initial study under the California Environmental Quality Act (CEQA), before issuing a permit for any demolition, conversion, or change of use, and before taking any action that requires a finding of consistency with the *General Plan*. As noted above, the consistency of the proposed project with the environmental topics associated with the priority policies is discussed in Section E of this document, Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project would contain the San Francisco Planning Department's comprehensive project analysis and findings regarding the consistency of the proposed project with the priority policies.

Eastern Neighborhoods Rezoning and Area Plans, East SoMa Area Plan

The project site falls within the boundaries of the East SoMa Area Plan. The East SoMa Area Plan, as adopted by the Planning Commission, is intended to "guide the location, intensity and character of new and expanded business and residential activity, the buildings which house these activities, and the public

facilities and resources provided within the area covered in the Plan. In addition to recommending development policies and zoning rules, the Plan recommends measures to be undertaken by other city agencies that would improve the physical environment and general neighborhood livability of the area."[5] The East SoMa Area Plan was adopted as part of the Eastern Neighborhoods Rezoning and Area Plans Project (EN project) in December 2008.

After several years of analysis, community outreach and public review, the EN project was adopted in December 2008, and is now being implemented by the Planning Department. The EN project considered rezoning four area plans identified in the Planning Department's February 2003 draft *Community Planning in the Eastern Neighborhoods: Rezoning Options Workbook* (the Workbook): Showplace Square/Potrero Hill, the Mission District, the Central Waterfront, which was originally part of the Better Neighborhoods program, and the eastern portion of the South of Market (East SoMa). The EN project was adopted in part to support housing development in some areas previously zoned to allow industrial uses, while preserving a land supply for existing and future PDR employment and businesses. The EN project also included changes to existing height and bulk districts in some areas, including the project site.

During the EN project adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On August 7, 2008, the Planning Commission certified the EN project Final EIR (FEIR) by Motion 17659[6] and adopted the Preferred Project for final recommendation to the Board of Supervisors.[7]

In December 2008, after further public hearings, the Board of Supervisors approved, and the Mayor signed the Eastern Neighborhoods rezoning and Planning Code amendments. New zoning districts include 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.

The project site, as a result of the Eastern Neighborhoods process, has been rezoned to MUR. In addition, as part of the Eastern Neighborhoods Area Plans process, the City set forth a series of rules in Planning Code Section 175.6 governing the treatment of "pipeline" development projects within the boundaries of the Eastern Neighborhoods Area Plans. Per Section 175.6, there are seven types of Eastern Neighborhoods pipeline projects, and Planning Code controls for each of them is different. The project sponsor filed an Environmental Evaluation Application with the Planning Department on May 3, 2005,

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5 San Francisco Planning Department, *East SoMa Area Plan*, January 20089. This plan is on file for review at the Planning Department, 1650 Mission Street Suite 400, or http://www.sf-planning.org/index.aspx?page=1677.

6 *Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report*, Planning Department Case No. 2004.0160E, certified August 7, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.0160E, or at: http://www.sfgov.org/site/planning_index.asp?id=67762.

7 San Francisco Planning Commission Motion 17659, August 7, 2008. http://www.sfgov.org/site/uploadedfiles/planning/Citywide/Eastern_Neighborhoods/Draft_Resolution_Public%20Parcels_FINAL.pdf

qualifying the proposed project a "pipeline" project subject to Section 175.6. Planning Code Section. 175.6(1)(A) states that Articles 1, 1.2, 1.5, and 2.5 of the Planning Code as amended by the Eastern Neighborhood Controls shall apply to pipeline projects filed before April 2006.

Draft Central Corridor Plan

In 2011, the Planning Department initiated the Central Corridor Plan community planning effort, focused on the SOMA neighborhood areas adjacent to the Central Subway. The Central Subway is a project that would extend the existing Third Street rail line northward along the Fourth and Stockton Street corridors, providing rail service into Chinatown. The boundaries of the Plan area are not yet definitively mapped to include specific parcels, although for purposes of environmental review the study area is generally defined by Market Street to the north, Second Street to the east, Sixth Street to the west, and Townsend Street to the south. The area comprises about 32 city blocks and over 300 acres of land in SOMA. The focus of the Plan will be to integrate land use and transportation planning associated with the Central Subway fixed-rail alignment along the Fourth Street corridor. The Planning Department is anticipated to formally initiate the Plan's environmental review in April, 2013. Although the Planning Department's current boundary for the Central Corridor Plan includes the project site, the proposed project's SUD and companion Design for Development (D4D}) would be the primary vehicle for rezoning and establishing development controls for the project site.

Regional Plans and Policies

Environmental plans and policies, including the *Bay Area 2010 Clean Air Plan*, directly address physical environmental issues and contain standards or targets that must be met in order to preserve or improve specific components of the city's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plans or policies.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

☐ Land Use	☐ Air Quality	☐ Biological Resources
☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Geology and Soils
☐ Population and Housing	☐ Wind and Shadow	☐ Hydrology and Water Quality
☒ Cultural Resources	☐ Recreation	☒ Hazards/Hazardous Materials
☐ Transportation and Circulation	☐ Utilities and Service Systems	☐ Mineral/Energy Resources
☐ Noise	☐ Public Services	☐ Agricultural Resources
		☐ Mandatory Findings of Signif.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist that have been checked "Less than Significant Impact", "No Impact", or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant Impact" and for most items checked "No Impact" or "Not Applicable". For all of the items checked "Not Applicable" or "No Impact" without a discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience, and expertise on similar projects and/or standard reference material available within the Department, such as the Department's *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Database and maps, published by the California Department of Fish and Wildlife. For each checklist item, the evaluation has considered the impacts of the proposed project, both individually and cumulatively.

Two approaches to a cumulative impact analysis are provided in CEQA Guidelines Section 15130(b)(1). The analysis can be based on (a) a list of past, present, and probable future projects producing related impacts that could combine with those of a proposed project, or (b) a summary of projections contained in a general plan or related planning document. The analysis in this Initial Study employs both list-based and projections approaches, depending on which approach best suits the individual resource topic being analyzed. For instance, the aesthetics analysis considers individual projects that are anticipated in the project area that may alter the visual character and views in and surrounding the project area, while the transportation and circulation analysis relies on a citywide growth projection model that encompasses the proposed project and other nearby projects, which is the typical methodology that the San Francisco Planning Department applies to analysis of transportation impacts.

The reasonably foreseeable probable future projects within one-quarter mile of the project site considered in the cumulative analysis, as applicable, include the following.

Approximately 400 feet to the northwest of the project site is a proposed project at 200-214 6th Street which includes the demolition of an existing 144-room hotel building and construction of a new mixed - use building with 56 affordable dwelling units, approximately 3,074 sf of retail, and 15 off-street parking spaces. [8]

Approximately 350 feet to the southwest of the project site is the project at 935 Folsom Street, which was recently constructed in March, 2013. The project entailed lot subdivision, demolition of the existing industrial building, and construction of a 14,400 sf, 13-unit residential building with 13 off-street parking spaces and a 15,000-sf City-owned Fire Station with 10 off-street parking spaces. The Fire Station was the replacement for Station 1 (676 Howard Street) that was demolished under the San Francisco Museum of

[8] Planning Department Case No. 2011.0119E.

Modern Art (SFMOMA) expansion project.[9] Additionally, approximately 180 feet southwest of the project site is the project at 900 Folsom Street, which is currently under construction. The project at 900 Folsom entails the construction of a 396,000-sf, 269-unit residential, mixed-use building with 221 off-street parking spaces. The project would be 9-stories and up to 85-feet in height.

Approximately 400 feet to the northwest of the project site is the proposed 925 Mission Street (5M) project, which is a four acre project site located on several parcels located on the southwest corner of Fifth and Mission Streets. The proposal is to demolish several surface parking lots and buildings resulting in seven mixed-use buildings totaling a massing of 1,873,000 sf. The proposed buildings would range in height from approximately 50 feet to 400 feet and 5 to 40 stories. Additionally, the proposed project calls for the relocation of the Mary Street Alley between Minna and Natoma Streets.[10]

Additionally, the proposed project at 363 6th Street would include demolition of an existing 12,396-sf industrial building and construction of an 8-story, 85-foot tall mixed use building. The proposed new building would include 64 dwelling units, 30 parking spaces, and 2,332 sf of commercial space along 6th Street.[11] The proposed project at 363 6th Street is approximately 650 feet northeast of the project site.

There are no other substantial known future/pipeline development projects within one-quarter mile of the project site.

The project site is located within the Central Corridor Plan, which is anticipated to be before decision-makers for approval in late 2014. The draft Plan proposes changes to the allowed land uses and building heights, and includes a strategy for improving the public realm in this area. The Central Corridor Draft Plan proposes to rezone the site from MUR to MUG (Mixed Use General) and does not propose to change the height or bulk designations for this parcel.

The project site is also located with the East SoMa Area Plan, which was adopted as part of the Eastern Neighborhoods Rezoning and Area Plan Project (EN). The East SoMa Area Plan is intended to guide the location, intensity and character of new and expanded business and residential activity, the buildings which house these activities, and the public facilities and resources provided within the area covered in the Plan. The project site is considered a pipeline project under the EN. The below discussion of environmental impacts focuses on 468 Clementina Street, since no physical environmental changes would occur at 465 Tehama Street as a result of the project. The site of 465 Tehama would be subdivided into a separate lot as part of this project and would remain as an industrial building. There would be no physical changes to 465 Tehama as part of this project.

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9 Planning Department Case No. 2009.0291E.

10 Planning Department Case No. 2011.0409E

11 Planning Department Case No. 2011.0586E.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
1.	**LAND USE AND LAND USE PLANNING— Would the project:**					
a)	Physically divide an established community?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
c)	Have a substantial impact upon the existing character of the vicinity?	☐	☐	☒	☐	☐

Impact LU-1: The proposed project would not physically divide an established community. (Less than Significant)

The proposed project would subdivide an existing lot into two contiguous lots and construct a new 13-unit residential building on an existing surface parking lot. Additionally, as stated above, there would be no physical changes to 465 Tehama as part of this project. The proposed project is located within a mixed-use area, and the proposed residential building would be located on an existing vacant surface parking lot within the established street network. The project would not disrupt or divide the physical arrangement of existing uses on or adjacent to the project site or impede the passage of persons or vehicles. Those surrounding uses would be expected to continue in operation and to relate to each other as they do presently, without disruption from the proposed project. Therefore, the project would not physically divide an established community and this impact would be less than significant.

Impact LU-2: The proposed project would not conflict with 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. (Less than Significant)

Land use impacts are considered to be significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those, like the Bay Area Air Quality Management Plan, which directly address environmental issues and/or contain targets or standards, 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 such that an adverse physical change would result (see Section C. Compatibility with Existing Zoning and Plans).

Furthermore, the proposed project would not conflict with the San Francisco General Plan policies that relate to physical environmental issues. Therefore, the proposed project would have a less-than-significant impact with regard to consistency with existing plans, polices, and regulations.

Impact LU-3: The proposed project would not have a substantial impact upon the existing character of the vicinity. (Less than Significant)

The 7,274sf project site would be subdivided and developed with a four-story, 13-unit residential building on the northerly vacant portion of the parcel. The project site is located within the MUR (Mixed Use Residential) use district and a 45-X height and bulk district. As described above in Section B. Project Setting, the immediate surrounding area, within two to three blocks of the project site, is a mixture of zoning districts and uses.

Although the proposed project would result in a building of increased scale and density at the project site compared to existing vacant conditions, the new building would be within the density limits allowed under the former RSD zoning and the current MUR zoning. The proposed project would be developed within the allowable height and bulk limits of the area, and would include land uses principally permitted under the former RSD zoning and the current MUR zoning. The proposed building would be 43'-4" feet tall and would comply with the former height limit of 40-X and Section 175.6 of the Planning Code which allows a project to have a height increase of up to 5 feet in order to meet the Eastern Neighborhoods controls. The project would comply with the requirements for Ground Floor Residential Design Guidelines (Section 145.1) by providing a raised entry and higher floor to ceiling height on the ground floor and would therefore be permitted to have a height of 43' 4". It should be noted that pipeline projects, such as this project, are subject to the height, use, and density controls of the RSD zoning, but physical controls of the current MUR zoning are applied as if the project was located within the MUR zoning, unless an exception to the Planning Code is granted.

Although the proposed project would result in a change in use and a change in the character of the site, the project would be compatible with the mixed-use character residential and commercial uses of the project vicinity.

The proposed project's density would be physically compatible with the existing character of the area—a mix of large multi-family residential buildings, mixed-use residential-over-commercial buildings, duplex and single-family residential buildings, and buildings hosting heavy commercial and light industrial uses. While the proposed project would be a larger development at this site compared to the existing surface lot and some buildings in the vicinity, it would not be out of character with the two- to four-story buildings that are typically found in this area. Therefore, the proposed project would not result in a substantial effect to the land use character of the area, and the projects impacts on land use character would be considered less than significant.

Impact C-LU-1: The proposed project, in combination with past, present and reasonably foreseeable future projects in the vicinity of the site, would not result in a cumulatively considerable contribution to a significant land use impact. (Less than Significant)

Cumulative projects are discussed on page 19-20, and include projects at 200-214 6th Street, 900 Folsom Street, 935 Folsom Street, 925 Mission Street (5M), 363 6th Street, draft Central Corridor Plan, and the East SoMa Area Plan. Given the nature of these projects and the distance from the project site, it is unlikely that they would have land use impacts that could combine with the impacts of the proposed project. Further, even if these projects did have land use impacts, the proposed project would not contribute in a cumulatively considerable way to divide an established community; conflict with plans, policies, and regulations; or change neighborhood character. Therefore, the project would not result in any significant cumulative land use impacts. For the reasons described above, land use impacts, both project-specific and cumulative, would be less than significant.

E.2 Aesthetics

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐

A visual quality/aesthetics analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights and building types of surrounding uses, its potential to obstruct scenic views or vistas, and its potential for light and glare. The proposed project's specific building design would be considered to have a significant adverse environmental effect on visual quality only if it would cause a substantial and demonstrable negative change.

Impact AE-1: The proposed project would not have a substantial adverse effect on a scenic vista. (Less than Significant)

A project would have a significant effect on scenic vistas if it would substantially degrade important public view corridors and obstruct scenic views from public areas viewable by a substantial number of people. View corridors are defined by physical elements such as buildings and structures that direct lines of sight and control view directions available to the public. Scenic views and vistas are limited in the project vicinity due to surrounding urban development and intervening buildings.

There are no public scenic vistas or views in the area that would be substantially affected by the proposed project. The public open spaces located near the project site are the SoMa Recreation Center and the Victoria Manalo Draves Park, located one blocks southwest and two blocks southwest of the site. The project site is not visible from these public spaces due to intervening development and trees. Views from surrounding sidewalks and street corridors consist primarily of surrounding taller urban development. The proposed building would be built to the lot lines mid-block on Clementina Street and could potentially block views along portions of both Clementina and Tehema Streets that are currently available in the project vicinity. However, this impact would not be substantial since these views are not considered to be scenic. Accordingly, the proposed project would not degrade or obstruct any scenic views or vistas now observed from a public area.

The proposed building, which would be larger in scale than some buildings in the vicinity and the same scale as some recently constructed building, would be apparent in short range views of the site; however, the proposed building would be indistinguishable in long-range views and would tend to blend into the urban mix of residential and commercial land uses and surrounding elevated and taller development in the area. The proposed residential building would therefore, not block or degrade a public scenic view or vista.

Since the project sponsor proposes a new four-story building, private views from some nearby buildings, including adjacent residential buildings, on the block could be affected by the project. Such changes for some nearby residents would be an unavoidable result of the proposed project and could be undesirable for those individuals affected by the proposed project. Although some reduced private views would be an unavoidable consequence of the proposed project, any change in views would not exceed that commonly accepted in an urban setting. While this loss or change of views might be of concern to those property owners or tenants, it would not affect a substantial number of people and would not rise to a level considered to be a significant impact on the environment.

The proposed project would not substantially impact any existing public views or view corridors in the area, and the adverse effect upon private views would not be considered a significant impact on the environment, pursuant to CEQA.

Impact AE-2: The proposed project would not substantially damage any scenic resources. (No Impact)

There are no scenic resources present on the project site, including, but not limited to, trees, rock outcropping, and other features of the built or natural environment that contribute to the scenic public setting. As a result, the proposed project would not damage scenic resources and would not affect such resources, and an impact to scenic resources would be less than significant.

Impact AE-3: The proposed project would not substantially degrade the visual character or quality of the site and its surroundings. (Less than Significant)

The visual character of the project site and vicinity is urban with a diversity of building types, sizes, and ages. Land uses in the surrounding neighborhood are mixed, and include residential, industrial, commercial, office, and some auto service facilities. The proposed four-story, 43'-4" tall residential building would be approximately the same height as the adjacent developments, which are both four-story residential buildings. Development in the area generally ranges from one to four stories in height, with a mix of one-story retail and automotive service buildings and two- to four-story residential and mixed-use residential/commercial buildings.

A new development on an existing vacant lot at 468 Clementina would not, in and of itself, constitute a significant impact. Additionally, the project would not result in any physical changes to 465 Tehama Street. The proposed building would be within the allowable pipeline height and bulk district for the RSD district in which it would be located, and would be lower in height than the current allowable height permitted by the MUR zoning of 45-X. In terms of visual character and existing resources, the proposed project would be architecturally consistent with the mixed-use, multi-unit residential, and commercial neighborhood of one- to four-story buildings and would not have a significant impact on the visual character of the area. The proposed building would also be compatible with the building heights on neighboring blocks, which range from one to four stories. While the proposed project would be visible to neighboring residents and workers, it would be visually similar to existing development in the project vicinity in terms of its building materials, massing, and height. The proposed project would intensify the use of the site but would not change nor be inconsistent with the mixed-use visual character of surrounding development. The proposed project would be in-fill development that is located in a densely developed urban area within surrounding buildings of comparable height and bulk. It would not appear out of scale with other existing buildings.

The proposed project would be visible from some residential and commercial buildings within the project site vicinity. Some reduced views on private property would be an unavoidable consequence of the proposed project and would be an undesirable change for those individuals affected. Nonetheless, the change in views would not exceed that commonly expected in an urban setting, and the loss of those views would not constitute a significant impact under CEQA. In cases where views would be altered and

where the amount of natural light may be diminished, the resulting views and lighting conditions would be comparable to those that are available elsewhere in the neighborhood, where existing buildings built to the property line define the urban viewscapes. In a developed urban area such as the project neighborhood, the loss 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, this effect would be less than significant. The proposed project's final architectural design and articulation would undergo evaluation by the Planning Department through the building permit process, a process separate from the environmental review. The proposed project's final design would be available at that time.

Design and aesthetics are by definition subjective and open to interpretation by decision-makers and members of the public. 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 visual quality impact would be less than significant. For all of the above reasons, the proposed project would not be expected to substantially degrade the visual character or quality of the project site and its surroundings.

Impact AE-4: The proposed project would not 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. (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 multi-unit residential uses in the project vicinity. The building would give off more light than the existing surface parking lot on the project site due to the proposed project's larger size and area of glazing. Additionally, the project would not result in any lighting changes to 465 Tehama Street because there would be no physical changes to this site. 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 have a less than significant impact on light and glare.

Impact C-AE-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the site vicinity, would not result in a cumulatively considerable contribution to a significant aesthetics impact. (Less than Significant)

Cumulative projects are discussed on page 19-20 . The proposed projects at 200-214 6th Street, 935 Folsom Street, 900 Folsom, 925 Mission Street (5M) and 363 6th Street are contemporary in architectural design and surrounded by a mixed scale and mixed historic structures and would be generally consistent with the buildings in the area. Given the nature of these projects and the distance from the project site, it is unlikely that they would have aesthetic impacts that could combine with the impacts of the proposed project. Further, even if these projects did have impacts related to aesthetics, the proposed project would not contribute in a cumulatively considerable way to substantially degrade views, damage scenic resources, or degrade the existing visual character of the area.

While the East SoMa Area Plan would result in visual changes within the Plan Area, these aesthetic changes are intended to improve the overall visual quality. Future uses and building designs would be developed pursuant to the guidelines imposed by the East SoMa Area Plan. These measures would minimize potential adverse visual impacts in the project area, and therefore, the FEIR concluded that visual impacts would be less than significant.

For the reasons discussed above, the proposed project's impacts related to aesthetics, both individually and cumulatively, would be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Impact PH-1: The proposed project would not induce substantial population growth in San Francisco, either directly or indirectly. (Less than Significant)

San Francisco consistently ranks as one of the most expensive housing markets in the United States. San Francisco is the central city in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to

where they work. These factors continue to support strong housing demands in the City. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount of land available for residential use is limited, and because land and development costs are relatively high.

During the period of 1990-2000, the citywide annual average of new housing units completed was about 1,130 units.[12] In June 2008, the Association of Bay Area Governments (ABAG) released their Housing Needs Plan for years 2007-2014.[13] The projected housing need of the City through 2014 is 31,193 net new dwelling units, or an average yearly need of 4,456 new dwelling units. The proposed project would add 13 dwelling units to the City's housing stock toward meeting this need. The proposed project would thus, help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing.

Currently there are no residential units on the project site. Based on the 13 dwelling units proposed and the average household size of 1.85 for Census Tract 178[14], in which the project site is located, the proposed project could attract an estimated 24 net new residents. This would represent a one percent increase in the population of Census Tract 178. While potentially noticeable to immediately adjacent neighbors, the increase in population on the project site would not substantially increase the existing area-wide population (directly or indirectly), and the resulting density would not exceed levels that are common and accepted in high-density urban areas such as San Francisco. The portion of the site at 468 Clementina Street is currently a vacant surface parking lot and has no employees and the site 465 Tehama is an industrial building that would not be altered as part of the project. The proposed project would be a residential building and would not employ any employees. In view of the above, the proposed project would not induce substantial population growth or displace substantial numbers of people or housing units and would therefore not have a significant adverse effect on population and housing.

Impact PH-2: The proposed project would not displace substantial numbers of people or existing housing units or create demand for additional housing, necessitating the construction of replacement housing. (No Impact)

As noted above, the portion of the project site at 468 Clementina is a vacant surface parking lot and includes no dwelling units. Hence, there would be no residents or employees displaced as a result of the proposed project. Overall, the proposed project would result in less-than-significant impacts related to displacement.

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12 City and County of San Francisco Planning Department, Housing Element of the *General Plan,* February 2003.

13 Association of Bay Area Governments, *San Francisco Bay Area Housing Needs Plan 2007-2014,* June, 2008.

14 U.S. Census Bureau, American Fact Finder, Table DP-1, *Profile of General Population and Housing Characteristics: 2010 Demographic Profile Data*, Geography: San Francisco County, California, http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml, accessed April 24, 2012.

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to a significant on population and housing impact. (Less than Significant)

Cumulative projects within the vicinity include 200-214 6th Street, 935 Folsom Street, 900 Folsom Street, 925 Mission Street (5M) and 363 6th Street as described on page 19-20. Given the nature of these projects and the distance from the project site, it is unlikely that they would have population and housing impacts that could combine with the impacts of the proposed project. Further, even if these projects did have population and housing impacts, the proposed project would not contribute in a cumulatively considerable way to substantial population growth or a substantial increase in housing demand. Therefore, the proposed project would not contribute to any cumulative impacts to population and housing, and impacts to population and housing, both project-specific and cumulative, would be less than significant.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
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*?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐

Impact CP-1: The proposed project would not 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* . (Less than Significant)

Historical resources are those properties that meet the terms of the definitions in Section 21084.1 of the CEQA Statute and Section 15064.5 of the CEQA Guidelines. "Historical Resources" include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources, or

listed in an adopted local historic register. The term "local historic register" or "local register of historical resources" refers to a list of resources that are officially designated or recognized as historically significant by a local government pursuant to resolution or ordinance. Historical resources also include resources identified as significant in an historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historic resources.

The project site would be subdivided into two contiguous lots and a proposed residential building would be constructed on an existing vacant surface parking lot at 468 Clementina Street. A Historic Resource Evaluation Report (HRER) prepared for the proposed project determined that the existing surface parking lot at 468 Clementina is not considered a historic resource.[15] As a surface parking lot, the property is not associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. Based upon preliminary survey findings, the subject property does not appear to be eligible for the California Register under Criterion 1, 2, or 3.

The existing building at 465 Tehama Street site contains an existing one-story industrial building that was identified in a previous HRER as eligible for listing on the California Register as a contributor to potential historic district.[16] The initial survey results and previous Department evaluation for 465 Tehama Street makes it a "Category A" (known historic resource) building for the purposes of CEQA review by the Planning Department. As no physical alteration of the existing building at 465 Tehama Street is proposed as part of the current project, no further evaluation under CEQA is required for this portion of the subject property.

The immediate context of the project site is mixed and does not display a high level of visual continuity. Adjacent to the 468 Clementina Street site to the east is a four-story, multi-unit residential building constructed in 2004, while to the west is a four-story, multi-unit residential building constructed in 2002. While the new building may be contemporary in style, the proposed design is sensitive to the historic resources in the area. The scale, form, massing, fenestration pattern, and materials of the proposed building are appropriately designed to relate to the varied architectural styles of historic buildings in the surrounding area. The neighborhood is mixed in terms of scale, style, building materials, and fenestration pattern. Contributing buildings in the neighborhood are either residential or industrial, both in building use and architecture. The proposed façade and fenestration are a mixture of industrial and residential styles. The squared bay window projections are modern interpretations of the traditional bay window

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15 Historic Resources Response Evaluation Memorandum for 465 Tehama Street/468 Clementina Street from Pilar Lavalley, Preservation Planner to Michael Jacinito, Environmental Planner, January 12, 2011. A copy of this memorandum is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of case file no. 2005.0424E.

16 Historic Resources Response Evaluation Memorandum for 465 Tehama Street from Tim Frye, Preservation Planner, to Virna Byrd, Environmental Planning, May 2, 2006. A copy of this memorandum is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of case file no. 2005.0424E.

projections found on residential buildings throughout the potential historic district. The large, multi-lite windows visually relate to surrounding industrial buildings. Overall, the design of the front façade and the overall form, bulk, massing, fenestration pattern, and materials of the proposed new construction are compatible with the off-site historic resources, including 465 Tehama Street. Therefore, the proposed project does not appear to have a substantial adverse effect on off-site historical resources.

The proposed project would therefore not have a substantial adverse effect on either on-site, adjacent, or off-site, historic resources. Given all of the above, the proposed project would have no significant impact on on-site or off-site historic resources.

Impact CP-2: The proposed project may result in damage to, or destruction of, as-yet unknown archeological should such remains exist beneath the project site. (Less than Significant with Mitigation)

Factors considered in determining the potential for encountering archeological resources include the location, depth, and amount of excavation proposed, as well as any existing information about known resources in the area. Development of the proposed project would require excavation to a depth of approximately five feet below ground surface (bgs) and removal of about 136 cubic yards of soil, for the building foundation. Due to the proposed excavation work, the Planning Department conducted a study to determine if any archeological resources would be impacted. In a memorandum dated September 19, 2011 the Planning Department staff determined that there appear to be no CEQA-significant archeological deposits present at the project site.[17] The excavation work has the potential to disturb soils; however, based on review of archeological documentation of the affected area, no CEQA-significant archeological resources are expected within project-affected soils. Additionally, in order to reduce the potential impacts of any accidental discovery of potentially significant archeological resources, the project sponsor would be required to comply with **Mitigation Measure M-CP-2**, which would reduce this impact to a less-than-significant impact.

The following mitigation measure has been agreed to by the project sponsor and is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c).

Mitigation Measure M-CP-2: Archeology Resources (Accidental Discovery)

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined

[17] Memorandum from Randall Dean/Don Lewis, San Francisco Planning Department to Jeremy Battis, San Francisco Planning Department, September 19, 2011. A copy of this memorandum is available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File no. 2005.0424E.

in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

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

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

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

Impact CP-3: The proposed project would not indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant)

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

The project site is generally underlain by fill and clayey sand/silty sand. The proposed excavation to approximately five-feet below grade would be in fill and clayey sand, which would not contain geologic formations containing lithological units containing fossils. Therefore, the proposed project would have a less-than-significant impacts on paleontological resources or geological features.

Impact CP-4: The proposed project may disturb human remains. (Less than Significant with Mitigation)

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project site, the CEQA lead agency is required to work with the appropriate tribal entity, as identified by the California Native American Heritage Commission (NAHC). The CEQA lead agency may develop an agreement with the appropriate tribal entity for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native

American burials. By implementing such an agreement, the project becomes exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than the dedicated cemetery (Health and Safety Code Section 7050.5) and the requirements of CEQA pertaining to Native American human remains. The project's treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the City and County of San Francisco Coroner. If the Coroner were to determine that the remains are Native American, the NAHC would be notified and would appoint a Most Likely Descendant (PRC Section 5097.98).

The Planning Department's 2006 archeological sensitivity analysis[18] did not identify the project site as a site of potential Native American burials. As such the project is not anticipated to disturb any human remains, including Native American burials. Nonetheless, **Mitigation Measure M-CP-2,** specified above, contains language to ensure the sound handling of any encountered human remains in the unlikely event they are encountered.

Impact C-CP-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to a significant cultural resources impact. (Less than Significant)

Several approved and reasonable foreseeable future projects are located within a quarter-mile radius of the project site, as discussed on p. 18-19. Although some cumulative projects in the area could result in significant and unavoidable cumulative impacts to historical resources, such as the *Eastern Neighborhoods Rezoning and Area Plan*, implementation of the proposed project would not contribute in a cumulatively considerable way to any substantial adverse effect to historical resources. The proposed project would not impact on- or off-site historic resources. Therefore, impacts to historic architectural resources would be less than significant, and the proposed project would not result in cumulative impacts to historic architectural resources.

However, ground-disturbing activities in the vicinity of the project site could encounter previously recorded and/or unrecorded archaeological resources as well as human remains. The proposed project, in combination with past, present, and reasonably foreseeable projects in the vicinity that also involve ground disturbance and could also encounter previously recorded and unrecorded archaeological resources and/or human remains, could result in a significant cumulative impact to these cultural resources.

Implementation of Mitigation Measure M-CP-2 would reduce the project's contribution to cumulative impacts to a less-than-significant level. Project-related impacts on archaeological resources and human remains are site-specific and generally limited to the project's construction area. Mitigation Measure M-CP-2 would reduce the proposed project's impacts to a less–than-significant level, and the proposed

18 *Ibid*

project's contribution to cumulative impacts on archaeological resources and/or human remains would also be less-than-significant with implementation of this measure.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
5.	**TRANSPORTATION AND CIRCULATION— Would the project:**					
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐	☐
b)	Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☒	☐	☐
e)	Result in inadequate emergency access?	☐	☐	☒	☐	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐	☐

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. The proposed project would not interfere with air traffic patterns. Therefore, checklist item 5c is not applicable.

Setting

The project site is located in the East SoMa neighborhood, on the north side of Clementina Street on a block bounded by Folsom Street to the south, 6th Street to the west, 5th Street to the east and Tehama and Howard Streets to the north. Folsom, Howard, 5th and 6th Streets, all adjacent to the project site, are designated as major arterials in the Congestion Management Program (CMP) Network and part of the Metropolitan Transportation System (MTS) Network.[19] Tehama Street, in this location, is an approximate

[19] San Francisco General Plan, Transportation Element- Map 6, Adopted July 1995.

26-foot-wide, one-way westbound street with one travel lane and parking on the north side of the street. Clementina Street in this location, is an approximate 25-foot-wide, one-way eastbound street with one travel lane and parking in the south side of the street. 6th Street in this location, is an approximate 70-foot-wide, two-way north-south street with two travel lanes in each direction and metered parking on both sides of the street. 5h Street in this location, is an approximate 60-foot-wide, two-way north-south street with two travel lanes in each direction and metered parking on both sides of the street. Folsom Street in this location, is an approximate 60-foot-wide, one-way northeast bound street with four travel lanes and metered parking on both sides of the street. Howard Street in this location, is an approximate 60-foot-wide, one-way southwest bound street with four travel lanes and metered parking on both sides of the street.

Muni bus routes in the project vicinity include the 8X-Bayshore Express, 12-Folsom, 14-Mission, 14X-Mission Express, 14L-Mission Limited, 27-Bryant, and 47-Van Ness lines. There are no bus stops directly adjacent to the project site, the nearest stops being approximately one block to the southwest at 6th and Folsom Streets and one block to the southeast at 5th and Folsom Streets. There are several designated bicycle routes near the project site, including Folsom, Howard, and 5th Streets, and the project site is within bicycling distance of downtown San Francisco.[20] Folsom and Howard Streets includes dedicated bike lanes in each direction, and on 5th Street, vehicles and bicyclists share the same roadway.

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, nor would the proposed project conflict with an applicable congestion management program. (Less than Significant)

Policy 10.4 of the Transportation Element of the San Francisco General Plan states that the City will "Consider the transportation system performance measurements in all decisions for projects that affect the transportation system." To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy, this section analyzes the proposed project's effects on intersection operations, transit demand, impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts.

Trip Generation

As set forth in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review, October 2002 (Transportation Guidelines)*[21], the Planning Department evaluates traffic conditions for the weekday PM peak period to determine the significance of an adverse environmental impact. Weekday PM peak hour conditions (between the hours of 4 PM to 6PM) typically represent the worst-case conditions for the local transportation network. Based on the *Transportation Guidelines*, the proposed

[20] San Francisco General Plan, Transportation Element- Map 13, Adopted July 1995.

[21] This document can be located at http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753.

project is anticipated to generate approximately 105 daily person trips and a total of 30 daily vehicle trips.[22]

The total PM peak hour person trips are estimated to be approximately 18. Of these person trips, about six would be by auto, five trips by transit, seven pedestrian trips, and one trip by "other" modes (including bicycles, motorcycles, and taxis).

Although the proposed project is calculated to generate approximately 18 PM peak hour person trips, with approximately five PM peak hour vehicle trips, these vehicle trips are not anticipated to substantially change the level of service at the intersections in the project vicinity, and would not be considered a substantial traffic increase relative to the existing capacity of the local street system. Therefore, the proposed project's impact on existing vehicular traffic is considered less than significant.

Loading

Based on the SF Guidelines, the proposed project would generate an average loading demand of 0.03 truck-trips per hour. Planning Code Section 152.1 does not require off-street loading for residential development less than 100,000 square feet and for retail use less than 10,000 square feet. Therefore, off-street loading spaces are not required for the proposed project, which would include 9,762 square feet of residential use. Vehicles performing move in/move out activities would be able to obtain temporary parking permits for loading and unloading operations on Clementina Street.

Trash and recycling facilities for the proposed project would be located at the ground-floor accessed from Clementina Street. Trash trucks would be able to collect trash and recycling, and would only briefly disrupt traffic along Clementina Street.

Overall, the loading demand generated by the proposed project would be accommodated within the street frontage of Clementina Street, and therefore the proposed project's loading impacts would be less than significant.

Construction Impacts

Construction activities would include daily vehicle trips generated by the arrival and departure of construction workers. Approximately six to eight workers would commute to the construction site each day for approximately 10 months for grading the site and construction of the proposed project. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Construction traffic would use 5th and 6th Streets to access Clementina Street. Construction activities associated with the proposed project are not anticipated

[22] Chelsea Fordham, San Francisco Planning Department, *Transportation Calculations,* November 28, 2012. These calculations are available for review as part of Case File No. 2005.0424E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

to result in substantial impacts on the City's transportation network. Construction material staging and storage are anticipated to occur onsite and directly in front of the existing property.

However, as required, the project sponsor and construction contractors would meet with the City's Transportation Advisory Staff Committee (TASC) to determine feasible measures to reduce traffic congestion, including effects on the transit system and pedestrian circulation impacts during construction of the proposed project. TASC consists of representatives from the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, MUNI, and the Planning Department. Thus, impacts related to an applicable transportation circulation system plan or policy would be less than significant, and the project would not conflict with any applicable congestion management program.

While construction-related impacts would be less than significant, implementation of Improvement Measures, I-TR-1, below, would further reduce these less-than-significant impacts.

Improvement Measure I-TR-1: Construction Traffic Measures

The following measures would further minimize disruption of the general traffic flow on adjacent streets:

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA). Additionally, the project should consider limiting truck movements at the project site during their peak-period drop-off or pick-up time periods (7:45 to 8:30 a.m. and 1:30 to 3:30 p.m.).

Parking

The parking demand for the new uses associated with the proposed project was determined based on the methodology presented in the *Transportation Guidelines*. Based on the methodology, on an average weekday, the demand for parking would be 16 spaces. The proposed project would not include any off-street parking spaces. Thus, the project would have an unmet parking demand of 16 spaces. While the proposed off-street parking spaces would be less than the anticipated parking demand, the resulting parking deficit would not be a significant impact. An unmet demand of 16 parking spaces associated with the project would not be a substantial impact to overall parking conditions in the vicinity. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

In the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by

foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed above, the project area is well-served by local public transit (Muni lines 24, 35, and 37) and bike lanes (40 and 50), which provide alternatives to auto travel.

There may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, pedestrian safety, and noise analyses, reasonably addresses potential secondary effects.

Impact TR-2: The proposed project would not substantially increase hazards due to a design feature or incompatible uses. (Less than Significant)

The project site exists within a developed block of San Francisco. The proposed building would be built to the edge of the street-facing lot line along Clementina Street. The proposed project would remove the existing 22-foot curb cuts on Clementina Street. There are no project features that would substantially increase traffic-related hazards. In addition, as discussed in Section F.1, Land Use and Land Use Planning, the project does not include incompatible uses. Therefore, transportation hazard impacts due to a design feature or resulting from incompatible uses would be less than significant.

Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)

Emergency access would remain unchanged from existing conditions. Emergency vehicles would continue to access the site from Clementina Street. The proposed project would not inhibit emergency access to the project site. The proposed project would not be expected to affect emergency response times

or access to other sites. Therefore, the project would have a less than significant impact on emergency access to the project site or any surrounding sites.

Impact TR-4: The proposed project would not conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such features. (Less than Significant)

Transit Conditions

The proposed project would generate an estimated five PM peak-hour transit person-trips which would be dispersed among the various MUNI lines within the project vicinity. Some of these rail and bus trips would likely connect to MUNI light rail and regional transit systems, including nearby BART (Bay Area Rapid Transit) and MUNI stations at the Civic Center and Powell Street stations. The BART regional rail lines link downtown San Francisco to Daly City, East Bay locations, the San Francisco Airport, and southern areas of San Francisco. There are no bus stops in the vicinity of the proposed curb cut location on Clementina Street (the nearest bus stops being one block to the southwest at 6th and Folsom Streets and one block to the southeast at 5th and Folsom Streets). Since the estimated four PM peak-hour transit trips would be distributed among a number of lines, each with several transit vehicles per hour, the increase in transit demand associated with the proposed development would not noticeably affect transit service levels in the project area or substantially affect transit operations. Similarly, the proposed project would not significantly contribute to the 2020 cumulative transit conditions. The proposed project would not conflict with adopted policies, plans or programs supporting alternative transportation. For all of the above reasons, no significant impacts related to transit would result from the proposed project.

It should be noted that transit-related policies include, but are not limited to: (1) discouragement of commuter automobiles (Planning Code Section 101.1, established by Proposition M, the Accountable Planning Initiative); and (2) the City's "Transit First" policy, established in the City's Charter Section 16.102. The proposed project would not conflict with transit operations as discussed above and would also not conflict with the transit-related policies established by Proposition M or the City's Transit First Policies.

Therefore, impacts to the City's transit network would be considered less than significant.

Bicycle Conditions

As mentioned above, there are two bicycle routes nearby to the project site, including Route #30 on Howard and Folsom Streets and Route #19 on 5th Street. Folsom and Howard Streets includes dedicated bike lanes in each direction, and on 5th Street, vehicles and bicyclists share the same roadway.

The proposed project would generate one PM peak hour trips by "other" modes, some of which may be bicycle trips. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the

area. The project would not result in a considerable increase in truck trips to the site, such that bicycle travel would be substantially affected. Furthermore, truck trips would not typically occur during peak commute hours. Thus, the proposed project would not be anticipated to affect bicycle conditions in the project vicinity and the proposed project's impact on the bicycle network would be considered less than significant.

Section 155.5 of the Planning Code requires a total of one bicycle parking space per two dwelling units. Thus, the proposed residential would require seven bicycle parking spaces. The proposed project would comply with the Planning Code by providing eleven bicycle parking spaces within the proposed building.

On June 26, 2009, the San Francisco Municipal Transportation Agency (SFMTA) approved an update to the City's Bicycle Plan. The Plan includes updated goals and objectives to encourage bicycle use in the City, describes the existing bicycle route network (a series of interconnected streets and pathways on which bicycling is encouraged) and identifies improvements to achieve the established goals and objectives. The proposed project would not result in a significant impact to bicycle conditions in the project area and would therefore not conflict with the City's bicycle plan, or other plan, policy or program related to bicycle use in San Francisco.

Pedestrian Conditions

Pedestrian trips generated by the project would include walking trips to and from the proposed residential uses as well as walking trips to and from local transit providers. Of the estimated 18 PM peak-hour person-trips that would result from the proposed project, approximately seven would be pedestrian trips and one would be by "other" transportation modes, including by bicycle, motorcycle, and taxi. Project-related pedestrian trips would enter and exit the proposed building on Clementina Street. Pedestrian flows could potentially increase on Clementina, 5th, and 6th Streets with the proposed project; however, the increase in pedestrian traffic would be relatively small and would be accommodated on local sidewalks and crosswalks.

The proposed development, and related vehicle trips, would not create substantial conflicts between pedestrian or bicycle operations, or exceed pedestrian or bicycle capacity on adjacent streets in the project vicinity. Therefore, the proposed project would not cause a significant environmental effect related to pedestrian or bicycle conditions.

Aside from the general increase in vehicle traffic that would result from the additional activity at the site, the proposed project would not create unsafe conditions for pedestrians, nor would the additional walk trips cause crowding on nearby sidewalks; therefore, the proposed project's impact to pedestrian facilities would be less than significant.

Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks

or would result in safety concerns. Thus, impacts on pedestrian circulation and safety would be less than significant. As such, the proposed project would not conflict with any plan, policy or program related to pedestrian use in San Francisco.

Impact C-TR-1: The proposed project in combination of past, present, and reasonably foreseeable future projects would not result in a cumulatively considerable contribution to a significant transportation impact. (Less than Significant)

If construction of the proposed project were to overlap with construction of the 200-214 6th Street, 935 Folsom Street, 900 Folsom Street, 925 Mission Street (5M) and 363 6th Street, it could result in temporary increase in construction-related traffic on local or regional roads. The combined construction impact would not be significant.

The Eastern Neighborhoods Rezoning and Area Plan Final EIR recognized the intersections of Seventh/Harrison, 13th/Bryant, 13th/Folsom, South Van Ness/Howard/13th, Seventh/Brannan, Seventh/Townsend, Eighth/Bryant, Eighth/Harrison, Third/César Chávez, Third/Evans, César Chávez/Evans, and César Chávez/Pennsylvania/I-280 as intersections with significant and unavoidable impacts as a result of the proposed project. The proposed project's five PM peak hour vehicle trips would not be a substantial proportion of the overall traffic volume of any of these identified intersections identified in the Eastern Neighborhoods FEIR. Additionally, the proposed project's five PM peak hour transit trips, seven pedestrian PM peak hour trips, and one "other" trip including bicycles would not be a substantial proportion of the overall pedestrian, transit, and bicycle volumes identified in the Eastern Neighborhoods FEIR. Since the proposed project would not contribute significantly to cumulative conditions, it would therefore not have any significant cumulative traffic impacts.

For the reasons discussed above, the proposed project's impacts related to transportation, both individually and cumulatively, would be less than significant.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐
b)	Result in exposure of persons to or generation of excessive ground borne vibration or groundborne noise levels?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☒	☐	☐

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, topics 6e and 6f are not applicable.

Sensitive receptors are people requiring quiet, for sleep or concentration, such as residences, schools, or hospitals, and people themselves who may be relatively more susceptible to adverse health impacts from their environment, such as immune-compromised individuals, populations with elevated levels of chronic illness, children, and the aged. Sensitive noise receptors in proximity to the project site are residents directly adjacent to the project site along Clementina Street.

Impact NO-1: The proposed project would not result in the exposure of persons to or generation of noise levels in excess of established standards, nor would the proposed project result in a substantial permanent increase in ambient noise levels or otherwise be substantially affected by existing noise. (Less than Significant)

Exposure to Noise during Operation

Ambient noise levels in the vicinity of the project site are typical of noise levels in neighborhoods in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, and land use activities, such as commercial businesses and periodic temporary construction-related noise from nearby development, or street maintenance. Noises generated by residential uses are common and generally accepted in urban areas.

The Environmental Protection element of the General Plan contains Land Use Compatibility Guidelines for Community Noise.[23] These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable ambient noise levels for various newly developed land uses. For residential uses, the maximum satisfactory noise level without incorporating noise insulation into a project is 60 dBA (Ldn),[24] while the guidelines indicate that residential development should be discouraged at noise levels above 70 dBA (Ldn).[25] Where noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements is typically necessary before final review and approval, and new residences must include noise insulation features in their design. In addition, Title 24 of the California Code of Regulations establishes uniform noise insulation standards for multi-unit residential projects. This state regulation requires meeting an interior standard of 45 dBA in any habitable room. DBI would review the final building plans to ensure that the building wall and floor/ceiling assemblies for the residential development meet State standards regarding sound transmission for residents.

According to the San Francisco City-wide Noise Map[26] prepared by the San Francisco Department of Public Health, noise levels along both Clementina and Tehama Streets are between 60 and 65 dBA (Ldn).[27,28]

To further analyze the noise environment at the project site, an environmental noise assessment was conducted to document existing noise sources and noise levels contributing to ambient noise levels, and determine any necessary noise insulation that would need to be incorporated into the proposed project. [29] The noise monitoring survey was conducted from September 27th, 2011 to September 29th, 2011 to quantify the existing noise environment at the project site. The noise monitoring survey was conducted

23 San Francisco General Plan. Environmental Protection Element, Policy 11.1, Land Use Compatibility Chart for Community Noise, http://www.sf-planning.org/ftp/general_plan/I6_Environmental_Protection.htm.

24 Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting, and is expressed in units of A-weighted decibels (dBA).

25 The guidelines are based on maintaining an interior noise level of interior noise standard of 45 dBA, Ldn, as required by the California Noise Insulation Standards in Title 24, Part 2 of the California Code of Regulations.

26 San Francisco City-wide Noise Map, San Francisco Department of Public Health, March, 2009.

27 Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is "weighted" to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

28 Based on noise modeling conducted by the San Francisco Department of Public Health (DPH). DPH modeling has yielded GIS-compatible noise contours for the City, based on vehicle noise.

29 Charles M. Salter Associates, Inc., 468 Clementina Street Environmental Noise Assessment, San Francisco, California, November 14, 2011. This document is available for review in Project File No. 2005.0424E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

over a 41-hour period in 15-minute intervals. Noise levels measured at the site were primarily the result of vehicular traffic on 6th Street. Additionally, while there is no single dominant noise generator within the two blocks of the project site, the project area is an urban area with automotive repair shops and a car park along Clementina Street. Other noise sources within 900 feet of the project site include Interstate 80 (I-80), streetcars on Market Street, MUNI buses, restaurants, nightclubs, light industrial uses, schools, and commercial activities. Based on the results, the noise measurement recorded a day-night noise average of 63 dBA (Ldn) on Clementina Street. The noise assessment did not identify any land uses that generate unusual noise within the vicinity of the project site. Additionally, the maximum hourly noise levels range from 55.5 to 96 dBA.

The noise assessment concludes that the proposed project can meet the Title 24 acoustical requirements with Sound Transmission Class of 28-30 rating requirements for exterior doors/windows. This would create an interior noise environment of 45 dBA, which would ensure an interior noise environment of 45 dBA in habitable rooms as required by the San Francisco Building Code. The analysis is based on the assumption that exterior wall assemblies will have a minimum sound insulation rating of 45 (similar to inch of stucco on the exterior, batt insulation in 2x4 stud cavities and one layer of gysum board on the interior). Therefore, the noise study demonstrates that acceptable interior noise levels consistent with those in the Title 24 standards would be attained by the proposed project and no further acoustical analysis or engineering is required. During review of the building permit, the Department of Building Inspection would review project plans for compliance with Title 24 noise standards. Compliance with Title 24 standards and with the City's General Plan would ensure that effects from exposure to ambient noise would result in a less than significant impact.

Generation of Traffic Noise during Operation

Generally, traffic must double in volume to produce a noticeable increase in average noise levels. Based on the transportation analysis prepared for the project, traffic volumes would not double on area streets as a result of the proposed project. Therefore, the proposed project would not cause a noticeable increase in the ambient noise level in the project vicinity, and this impact would be less than significant.

Generation of Building Noise during Operation

The project includes mechanical equipment that could produce operational noise, such as that from heating and ventilation systems. These operations would be subject to Section 2909 of the City's Noise Ordinance (Article 29 of the San Francisco Police Code). This section establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the limit is 5 dBA in excess of ambient, while for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient and for noise on public property, including streets, the limit is 10 dBA in excess of ambient. In addition, the noise ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours (until 10:00 PM). The proposed project

would comply with Article 29, Section 2909, by including acoustical construction improvements to achieve an interior day-night equivalent sound level of 45 dBA. Compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, noise effects related to building operation would be less than significant.

Impact NO-2: During construction, the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project. (Less than Significant)

The construction of the proposed residential building would temporarily increase noise in the vicinity of the project site. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. No heavy external excavation equipment, such as pile drivers, would be used during construction. Construction activities other than excavators generate noise levels no greater than 90 dBA (for instance, for excavation) at 50 feet from the activity, while other activities, such as concrete work, are much less noisy. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, and distance between noise source and listener. Further, construction noise would be intermittent and limited to the period of construction. Closed windows typically can reduce daytime interior noise levels to an acceptable level.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, impact wrenches) must have boot intake and exhaust muffled to the satisfaction of DPW or DBI. Section 2908 of the ordinance prohibits construction between 8:00 PM and 7:00 AM, if noise would exceed the ambient noise level by 5 dBA at the project site's property line, unless a special permit is authorized by DPW or DBI. Compliance with the noise ordinance would ensure that potential construction noise impacts would be less than significant level, including noise effects on residential uses in the immediate vicinity, which are considered sensitive receptors.

For the above reasons although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in an urban environment, and would not be considered significant.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable contribution to a significant noise impact. (Less than Significant)

Construction activities in the vicinity of the project site, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis, similar to the project. Project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site. As such, construction noise effects associated with

the proposed project are not anticipated to combine with proposed developments at 200-214 6th Street, 935 Folsom Street, 900 Folsom Street, 925 Mission Street (5M) and 363 6th Street. Therefore, cumulative construction-related noise impacts would be less than significant.

Local traffic noise would increase in conjunction with foreseeable residential and commercial growth in the project vicinity, though this increase would be far less than the doubling of traffic noise that would result in an audible change. However, because neither the proposed project nor the other cumulative projects in the vicinity are anticipated to result in a doubling of traffic volumes along nearby streets, the project would not contribute considerably to any cumulative traffic-related increases in ambient noise. Moreover, the proposed project's mechanical equipment and occupants would be required to comply with the Noise Ordinance and would therefore not be expected to contribute considerably to any cumulative increases in the ambient noise as a result of the building equipment or occupants. Therefore, the proposed project would not result in cumulatively considerable noise impacts, would be cumulative noise impacts are considered less than significant.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
7.	**AIR QUALITY—Would the project:**					
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	☐
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)?	☐	☐	☒	☐	☐
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	☐

Setting

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara and Napa counties and portions of Sonoma and Solano counties. BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California

Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2010 Clean Air Plan*, was adopted by the BAAQMD on September 15, 2010. The *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and GHGs in a single, integrated plan; and establish emission control measures to be adopted or implemented. The primary goals of the 2010 Clean Air Plan are to:

- Attain air quality standards;
- Reduce population exposure and protect public health in the San Francisco Bay Area; and
- Reduce GHG emissions and protect the climate.

The *2010 Clean Air Plan* represents the most current applicable air quality plan for the SFBAAB. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of an applicable air quality plan.

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2) and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment[30] or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and PM_{10}, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature regional air pollution is largely a cumulative impact in that no single project is sufficient in size to by itself result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[31]

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 1, below identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality

[30] "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status.

[31] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011, page 2-1.

violation or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

Table 1
Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Ozone Precursors. As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter (PM_{10} and $PM_{2.5}$[32]). Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. The federal New Source Review (NSR) program was created by the federal CAA to ensure that stationary sources of air pollution are constructed in a manner that is consistent with attainment of federal health based ambient air quality standards. Similarly, to ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors, ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54

[32] PM_{10} is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or larger. $PM_{2.5}$, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

pounds (lbs.) per day).[33] These levels represent emissions by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NO_x emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds, would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NO_x emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Particulate Matter (PM_{10} and $PM_{2.5}$). The BAAQMD has not established an offset limit for $PM_{2.5}$. However, the emissions limit in the federal NSR for stationary sources in nonattainment areas is an appropriate significance threshold. For PM_{10} and $PM_{2.5}$, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels at which a source is not expected to have an impact on air quality.[34] Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control fugitive dust.[35] Individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to 90 percent.[36] The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.[37] The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. The BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling construction-related fugitive dust.

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[33] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

[34] *Ibid*, p. 16.

[35] Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at *http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf*, accessed February 16, 2012.

[36] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 27.

[37] BAAQMD, *CEQA Air Quality Guidelines*, May 2011.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but of short-term) adverse effects to human health, including carcinogenic effects. A TAC is defined in the California Health and Safety Code §39655 as an air pollutant which may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. Human health effects of TACs include birth defects, neurological damage, cancer, and death. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach. This approach uses a health risk assessment to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.[38]

Vehicle tailpipe emissions contain numerous TACs, including benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, naphthalene, and diesel exhaust.[39] Engine exhaust, from diesel, gasoline, and other combustion engines, is a complex mixture of particles and gases, with collective and individual toxicological characteristics. While each constituent pollutant in engine exhaust may have a unique toxicological profile, health effects have been associated with proximity, or exposure, to vehicle-related pollutants *collectively* as a mixture.[40] Exposures to fine particulate matter ($PM_{2.5}$) are strongly associated with mortality, respiratory diseases and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[41] In addition to $PM_{2.5}$, diesel particulate matter (DPM) is also of concern. The ARB identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.[42] Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled roadways. The estimated

[38] In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

[39] DPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

[40] Delfino RJ, 2002, "Epidemiologic evidence for asthma and exposure to air toxics: linkages between occupational, indoor, and community air pollution research," Environmental Health Perspectives, 110(S4):573-589.

[41] DPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

[42] ARB, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than for other land uses. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 350 days per year, for 70 years. Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco has partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed "air pollution hot spots" were identified based on two health-protective criteria: (1) Excess cancer risk from the contribution of emissions from all modeled sources > 100 per one million population; or (2) Cumulative $PM_{2.5}$ concentrations > 10 micrograms per cubic meter ($\mu g/m^3$).

Excess Cancer Risk. The above one-hundred per one million persons (100 excess cancer risk) criteria is based on the United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.[43] As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the "acceptable" range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,[44] the USEPA states that it "…strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years." The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.[45]

Fine Particulate Matter. In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, "Particulate Matter Policy Assessment." In this document, USEPA staff concludes that the current federal annual $PM_{2.5}$ standard of 15 micrograms per cubic meter ($\mu g/m^3$) should be revised to a level within the range of 13 to 11 $\mu g/m^3$, with evidence strongly supporting a standard within the range of 12 to 11 $\mu g/m^3$. Air pollution hot spots for San

[43] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

[44] 54 Federal Register 38044, September 14, 1989.

[45] BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

Francisco are based on the health protective $PM_{2.5}$ standard of 11 $\mu g/m^3$, as supported by the USEPA's Particulate Matter Policy Assessment, although lowered to 10 $\mu g/m^3$ to account for error bounds in emissions modeling programs.

Land use projects within these air pollution hot spots require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction Air Quality Impacts

Project-related air quality impacts fall into two categories: short-term impacts due to construction and long-term impacts due to project operation. The following discussion addresses construction-related air quality impacts resulting from the proposed project.

Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants, but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Construction activities (short-term) typically result in emissions of fugitive dust, criteria air pollutants, and DPM. Emissions of criteria pollutants and DPM are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting or other types of architectural coatings or asphalt paving activities. The proposed project would subdivide an existing lot into two contiguous lots and construct a new 13-unit residential building on an existing surface parking lot. During the project's approximately 10-month construction period, construction activities would have the potential to result in fugitive dust emissions, criteria air pollutants and DPM.

Fugitive Dust

Project-related excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998-2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Excavation, grading and other construction activities can cause wind-blown dust to add to particulate matter in the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil.

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred hereto as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site shall use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

Compliance with these regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

Criteria Air Pollutants

As discussed above, construction activities would also result in emissions of criteria air pollutants. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 1, the BAAQMD, in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions and construction of the proposed project would result in less than significant criteria air pollutant impacts. Projects that exceed the screening sizes may require further project-level quantification to determine whether criteria air pollutant emissions may exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new

development on greenfield [46] sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill and/or proximate to transit service and local services, emissions would be expected to be less than the greenfield-type project that the screening criteria are based upon.

The proposed project would construct a new 13-unit residential building on an existing surface parking lot. The proposed project would be below the criteria air pollutant screening sizes for mid-rise residential apartments of 240 dwelling units identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of construction-related criteria air pollutant emissions is not required, and the proposed project's construction activities would not exceed any of the significance thresholds for criteria air pollutants, and would result in a less than significant construction criteria air pollutant impact.

Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.[47] Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.[48] This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised particulate matter (PM) emission estimates for the year 2010, which DPM is a major component of total PM, have decreased by 83 percent from previous estimates for the SFBAAB.[49] Approximately half of the reduction can be attributed to the economic recession and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).[50]

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment

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[46] Agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

[47] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, p.1 and p. 13 (Figure 4), October 2010.

[48] California Air Resources Board (ARB), *Staff Report: Initial Statement of Reasons for Proposed Rulemaking*, *Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

[49] ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

[50] ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking*, *Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines would be phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.[51] Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to DPM emissions.[52]

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the BAAQMD's *CEQA Air Quality Guidelines*:

> "Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk."[53]

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within air pollution hot spots, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The project site is not located within an identified air pollution hot spot. Although on-road heavy-duty diesel vehicles and off-road equipment would be required for the 10-month construction duration, emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes, which would further reduce nearby sensitive receptors exposure to temporary and variable DPM emissions. Therefore, construction-period TAC emissions would result in a less-than-significant impact to sensitive receptors.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of

[51] USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.
[52] California Code of Regulations, Title 13, Division 3, § 2485.
[53] BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 8-6.

consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

The proposed project would subdivide an existing lot into two contiguous lots and construct a new 13-unit residential building on an existing surface parking lot. Additionally, the proposed project would generate 30 daily vehicle trips

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Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

As discussed above in Impact AQ-1, the BAAQMD, in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project would subdivide an existing lot into two contiguous lots and construct a new 13-unit residential building on an existing surface parking lot. The proposed project would be below the criteria air pollutant screening sizes for mid-rise apartments of 494 dwelling units identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of project-generated criteria air pollutant emissions is not required, and the proposed project would not exceed any of the significance thresholds for criteria air pollutants, and would result in less than significant impact with respect to criteria air pollutants.

Impact AQ4: The proposed project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial air pollutant concentrations. (Less than Significant)

Sources of Toxic Air Contaminants

Vehicle Trips. Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with less than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project's 30 daily vehicle trips would be well below this level, therefore an assessment of project-generated TACs resulting from vehicle trips is not required and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

Siting Sensitive Land Uses

The proposed project would include development of a residential building with 13 dwelling units and is considered a sensitive land use for purposes of air quality evaluation. As discussed above, San Francisco, in partnership with BAAQMD, has modeled and assessed air pollutant impacts from mobile, stationary and area sources within the City. This assessment has resulted in the identification of air pollutant hot spots. The proposed project would site sensitive land uses, but not within air pollution hot spots, therefore, the proposed project would result in a less than significant impact with respect to exposing sensitive receptors to substantial levels of air pollution.

Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of the *2010 Clean Air Plan*. (Less than Significant).

The most recently adopted air quality plan for the SFBAAB is the *2010 Clean Air Plan*. The *2010 Clean Air Plan* is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the *2010 Clean Air Plan* (CAP), this analysis considers whether the project would: (1) support the primary goals of the CAP, (2) include applicable control measures from the CAP, and (3) avoid disrupting or hindering implementation of control measures identified in the CAP.

To meet the primary goals, the CAP recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The CAP recognizes that to a great extent, community design dictates individual travel mode and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and GHGs from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the *2010 Clean Air Plan* includes 55 control measures aimed at reducing air pollution in the SFBAAB.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project would be consistent with energy and climate control measures as discussed in Section 8 Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the City's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that residents could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project would be generally consistent with the *San Francisco General Plan* as discussed in Section 5. Transportation control measures that are identified in the *2010 Clean Air Plan* are implemented by the *San Francisco General Plan* and the Planning Code, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees applicable to the proposed project. By complying with these applicable requirements, the project would include relevant transportation control measures specified by the *2010 Clean Air Plan*.

Examples of a project that could cause the disruption or delay of *Clean Air Plan* control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add twelve residential units to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and as such, the proposed project would avoid disrupting or hindering implementation of control measures identified in the CAP.

For the reasons described above, the proposed project would not interfere with implementation of the *2010 Clean Air Plan*, and because the proposed project would be consistent with the applicable air quality plan that shows how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. (Less than Significant)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors**.** Additionally, the proposed project includes construction of a twelve unit residential building, and would therefore not create a significant source of new odors. Therefore, odor impacts would be less than significant.

Cumulative Air Quality Impacts

Impact C-AQ-1: The proposed project, in combination with past present, present, and reasonably foreseeable future development in the project area would not result in a cumulatively considerable contribution to a significant cumulative air quality impact. (Less than Significant)

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[54] The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air

[54] BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 2-1.

pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

Although the project would add new sensitive land uses and new sources of TACs (e.g., new vehicle trips), the project site is not located within an air pollution hot spot. The project's incremental increase in localized TAC emissions resulting from new vehicle trips would be minor and would not contribute substantially to cumulative TAC emissions that could affect proposed sensitive land uses. Therefore, cumulative air quality impacts are considered less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐
a) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Environmental Setting

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

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. While the presence of the primary GHGs in the atmosphere is naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO_2. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels and biomass.[55] N_2O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include

[55] Center for Climate and Energy Solutions. *What is Black Carbon?*, April 2010. Available online at: *http://www.c2es.org/docUploads/what-is-black-carbon.pdf*. Accessed September 27, 2012.

hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2E).[56]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms and heat waves, are occurring already and will only become more frequent and more costly.[57] Secondary effects of climate change are likely to include a global rise in sea level, impacts to agriculture, the state's electricity system, and native freshwater fish ecosystems, an increase in the vulnerability of levees in the Sacramento-San Joaquin Delta, changes in disease vectors, and changes in habitat and biodiversity.[58,59]

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO_2E ($MMTCO_2E$).[60] The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state generation and imported electricity) at 23 percent and industrial sources at 18 percent. Commercial and residential fuel use (primarily for heating) accounted for nine percent of GHG emissions.[61] In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[62] Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at seven percent, off-road equipment at three percent and agriculture at one percent.[63]

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56 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.

57 California Climate Change Portal. Available online at: *http://www.climatechange.ca.gov.* Accessed September 25, 2012.

58 California Climate Change Portal. Available online at: *http://www.climatechange.ca.gov/.* Accessed September 25, 2012.

59 California Energy Commission. California Climate Change Center. *Our Changing Climate 2012*. Available online at: *http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf*. Accessed August 21, 2012.

60 California Air Resources Board (ARB). *California Greenhouse Gas Inventory for 2000-2009— by Category as Defined in the Scoping Plan*. Available online at: *http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf*. Accessed August 21, 2012.

61 ARB. *California Greenhouse Gas Inventory for 2000-2009— by Category as Defined in the Scoping Plan*. Available online at: *http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf*. Accessed August 21, 2012.

62 Bay Area Air Quality Management District (BAAQMD). *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, February 2010. Available online at: *http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx*. Accessed August 21, 2012.

63 BAAQMD. *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010*. Available online at:

Regulatory Setting

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 $MMTCO_2E$); by 2020, reduce emissions to 1990 levels (estimated at 427 $MMTCO_2E$); and by 2050 reduce statewide GHG emissions to 80 percent below 1990 levels (approximately 85 $MMTCO_2E$).

In response, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction from forecast emission levels).[64]

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. The Scoping Plan is the State's overarching plan for addressing climate change. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from 2008 levels.[65] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 4, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[66]

Table 2. GHG Reductions from the AB 32 Scoping Plan Sectors[67]

GHG Reduction Measures By Sector	GHG Reductions (MMT CO_2E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4

http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed August 21, 2012.

[64] Governor's Office of Planning and Research (OPR). *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available online at: *http://opr.ca.gov/docs/june08-ceqa.pdf*. Accessed August 21, 2012.

[65] California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: *http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf*. Accessed March 4, 2010.

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

[67] Ibid.

Total	**174**
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	9
Total	**42.8-43.8**

The AB 32 Scoping Plan recommendations are intended to curb projected business-as-usual growth in GHG emissions and reduce those emissions to 1990 levels. Therefore, meeting AB 32 GHG reduction goals would result in an overall annual net decrease in GHGs as compared to current levels and accounts for projected increases in emissions resulting from anticipated growth.

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

AB 32 further anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and noted that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.[68] The BAAQMD has conducted an analysis of the effectiveness of the region in meeting AB 32 goals from the actions outlined in the Scoping Plan and determined that in order for the

[68] ARB. *Climate Change Scoping Plan*. December 2008. Available online at: *http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf*. Accessed August 21, 2012.

Bay Area to meet AB 32 GHG reduction goals, the Bay Area would need to achieve an additional 2.3 percent reduction in GHG emissions from the land use driven sector.[69]

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). The BAAQMD recommends that local agencies adopt a Greenhouse Gas Reduction Strategy consistent with AB 32 goals and that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy.[70] As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the CEQA Guidelines.

At a local level, the City has developed a number of plans and programs to reduce the City's contribution to global climate change. San Francisco's GHG reduction goals, as outlined in the 2008 Greenhouse Gas Reduction ordinance are as follows: by 2008, determine the City's GHG emissions for the year 1990, the baseline level with reference to which target reductions are set; by 2017, reduce GHG emissions by 25 percent below 1990 levels; by 2025, reduce GHG emissions by 40 percent below 1990 levels; and finally by 2050, reduce GHG emissions by 80 percent below 1990 levels. San Francisco's Greenhouse Gas Reduction Strategy documents the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies. As identified in the Greenhouse Gas Reduction Strategy, the City has implemented a number of mandatory requirements and incentives that have measurably reduced GHG emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses), and a mandatory recycling and composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding statewide AB 32 GHG reduction

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[69] BAAQMD. *California Environmental Quality Act Guidelines Update, Proposed Thresholds of Significance*, December 2009. Available online at: *http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Proposed%20Thresholds%20of%20Significance%20Dec%207%2009.ashx*. Accessed September 25, 2012.

[70] BAAQMD. *California Environmental Quality Act Air Quality Guidelines*, May 2012. Available online at: *http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en*. Accessed September 25, 2012.

goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 MMTCO2E. A recent third-party verification of the City's 2010 communitywide and municipal emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 MMTCO2E, representing a 14.5 percent reduction in GHG emissions below 1990 levels.[71,72]

Approach to Analysis

In compliance with SB 97, OPR amended the CEQA Guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. Among other changes to the CEQA Guidelines, the amendments added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. The potential for a project to result in significant GHG emissions which contribute to the cumulative effects global climate change is based on the CEQA Guidelines and CEQA Checklist, as amended by SB 97, and is determined by an assessment of the project's compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not generate enough GHG emissions to noticeably change the global average temperature. CEQA Guidelines Sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy, demonstrating that San Francisco's policies and programs have collectively reduced communitywide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80 percent below 1990 levels by 2050. Chapter 1 of the City's *Strategies to Address Greenhouse Gas Emission* (the Greenhouse Gas Reduction Strategy) describes how the strategy meets the requirements of CEQA Guidelines Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "Aggressive GHG reduction targets and comprehensive strategies like San Francisco's help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."[73]

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[71] ICF International. *"Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco." Memorandum from ICF International to San Francisco Department of the Environment*, April 10, 2012. Available online at: *http://www.sfenvironment.org/download/community-greenhouse-gas-inventory-3rd-party-verification-memo*. Accessed September 27, 2012.

[72] ICF International. *"Technical Review of San Francisco's 2010 Municipal GHG Inventory." Memorandum from ICF International to San Francisco Department of the Environment* , May 8, 2012. Available online at: *http://www.sfenvironment.org/download/third-party-verification-of-san-franciscos-2010-municipal-ghg-inventory*. Accessed September 27, 2012.

[73] BAAQMD. *Letter from J. Roggenkamp, BAAQMD, to B. Wycko, San Francisco Planning Department*, October 28, 2010. Available online at: *http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction_Letter.pdf*. Accessed September 24, 2012.

With respect to CEQA Guidelines Section 15064.4(b), the factors to be considered in making a significance determination include: 1) the extent to which GHG emissions would increase or decrease as a result of the proposed project; 2) whether or not a proposed project exceeds a threshold that the lead agency determines applies to the project; and finally 3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

The GHG analysis provided below includes a qualitative assessment of GHG emissions that would result from a proposed project, including emissions from an increase in vehicle trips, natural gas combustion, and/or electricity use among other things. Consistent with the CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions, the significance standard applied to GHG emissions generated during project construction and operational phases is based on whether the project complies with a plan for the reduction of GHG emissions. The City's Greenhouse Gas Reduction Strategy is the City's overarching plan documenting the policies, programs and regulations that the City implements towards reducing municipal and communitywide GHG emissions. In particular, San Francisco implements 42 specific regulations that reduce GHG emissions which are applied to projects within the City. Projects that comply with the Greenhouse Gas Reduction Strategy would not result in a substantial increase in GHGs, since the City has shown that overall communitywide GHGs have decreased and that the City has met AB 32 GHG reduction targets. Individual project compliance with the City's Greenhouse Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis.

In summary, the two applicable greenhouse gas reduction plans, the AB 32 Scoping Plan and the City's Greenhouse Gas Reduction Strategy, are intended to reduce GHG emissions below current levels. Given that the City's local greenhouse gas reduction targets are more aggressive than the State's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of AB 32. Therefore, proposed projects that are consistent with the City's Greenhouse Gas Reduction Strategy would be consistent with the goals of AB 32, would not conflict with either plan, and would therefore not exceed San Francisco's applicable GHG threshold of significance. Furthermore, a locally compliant project would not result in a substantial increase in GHGs.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Given the analysis is in a cumulative context, this section does not include an individual project-specific impact statement.

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not in levels that would result in a significant impact on the environment or conflict with any policy, plan, or regulation adopted for the purpose of reducing greenhouse gas emissions. (Less than Significant)

The most common GHGs resulting from human activity associated with land use decisions are CO_2, black carbon, CH_4, and N_2O.[74] Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by the construction of a new residential building which would result in an increase in energy use. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

Projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less-than-significant GHG impact. Based on an assessment of the proposed project's compliance with San Francisco's *Strategies to Address Greenhouse Gas Emissions*, the proposed project would be required to comply with the following ordinances that reduce greenhouse gas emissions, see Table 4.

Table 3. Regulations Applicable to the Proposed Project

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would include 11 Class 1 bicycle spaces to be located in the building's garage. The project is required to provide 7 Class 1 bicycle spaces. Therefore, the project complies with this requirement.
Parking requirements for San Francisco's Mixed-Use zoning districts (San Francisco Planning Code	The Planning Code has established parking maximums for many of San Francisco's Mixed-Use districts.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project would have no off-street parking spaces, which is permitted by Planning Code Section 151.1.

[74] OPR. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available at the Office of Planning and Research's website at: http://www.opr.ca.gov/ceqapdfs/june08-ceqa.pdf. Accessed March 3, 2010.

Regulation	Requirements	Project Compliance	Discussion
Section 151.1)			
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will provide energy efficiency at a minimum of 15% above Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (San Francisco Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater Management Ordinance and stormwater design guidelines.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would disturb over 5,000 square feet, which subjects the project to the SFPUC's stormwater design guidelines, which emphasize low impact development using a variety of Best Management Practices for managing stormwater runoff and reducing impervious surfaces, thereby reducing the volume of combined stormwater and sanitary sewage requiring treatment.
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project is a residential building. Therefore, the project would be required to comply with the Residential Water Conservation Ordinance.

Regulation	Requirements	Project Compliance	Discussion
	repaired. Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.		
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	All persons in San Francisco are required to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse. Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project is the construction of a residential building which would be required to comply with the Mandatory Recycling and Composting Ordinance.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project will comply with Section 138.1 of the Planning Code by planting trees along every 20 feet of street frontage.
Construction Site Runoff Pollution Prevention for New Construction (San Francisco Building Code, Chapter 13C)	Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems. Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED®	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project will develop and implement construction activity pollution prevention and site run-off controls adopted by the San Francisco Public Utilities Commission, as applicable.

Regulation	Requirements	Project Compliance	Discussion
	prerequisite SSP1). Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP). See the SFPUC Web site for more information: www.sfwater.org/CleanWater		
Low-emitting Adhesives, Sealants, and Caulks (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.2.1)	**If meeting a LEED Standard:** Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168 and aerosol adhesives must meet Green Seal standard GS-36. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:** Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Any VOCs used by the project meet SCAQMD Rule 1168.
Low-emitting materials (San Francisco Building Code, Chapters 13C.4. 103.2.2,	For Small and Medium-sized Residential Buildings - Effective January 1, 2011 meet GreenPoint Rated designation with a minimum of 75 points. For New High-Rise Residential Buildings - Effective January 1, 2011 meet LEED Silver Rating or GreenPoint Rated designation with a minimum of 75 points. For Alterations to residential buildings submit documentation regarding the use of low-emitting materials. **If meeting a LEED Standard:** For adhesives and sealants (LEED credit EQ4.1), paints and coatings (LEED credit EQ4.2), and carpet systems (LEED credit EQ4.3),	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project will meet a GreenPoint Rated designation with a minimum of 75 points.

Regulation	Requirements	Project Compliance	Discussion
	where applicable. **If meeting a GreenPoint Rated Standard:** Meet the GreenPoint Rated Multifamily New Home Measures for low-emitting adhesives and sealants, paints and coatings, and carpet systems,		
Low-emitting Paints and Coatings (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 13C.504.2.2 through 2.4)	**If meeting a LEED Standard:** Architectural paints and coatings must meet Green Seal standard GS-11, anti-corrosive paints meet GC-03, and other coatings meet SCAQMD Rule 1113. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:** Interior wall and ceiling paints must meet <50 grams per liter VOCs regardless of sheen. VOC Coatings must meet SCAQMD Rule 1113.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project will comply with the requirements of low emitting paints.
Low-emitting Flooring, including carpet (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.3 and 13C.4.504.4)	**If meeting a LEED Standard:** Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber) must be Resilient Floor Covering Institute FloorScore certified; carpet must meet the Carpet and Rug Institute (CRI) Green Label Plus; Carpet cushion must meet CRI Green Label; carpet adhesive must meet LEED EQc4.1. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:** All carpet systems, carpet cushions, carpet adhesives, and at least 50%	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project will comply with the requirements of low-emitting floors.

Regulation	Requirements	Project Compliance	Discussion
	of resilient flooring must be low-emitting.		
Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)	**If meeting a LEED Standard:** Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure. **If meeting a GreenPoint Rated Standard:** Must meet applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project will comply with this requirement, as applicable.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, or impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured reduction of annual GHG emissions levels; (3) San Francisco has met and exceeded AB 32 greenhouse gas reduction goals for the year 2020 and is on track towards meeting long-term GHG reduction goals; (4) current and probable future state and local GHG reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet the CEQA and BAAQMD requirements for a Greenhouse Gas Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with the requirements listed above, and was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions.*[75] As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

[75] Greenhouse Gas Analysis: Compliance Checklist. July 12, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, in Case No. 2004.0976E.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
9.	**WIND AND SHADOW—Would the project:**					
a)	Alter wind in a manner that substantially affects public areas?	☐	☐	☒	☐	☐
b)	Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☒	☐	☐

Impact WS-1: The proposed project would not alter wind in a matter that substantially affects public areas. (Less than Significant)

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The nature of development in the project vicinity is generally three to four-stories in height and the proposed project's total building height would be four-stories and 43'-3" , and would not result in adverse effects on ground-level winds. Since the proposed project would not be substantially taller than nearby buildings, the project would not result in adverse effects on ground-level winds. Accordingly, the proposed project would result in a less-than-significant wind impact.

Impact WS-2: The proposed project would not create new shadow in a manner that could substantially affect outdoor recreation facilities or other public areas. (Less than Significant)

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Department, by any structure exceeding 40 feet, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. The nearest public open spaces to the project site are the SoMa Recreation Center (one blocks southwest) and the Victoria Manalo Draves Park (two blocks southwest). To determine whether the proposed project would conform to Section 295, a shadow fan analysis was prepared by Planning Department staff. This analysis concluded that the proposed project would not have the potential to cast new shadow on any property under the jurisdiction of the Recreation and Park Department.[76]

[76] San Francisco Planning Department, letter dated April 8, 2013 (Case No. 2005.0424K), Shadow Analysis for 468 Clementina Street A copy of this document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, California, as a part of Case File No. 2005.0424E.

The proposed project would shade portions of nearby streets and sidewalks at times within the project block. These new shadows would not exceed levels commonly expected in urban areas, and would be considered a less-than-significant effect under CEQA.

Impact C-WS-1: The proposed project, in combination with other past, present or reasonably foreseeable projects, would not result in a cumulatively considerable contribution to significant wind and shadow impacts. (Less than Significant)

Based on the information provided above, the proposed project, along with other potential and future development in the vicinity, would not result in a significant wind impact in the project vicinity. The design of the 200-214 6th Street, 900 Folsom Street, 935 Folsom Street, 925 Mission Street (5M) and 363 6th Street would be required to comply with the applicable height and bulk requirements, as defined in the Planning Code. As such, the proposed project, in combination with projects currently proposed in the vicinity, would not substantially alter the wind patterns that could affect public areas, and cumulative wind impacts would be considered less than significant.

The proposed project, along with other potential and future development in the vicinity, could result in net new shadows in the vicinity. However, these projects would be subject to controls to avoid substantial net new shading of public open spaces. Thus the proposed project, in combination with cumulative projects considered in this analysis, would not be expected to contribute considerably to adverse shadow effects under cumulative conditions, and cumulative shadow impacts would be considered less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐
c) Physically degrade existing recreational resources?	☐	☐	☒	☐	☐

Impact RE-1: The proposed project would increase the use of existing neighborhood parks or other recreational facilities, but not to an extent that substantial physical deterioration of the facilities would occur or be accelerated. (Less than Significant)

The nearest recreation facilities to the project site include the SoMa Recreation Center, one block southwest of the site; the Victoria Manalo Draves Park, two blocks southwest of the site; the Howard & Langton Mini Park, three blocks southwest of the site; the Yerba Buena Center, two blocks northeast of the site; and the Mint Street Plaza, two blocks north of the site.

The proposed project would add 13 residential units and anticipates a population of 24 residents. Although new residents may utilize parks and recreational spaces in the vicinity of the site, the use would likely be modest (based on the size of projected population increases), and it is unlikely that substantial physical deterioration would be expected. In addition, the proposed project would not substantially increase demand for or use of citywide facilities such as the Golden Gate Park. Therefore, impacts on recreational facilities would be less than significant.

Impact RE-2: The proposed project would not require the construction of recreational facilities that may have a significant effect on the environment. (Less than Significant)

The proposed project would provide some open space on site for the residents, in the form of a common rooftop deck, common rear yard space, and private decks. Residents at the project site would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide facilities such as Golden Gate Park such that any increased user demand would require the construction of new recreational facilities or the expansion of existing facilities. Therefore, the project would not result in the construction of recreational facilities that would themselves have a physical environmental impact.

Impact RE-3: The proposed project would not physically degrade existing recreational resources. (Less than Significant)

The proposed project would not result in the physical alteration of any recreational resource within the vicinity of the project site or in the City as a whole. The proposed project would construct a four-story, residential building with 13 residential units on an existing vacant parking lot. The project would provide a 1,064 sf common roof deck, a 315 sf common rear yard, and 489 sf of private open space in the rear yard for two residential units. Therefore, the project would not physically degrade any existing recreational resources.

Impact C-RE-1: The proposed project, in combination with past, present, and reasonable foreseeable future projects, would not considerably contribute to a significant recreational impact. (Less than Significant)

The use of recreational facilities in the vicinity of the project site is not expected to noticeably increase as a result of the proposed project. As mentioned above, the proposed project, which would construct 13 new

residential units, would provide an approximately 2,064 sf common roof deck, a 315 sf common rear yard, and 489 sf of private open space in the rear yard for two residential units. Therefore, the contribution of the proposed project to cumulative recreation-related impacts would not be considerable.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
11. UTILITIES AND SERVICE SYSTEMS— Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Impact UT-1: Implementation of the proposed project would not result in a significant impact to wastewater collection and treatment facilities and would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. (Less than Significant)

The project site is located within an area that is served by existing utilities and service systems including solid waste disposal, wastewater, and stormwater collection and treatment, power, water and communication facilities. The proposed project would add new uses to the site that would incrementally increase the demand for utilities and service systems, but not in excess of amounts expected and provided for in the project area.

The proposed project would not require new wastewater or stormwater collection and treatment facilities. Project related wastewater and stormwater would continue to flow into the City's combined stormwater and sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the San Francisco Bay. The project site is completely covered with impervious surfaces and would remain completely covered with the proposed project. Therefore, the project would not substantially affect the amount of stormwater discharged from the project site. Additionally, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Green Building Ordinance (SFGBO), adopted May 6, 2008. The SFGBO would require that the project meet the performance standard identified in the LEED NC®[77] credit 6.2 for quality control of stormwater. Specifically, this credit requires the project sponsor to implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using a variety of best management practices (BMPs). The BMPs must be capable of removing 80 percent of the average annual post-development total suspended solids (TSS). The SFPUC emphasizes the use of low-cost, low impact BMPs to meet this requirement. Although the project would incrementally increase the demand for wastewater treatment and could increase the demand for stormwater treatment, it would not cause the collection treatment capacity to be exceeded, or require the expansion of wastewater treatment facilities or extension of a sewer trunk line. Additionally, requirements for stormwater treatment mandated by the SFGBO would decrease the incremental amount of stormwater requiring treatment at the Southeast Water Pollution Control Plant. Therefore, the proposed project would have a less than significant impact on San Francisco's wastewater and stormwater systems.

Impact UT-2: The SFPUC has sufficient water supply and entitlements to serve the proposed project, and implementation of the proposed project would not require expansion or construction of new water treatment facilities. (Less than Significant)

The proposed project would increase the amount of water required to serve the project site. However, the proposed project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Public Utilities Commission's (SFPUC) 2005 Urban Watershed Management Plan.[78] Additionally, as required by the SFGBO, the project would be required to implement a 20 percent reduction in potable water for other uses (requiring installation of low-flow fixtures). Although the project would increase the amount of water required on site, the increase in water use on the site is accounted for in the SFPUC's 2005 Urban Watershed Management Plan. Also, the project would be required to implement water conservation measures as required by the SFGBO, would be served by the

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[77] LEED NC stands for Leadership in Energy and Environmental Design- New Construction.

[78] The SFPUC's *2005 Urban Water Management Plan* is based on data presented in the Association of Bay Area Government's (*Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025*, which includes all known or expected development projects in San Francisco through the year 2025.

existing water supply and would not require new or expanded water supply resources or entitlements. Therefore, the project's impact on water supply and treatment facilities would be less than significant.

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and would comply with applicable statutes and regulations related to solid waste. (Less than Significant)

Solid waste generated by the City and County of San Francisco is transported to the Altamont Landfill. This landfill has a permitted peak maximum disposal capacity of 11,150 tons per day and is operating well below that capacity, at approximately 4,000 to 5,000 tons per day. In addition, the landfill has an annual solid waste capacity of 2,226,500 tons for waste generated in the City and County of San Francisco. However, the landfill is well below its allowed capacity, receiving approximately 1.29 million tons of solid waste in 2007, the most recent data year available. The total permitted capacity for the landfill is 62 million cubic yards; the remaining capacity is approximately 45.7 million cubic yards.[79]

Recycling, composting, and waste reduction are expected to increasingly divert waste from the landfill, per California and local requirements. The City was required by the State's Integrated Waste Management Act (AB 939) to divert 50 percent of its waste stream from landfill disposal by 2000. The City met this threshold in 2003 and has since increased it to 69 percent in 2005 and 70 percent in 2006. In addition, the Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010. The proposed project would be in compliance with the San Francisco Building Code Chapter 13 C, which requires a minimum of 75 percent of all construction and demolition debris to be recycled and diverted from landfills. This requirement is enforced through the building permit process. In addition, the proposed project would be in compliance with City Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. The project's residents and employees would participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal stream. The Altamont Landfill is expected to remain operational until at least 2029 and has plans to increase capacity by 250 additional acres.[87] With the City's increase in recycling and the potential Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2029. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion, the project would have a less-than-significant impact on solid waste facilities.

Impact C-UT-1: In combination with past, present, and reasonably foreseeable future development in the project site vicinity, the proposed project would not result in a cumulatively considerable contribution to a significant utilities and service systems impact. (Less than Significant)

[79] California Integrated Waste Management Board, Active Landfill Profiles, Altamont Landfill. Available online at http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0009/Detail/, accessed October 11, 2012.

Cumulative development in the project area and future development that could occur in the vicinity of the proposed project, would incrementally increase demand on citywide utilities and service systems, but not beyond levels anticipated and planned for by public service providers. Given that the City's existing service management plans address anticipated growth in the region, the project would not be expected to have a considerable effect on utility service provision or facilities under cumulative conditions.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐

Impact PS-1: The proposed project would increase demand for police protection, but not to an extent that would result in substantial adverse impacts associated with the provision of such service. (Less than Significant)

The project site currently receives police protection services from the San Francisco Police Department (SFPD) Southern District police station, located at 850 Byrant Street. The Southern District station is located approximately one mile from the project site. The proposed project would increase development intensity on the site and would increase the demand for, and use of, police services, but not in excess amounts expected and provided for the area. Given the nature of the proposed project, it would not necessitate the construction of a new police station and would have a less than significant effect on police protection services.

Impact PS-2: The proposed project would increase demand for fire protection, but not to an extent that would result in substantial adverse impacts associated with the provision of such service. (Less than Significant)

The proposed project would increase the demand for fire protection services within the project area. The nearest fire station to the project site is Station #1 located at 676 Howard Street, which is about 5 blocks southwest of the project site. By constructing a new residential building with 13 residential units, the number of calls for services from the project site may be expected to increase. However, the increases

would be incremental, funded largely through project-related increases to the City's tax base, and would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City. Therefore, this impact would be less than significant.

Impact PS-3: The proposed project would indirectly generate school students, but these new students would be accommodated within existing school facilities, and the impact to schools would not be substantial. (Less than Significant)

Some of the new residents of the proposed 13 dwelling units may be families with school-age children. It is anticipated that existing schools in the area could accommodate these students. The nearest public schools include the Bessie Carmichael Elementary School, approximately two blocks southwest of the project site, at 375 7th Street. In 2009, the San Francisco Unified School District released its Capital Plan for fiscal years 2010-2019.[80] The report noted that after a period of declining enrollment, starting in the fall of 2008 kindergarten enrollments began to increase, and school enrollment was expected to continue to rise. District-wide enrollment in the fall 2008 was 55,272; however, the District maintains a property and building portfolio that has a student capacity for over 90,000 students; thus, even with increasing enrollment, facilities throughout San Francisco are underused. Capital improvements are ongoing at existing schools throughout the District, primarily funded by $1.276 million in voter-approved general obligation bonds in 2003, 2006, and 2011. In an update to its capital improvement needs, presented in November 2012, the District noted that it will provide updates on school infrastructure needs for new, growing, and planned communities such as in Mission Bay, Bayview Hunters Point, and Treasure Island.[81] As new needs emerge, the District may consider additional general obligation bond measures due to significant increases in new housing units, changing demographics, and other factors. The relatively small increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. The project would also be required to pay school impact fees in accordance with Senate Bill 50.

Additionally, similar to other citywide development, the proposed project would be assessed a $2.42 per gross square foot school impact fee for the increase in residential space. The proposed project would not result in a substantial unmet demand for school facilities and would not necessitate new or physically altered school facilities. Therefore, the proposed project would result in a less-than-significant impact on schools.

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80 San Francisco Unified School District, Capital Plan FY 2010-2019, September 2009. Available at *http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/capital-plan-final-2010-2019.pdf* , accessed January 17, 2013.

81 San Francisco Unified School District, *Update & Summary report of SFUSD Capital Improvement Needs to the City and County of San Francisco Capital Planning Committee*, November 19, 2012. Presentation available online at *http://www.sfusd.edu/en/assets/sfusd-staff/doing-business-with-SFUSD/Reports%20&%20Presentations/City%20Capital%20Planning%20Presentation%2011-19-2012.pdf*, accessed January 17, 2013.

Impact PS-4: The proposed project would result in an incremental increase in the use of nearby parks, but this increased use would not result in a substantial adverse effect. (Less than Significant)

The nearest recreation facilities to the project site include the SoMa Recreation Center, one block southwest of the site; the Victoria Manalo Draves Park, two blocks southwest of the site; the Howard & Langton Mini Park, three blocks southwest of the site; the Yerba Buena Center, two blocks northeast of the site; and the Mint Street Plaza, two blocks north of the site. Combined, these facilities provide a wide range of facilities for recreational and passive uses. In light of the above, the proposed project would not result in substantial adverse physical impacts from the construction or need for new parks.

Although new residents may utilize parks and recreational spaces in the vicinity of the sites, the use would likely be modest (based on the size of the projected population), and it is unlikely that substantial physical deterioration would be expected. In addition, the proposed project would not substantially increase demand for or use of citywide facilities such as the Golden Gate Park. Therefore, this impact would be less than significant.

Impact PS-5: The proposed project would increase demand for government services, but not to the extent that would result in significant physical impacts. (Less than Significant)

The incremental population increase that would result from the proposed residential building would not necessitate the need for new or physically altered government facilities, and therefore any related impact would be less than significant.

Impact C-PS-1: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to a significant public services impact. (Less than Significant)

The proposed project is not expected to increase demand for public services beyond levels anticipated and planned for by public service providers. Cumulative development in the project area would incrementally increase demand for public services as well, but not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not be cumulatively considerable.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒

Under CEQA, a project would have significant impacts on biological resources if it were to substantially affect candidate, sensitive, or special status species, riparian habitat or other sensitive natural community or wetlands, interfere with the movement of any migratory fish, wildlife, established native resident, or migratory wildlife corridors, conflict with local policies or ordinances related to biological resources, or conflict with any habitat conservation plan. There are no adopted habitat conservation plans applicable to the project site, so checklist topic 13.f is not applicable to the proposed project.

Impact BI-1: The proposed project would not have an impact on special status species, avian species, or riparian, wetland, or sensitive natural communities and would not conflict with an approved local, regional, or state habitat construction plan. (No Impact)

The project site and the majority of the SoMa district around the project site are developed and covered with structures and other impermeable surfaces. The project site is occupied by a surface parking lot, and there are no trees on the project site. There is one street tree adjacent to the project site along Clementina

Street. The proposed project would result in the removal of this existing tree. The project site does not provide habitat for any rare or endangered plant or animal species, and the proposed project would not affect or diminish plant or animal habitats, including riparian or wetland habitat. The project would not interfere with any resident or migratory species, or affect any rare, threatened, or endangered species. Given the conditions present on the project site and in the area, the proposed project would have no impact on biological resources.

Impact BI-2: Implementation of the proposed project would not conflict with local tree protection regulations. (Less than Significant)

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees is implemented. The DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant, and Street trees, collectively "protected trees" located on private and public property. A Landmark Tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the city's character and have been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A Significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within 10 feet of the public-right-of-way, that is greater than 20 feet in height or which meets other criteria.

A Tree Disclosure Statement prepared for the project noted that there is one street tree located adjacent to the property along Clementina Street. The project includes removal of this street tree. There are no Landmark Trees on properties adjacent to the site. If the Department of Public Works (DPW) grants a permit under Article 16 of the San Francisco Public Works Code, it may be subject to replacement or payment of an in-lieu fee in the form of a contribution to the City's Adopt-a-Tree Fund. Compliance with the requirements set forth in DPW Code Section 8.02-8.11 would ensure that potential impacts to trees protected under the City's Tree Preservation Ordinance would be less than significant. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact C-BI-1: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to a significant biological resources impact. (Less than Significant)

Cumulative projects are discussed on page 18-19. The proposed projects at 200-214 6th Street, 935 Folsom Street, 900 Folsom Street, 925 Mission Street (5M) and 363 6th Street are required to comply with the Urban Forestry Ordinance to apply for a tree removal permit with the Department of Public Works (including requirements for tree replacement or in-lieu fees) if these projects propose tree removal. Given the above, it is unlikely that these cumulative projects would have biological impacts that could combine

with the impacts of the proposed project. Further, even if these projects did have biological impacts, the proposed project would not contribute in a cumulatively considerable way that would affect a rare or endangered species or habitat, or conflict with any local, regional or state habitat conservation plan or ordinance. Therefore, the project would not result in any significant cumulative biological impacts.

For the reasons described above, biological impacts, both project-specific and cumulative, would be less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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.)	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☒	☐	☐

The proposed project would connect to the City's sewer and stormwater collection and treatment system and would not use a septic water disposal system. Therefore, Topic 14e is not applicable to the project site.

Impact GE-1: The proposed project would not result in exposure of people and structures to substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, or lateral spreading. (Less than Significant)

The project site is not located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act and no known or potentially active fault exists on the project site. In a seismically active area, such as the San Francisco Bay Area, the possibility exists for future faulting in areas where no faults previously existed. A preliminary geotechnical analysis has been completed for the proposed project.[82] The analysis examined underlying soils of the project site and made preliminary geotechnical recommendations related to excavation operations on the project site. The analysis indicates that the project site is suitable for the construction of the proposed project and found no evidence of active faulting on the project site. However, during an earthquake at any of the major area faults mentioned above, the project site would experience very strong ground shaking. Strong ground shaking during an earthquake can result in ground failure associated with soil liquefaction,[83] lateral spreading,[84] cyclic densification, or differential compaction.[85]

The San Francisco General Plan Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to "moderate" ground shaking (structural damage) from earthquakes along the San Andreas Fault (Map 2 of the Community Safety Element) and "moderate" shaking intensity from earthquakes along the Northern Hayward Fault (Map 3). The project site is located approximately 6 miles northwest of the San Andreas Fault and approximately 10 miles west of the northern Hayward Fault. Therefore, it is likely that the site would experience periodic minor or major earthquakes associated with a regional fault. The 2007 Working Group on California Earthquake Probabilities estimates that there is a 63 percent chance that a magnitude 6.7 or greater earthquake will occur in the San Francisco Bay Area within 30 years. Like the entire San Francisco Bay Area, the project site is subject to groundshaking in the event of an earthquake.

The project site is located in an area of liquefaction potential, as shown in the Community Safety Element of the General Plan (Map 4, titled "Hazards Study Zones—Areas of Liquefaction Potential"); however, the

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82 Rollo & Ridley Geotechnical Engineers and Scientists, Geotechnical Investigation for 468 Clementina Street dated September 12, 2011. A copy of this report is available for review at the Planning Department offices at 1650 Mission Street, Suite 400, related to Case No. 2005.0424E.

83 Liquefaction is a phenomenon in which saturated, cohesionless soil experiences a temporary loss of strength due to the buildup of excess pore water pressure, especially during cyclic loading such as that induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand and silt of low plasticity that is relatively free of clay.

84 Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

85 Soil compaction, or cyclic densification, is a phenomenon in which non-saturated, cohesionless soil is densified by earthquake vibrations, causing settlement.

site is not in an area subject to potential landslide hazards (Map 5).[86] Project site development would not substantially alter the topography of the project site or vicinity.

According to the preliminary geotechnical investigation conducted by Rollo & Ridley, the site is blanketed by fill, clayey/silty sand, and clay and clayey sand. Groundwater levels were encountered at approximately 10 feet below ground surface. Soil boring samples were taken to a depth of 51.1 feet. The project sponsor is proposing to excavate to a depth of 5 feet below grade for a mat foundation.[87] Additionally, underpinning and temporary shoring would be required during the excavation operations to safely develop the property. These recommendations for foundation design, underpinings, and temporary shoring have been incorporated into the project design to further reduce geologic impacts associated with the project. The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be mitigated during the permit review process through these measures. To ensure compliance with all Building Code provisions regarding structure safety, when DBI reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. Past geological and geotechnical investigations would be available for use by DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be avoided through DBI's requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code, and this impact would be less than significant.

Impact GE-2: The proposed project site would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. (No Impact)

As shown on the official State of California Seismic Hazards Zone Map for San Francisco prepared under the Seismic Hazards Mapping Act of 1990,[88] the project site is not within an area subject to landslide (Map 5 of the Community Safety Element). However, as stated above, the final building plans would be reviewed by DBI, and in reviewing building plans, DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Therefore, potential damage to structures from geologic hazards, such as landslides, on the project site would be avoided through DBI's

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86 City and County of San Francisco, Community Safety Element, *General Plan*, April 1997.

87 Ibid.

88 The Seismic Hazards Mapping Act was developed to protect the public from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and from other hazards caused by earthquakes. This act requires the State Geologist to delineate various seismic hazards zones and requires cities, counties, and other local permitting agencies to regulate certain development projects within these zones.

requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code. Therefore, the proposed project would not result in landslide-related impacts.

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

The project site is covered entirely with impervious surfaces and does not contain native top soil. Although excavation would occur for the development of the proposed building, which includes mat foundation at grade level, compliance with standard erosion-control measures would ensure that the potential for erosion would be a less-than-significant impact.

Impact GE-4: The proposed project would not result in impacts to site topographical features. (Less than Significant)

The project site is relatively level with the elevation ranging from approximately 5.1 to 6.3 feet above sea level. [89] The project site has no unique topography. Apart from clearing and minimal site grading for the surface level garage and building foundation, the proposed project would not alter the topography of the project site, or otherwise affect any unique geologic or physical features of the site. The proposed project would have a less-than-significant impact with respect to topographical features of the site.

Impact C-GE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to a significant impact on geology and soils. (Less than Significant)

Geology impacts are generally site -specific and in this setting would not have cumulative effects with other projects. In addition, the building plans of planned and foreseeable projects would be reviewed by DBI, and potential geologic hazards would be avoided during the DBI permit review process. Therefore, the cumulative impacts of the project related to geology, soils, and seismicity would be less than significant.

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[89] Rollo & Ridley Geotechnical Engineers and Scientists, *op cit*

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
15.	**HYDROLOGY AND WATER QUALITY— Would the project:**					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
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)?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

Impact HY-1: The proposed project would not violate water quality standards or otherwise substantially degrade water quality. (Less than Significant)

The proposed project would not substantially degrade water quality or contaminate a public water supply. As discussed in Section F.11 Utilities and Service Systems, the project site's wastewater and stormwater would continue to flow into the City's combined stormwater and sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System

(NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the Pacific Ocean. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During construction, there would be a potential for erosion and the transport of soil particles during site preparation and excavation. Once in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into San Francisco Bay. Stormwater runoff from project construction would drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Building Code and the City's NPDES permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. During operation and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not substantially degrade water quality, and impacts on water quality would be less than significant.

Impact HY-2: The proposed project would not 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. (Less than Significant)

Groundwater is not used as a drinking water supply in the City and County of San Francisco. The project site is entirely covered with impervious surfaces. As reported in the Geotechnical Investigation, groundwater levels were encountered at approximately 10 feet below ground surface.[90]

The project would not result in the use of groundwater, and groundwater is not anticipated to be encountered during project construction because excavation would be limited to a depth of five feet below ground surface. Nonetheless, any groundwater that is encountered during construction of the proposed project is subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects requiring dewatering, and may require water analysis before discharge. If dewatering is necessary, the final soils report required for the project would address the potential settlement and subsidence associated with the dewatering. The report would contain a determination as to whether or not a lateral movement and settlement survey should be prepared to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring surface is recommended, the Department of Public Works (DPW) would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Because the project site would remain entirely impervious after project implementation, the project would not affect groundwater recharge, and this impact would be less than significant.

[90] Rollo & Ridley Geotechnical Engineers and Scientists, Geotechnical Investigation for 468 Clementina Street dated September 12, 2011. A copy of this report is available for review at the Planning Department offices at 1650 Mission Street, Suite 400, related to Case No. 2005.0424E.

Impact HY-3: The proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)

Compliance with the Stormwater Management Ordinance in general will require the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system. Additionally, because the proposed project would not substantially change the amount of impervious surface area at the site, there would be little change to the quantity and rate of stormwater runoff from the site that flows to the city's combined sewer system. The proposed project would alter drainage on site, but site runoff would continue to drain to the city's combined storm and sanitary sewer system. Therefore, the project would not substantially alter drainage on site. Because stormwater flows from the proposed project could be accommodated by the existing combined sewer system, and because there would not be an expected increase in stormwater flows, the proposed project would not significantly impact surface or ground water quality.

Impact HY-4: The proposed project would not expose people, housing, or structures, to substantial risk of loss due to flooding. (Less than Significant)

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project falls within an area in the City prone to flooding during storms, especially where ground stories are located below an elevation of 0.0 City Datum or, more importantly, below the hydraulic grade line or water level of the sewer.

The City has implemented a review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. The side sewer connection permits for these projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, the Department of Building Inspection, or the Successor Agency. The SFPUC and/or its delegate (SFDPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather. The SFPUC will receive and return the application within a two-week period from date of receipt. The

permit applicant shall refer to PUC requirements for information required for the review of projects in flood-prone areas. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

As required, the sponsor coordinated with SFPUC in order to determine if the project would result in ground-level flooding during storms. SFPUC determined that ground-level flooding would occur and the building would need to be raised to accommodate flooding.[91] With incorporation of these design measures, the project would result in less-than-significant impact on wastewater systems.

Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City of San Francisco does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a one percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA"). Because FEMA has not yet published a FIRM for the City, the City Administrator's Office has created an "Interim Floodplain Map" based on preliminary data provided by FEMA showing floodplains within the City.

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco's geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM (PFIRM) of San Francisco for review and comment by the City. After review of comments and appeals related to the revised preliminary FIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City's shoreline in and along San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards).[92] On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a floodplain management ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City's participation in NFIP upon passage of the ordinance. Specifically, the proposed floodplain management ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood

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91 Email Correspondence from Cliff Wong, San Francisco Department of Public Works to Toby Morris, September 5, 2012. A copy o this correspondence is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2005.0424E.

92 City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://sfgsa.org/index.aspx?page=828 . Accessed September 8, 2010.

zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA.

Once the Board of Supervisors adopts the Floodplain Management Ordinance, the Department of Public Works will publish flood maps for the City, and applicable City departments and agencies may begin implementation for new construction and substantial improvements in areas shown on the Interim Floodplain Map. According to the preliminary flood map, the project site is not located within a potential flood zone.[93] Therefore, the project would result in less than significant impacts related to development within a 100-year flood zone.

Impact HY-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow. (No Impact)

The project site is not in an area subject to tsunami run-up, or reservoir inundation hazards (Maps 6 and 7 in the General Plan Community Safety Element). Therefore, the project is not expected to expose people or structures to risk from inundation by seiche, tsunami or mudflow.

Impact C-HY-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to a significant hydrology and water quality impact. (Less than Significant)

Flood and inundation hazards are site-specific; thus, the proposed project would not have considerable cumulative impacts. However, other proposed developments in the project area, in combination with the proposed project, could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC, which provides wastewater treatment in the city, has accounted for such growth in its service projections. Thus, the project's contribution to any cumulative impacts on hydrology or water quality would be less-than-significant. In light of the above, cumulative effects related to water resources would not be significant.

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[93] Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panels 92A, 94A, 110A, lilA, 112A, 120A, 130A, 140A, 210A, 235A, and 255A, September 21, 2007, available at http://sfgsa.org/index.aspx?page=828, accessed May 25, 2010.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. HAZARDS AND HAZARDOUS MATERIALS—Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
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?	☐	☒	☐	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☒	☐	☐

The project site is not located within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore checklist items E.16e and E.16f 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 would involve the construction of residential building with 13 dwelling units, and would result in the use of relatively small quantities of hazardous materials for routine purposes. The residents of the proposed development would likely handle common types of hazardous materials, such as cleaners and disinfectants. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting

in relatively little waste. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards related to hazardous materials. Thus, there would be less-than-significant impacts related to hazardous materials use, with development of the proposed project.

Impact HZ-2: Excavation of the project site would result in handling and accidental release of contaminated soils and hazardous building materials associated with historic uses. (Less than Significant with Mitigation)

The project site at 468 Clementina and 465 Tehama Street consists of a surface parking lot and an existing industrial building. The proposed project would sudvide this existing site and construct a residential building on the 468 Clementina Street portion of the property. The project site is not on the Hazardous Waste and Substances Sites List, commonly called the "Cortese List," compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5. The City adopted Ordinance 253-86 (signed by the Mayor on June 27, 1986), which requires analyzing soil for hazardous wastes within specified areas bayward of the historic high tide line, known as the Maher area, when over 50 cubic yards of soil is to be disturbed and on sites specifically designated by the Director of Public Works.[94] The project site falls outside the boundary of the Maher Ordinance and, therefore, would not be subject to this ordinance.

A Phase I Environmental Site Assessment (ESA) was conducted for 465 Tehama and 468 Clementina Street to determine if the sites contained any recognized environmental conditions.[95] The Phase I ESA describes current and prior uses on the site, reviews environmental agency databases and records, reports site reconnaissance observations, and summarizes potential soil and groundwater contamination issues. Additionally, limited site investigation with soil sampling was conducted as part of the Phase I in April 2005. The Phase I conducted an analysis of both 465 Tehama and 468 Clementina; however, because the proposed project would only involve development of 468 Clementina, the following discussion is limited to this site.

The Phase I identified one recognized environmental condition associated with the project site. Review of Department of Public Health (DPH) records indicated that a 6,000-gallon diesel underground storage tank (UST) was removed from the site on May 29, 2003 by Golden Gate Tank Removal. According to the Tank Closure Report, the UST was found in good condition with no visible holes, and two soil samples from the UST excavation and one soil sample from the stockpiled soil was collected and analyzed for

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94 The Maher Ordinance applies to that portion of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. The ordinance requires that soils must be analyzed for hazardous wastes if more than 50 cubic yards of soil are to be disturbed.

95 ACC Environmental Consultants, *Phase I Environmental Site Assessment for 465 Tehama Street, San Francisco, CA*, April 6, 2005. These documents are available for review at the Planning Department, 1650 Mission Street, Suite 400r, as part of Case No. 2005.0424E.

hazardous materials. All three soil samples reported below laboratory detection limits for petroleum hydrocarbon constituents; however, two soil samples did find total oil and grease (TOG) at elevated levels. Therefore, the DPH requested that additional investigation and remedial activities were performed for the site. Based upon the elevated levels of TOG, seven soil borings and two groundwater samples were collected in the vicinity of the former UST and found TOG levels below laboratory detection limits. Based upon these results, the DPH issued a remedial action completion certification for the UST.[96] Additionally, there are several sites surrounding the project site that are on governmental databases for containing hazardous materials. Review of these records in the Phase I ESA did not indicate that they would affect development of the project site. However, the Phase I report recommended that proper worker health and safety be maintained when developing the property due to residual soil and groundwater contamination in the project area. Workers and members of the public in the area during project construction could be exposed to contaminated soils, and this potential exposure to hazardous materials is a significant impact. Implementation of **Mitigation Measures M-HZ-2** was developed in consultation with the DPH's Environmental Health Section and requires that the project sponsor enter into a Voluntary Remedial Action Program, which would reduce this impact to a less-than-significant level.

Mitigation Measure M-HZ-2: Compliance with a Voluntary Remedial Action Plan (VRAP)

Prior to approval of a building permit for the project, the project sponsor shall enter into a Voluntary Remedial Action Plan (VRAP) with the San Francisco Department of Public Health (DPH), Hazardous Waste Program. The project sponsor shall submit the plan and a fee to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program. The VRAP will allow the DPH to supervise any necessary remedial actions during site construction, set up cleanup goals, and issue a letter or other document that certifies that the cleanup goals have been met. Additionally, prior to conducting any ground-disturbing activities, the project sponsor shall prepare a Site Health and Safety Plan pursuant to the California Division of Occupational Safety and Health (Cal-OSHA) requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety. The Site Health and Safety Plan shall be prepared prior to initiating any earth-moving activities at the site and shall establish requirements that the construction personal be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. The Site Health and Safety Plan shall also include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, further investigation and removal of underground storage tanks and other hazards, including procedures for proper removal and

[96] City and County of San Francisco Department of Public Health, Division of Occupational and Environmental Health, letter to Charles Gibbs Jr. April 6, 2005. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of the project file 2005.0424E.

disposal. The contingency plan shall be amended, as necessary by the project sponsor, in the event that new information becomes available that could affect the implementation of the plan.

Impact HZ-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)

The implementation of the proposed project could add to congested traffic conditions in the immediate area in the event of an emergency evacuation. However, the proposed project would be relatively insignificant within the dense urban setting of the project site and it is expected that traffic would be dispersed within the existing street grid such that there would be no significant adverse effects on nearby traffic conditions. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant.

Impact HZ-4: The proposed project would not 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 project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections. Consequently, the project would not have a significant impact on fire hazards nor interfere with emergency access plans.

Impact C-HZ-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to a significant hazards and hazardous materials impact. (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 avoid any cumulative hazard effects. Therefore, the proposed project would not have a considerable contribution to a cumulative impact related to hazards and hazardous materials.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
17. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☒	☐	☐

Impact ME-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. (No Impact)

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project area is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project.

Impact ME-2: Implementation of the proposed project would not encourage activities which would result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (Less than Significant)

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 GreenPoints, including meeting an energy standard of 15 percent more energy efficient than that required by Title 24, the California Building Code. Documentation showing compliance with the SFGBO standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Therefore, the proposed project would not cause a wasteful use of energy and the effects related to energy consumption would not be significant. In light of the above, effects related to energy consumption would not be considered significant.

Impact C-ME-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would not result in a cumulatively considerable contribution to a significant energy and minerals impact. (Less than Significant)

As described above, no known minerals exist in the project site, and therefore the proposed project would not contribute to any cumulative impact on mineral resources. The California Energy Commission is currently considering applications for the development of new power generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply grid within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not contribute to a cumulative impact. Overall, the proposed project would result in less-than significant cumulatively considerable impacts related to mineral and energy resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. **—Would the project**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒	☐

Impact AF-1: The proposed project would not result in the conversion of farmland or forest land to non-farm or non-forest use, nor would it conflict with existing agricultural or forest use or zoning. (No Impact)

The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as Urban and Built-Up Land, which is defined as "…land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes." The project site does not contain agricultural uses and is not zoned for such uses. The proposed project would not involve any changes to the environment that could result in the conversion of farmland. Accordingly, this topic is not applicable to the proposed project.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
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.)	☐	☐	☒	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

As discussed in the above text, the project is anticipated to have only less-than-significant impacts in the areas discussed. The foregoing analysis identifies potentially significant impacts to archeological resources and potentially significant impacts resulting from the presence of hazardous materials, which would be mitigated though implementation of mitigation measures as described below and more fully within Section F. on page 100.

a. As discussed in Topic E.4, it is possible that below-ground archeological resources may be present. Any potential adverse effect to CEQA-significant archeological resources resulting from soils disturbance from the proposed project would be reduced to a less-than-significant level by implementation of **Mitigation**

Measure M-CP-2, described within Section F. on page 107 of this Initial Study, which addresses the accidental discovery of archeological resources. Accordingly, the proposed project would not result in a significant impact to archeological resources through the elimination of examples of major periods of California history or prehistory.

b. The proposed project in combination with the 200 6th Street, 935 Folsom Street, 363 6th Street, 925 Market Street projects, and the East SoMa Area Plan would not result a cumulatively considerable contribution to significant impacts to land use, aesthetics, population and housing, cultural resources, transportation, noise, air quality, greenhouse gas emissions, wind and shadow, recreation, utilities, public services, biological resources, geology, hydrology, hazardous materials, mineral resources, and agricultural resources. The proposed project's contributions to cumulative traffic at intersections in the vicinity would not be substantial. The proposed project would not be considered to substantially contribute incrementally to cumulative regional air quality conditions, or to contribute to significant cumulative noise impacts. The proposed project would be consistent with the land use and height controls for the site and would not contribute to a cumulatively considerable land use or visual impact. No other significant cumulative impacts are anticipated. In summary, the proposed project would not have unavoidable environmental effects that are cumulatively considerable.

c. The proposed project, as discussed in Section C (Compatibility with Existing Zoning and Plans) and Topic E.1 (Land Use and Land Use Planning), would be generally consistent with local land use and zoning requirements. **Mitigation Measure M-HZ-2,** listed in full within Section F. of this Initial Study, has been incorporated into the proposed project to address hazardous materials on site in order to reduce these impacts to a less-than-significant level.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The project sponsor has agreed to implement the following mitigation measures:

Mitigation Measures

Mitigation Measure M-CP-2: Archeology (Accidental Discovery)

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

Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

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

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

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

Mitigation Measure M-HZ-2: Compliance with a Voluntary Remedial Action Plan (VRAP)

Prior to approval of a building permit for the project, the project sponsor shall enter into a Voluntary Remedial Action Plan (VRAP) with the San Francisco Department of Public Health (DPH), Hazardous Waste Program. The project sponsor shall submit the plan and a fee to the San Francisco Department of Public Health (DPH), to the Hazardous Waste Program. The VRAP will allow the DPH to supervise any necessary remedial actions during site construction, set up cleanup goals, and issue a letter or other document that certifies that the cleanup goals have been met. Additionally, prior to conducting any ground-disturbing activities, a Site Health and Safety Plan would be prepared pursuant to the California Division of Occupational Safety and Health (Cal-OSHA) requirements and National Institute for Occupational Safety and Health guidance to ensure worker safety. The Site Health and Safety Plan would need to be prepared prior to initiating any earth moving activities at the site and shall establish requirements that the construction personal be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. The Site Health and Safety Plan shall also include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures could include, but would not be limited to, further investigation and removal of underground storage tanks and other hazards, including procedures for proper removal and disposal. The contingency plan shall be amended, by the project sponsor as necessary, in the event that new information becomes available that could affect the implementation of the plan.

Improvement Measures

The following improvement measures would reduce the less-than-significant construction period traffic impacts of the proposed project.

Improvement Measure I-TR-1: Construction Traffic Measures

The following measures would further minimize disruption of the general traffic flow on adjacent streets:

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by SFMTA). Additionally, the project should consider limiting truck movements at the project site during their peak-period drop-off or pick-up time periods (7:45 to 8:30 a.m. and 1:30 to 3:30 p.m.).

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on February 2, 2006, and again on February 14, 2011, to the owners of properties within 300 feet of the project site, occupants of buildings on and immediately adjacent to the project site, and to interested parties. Overall concerns and issues raised by the public in response to the notice were taken into consideration and incorporated into the Initial Study as appropriate for CEQA analysis. The Planning Department received several emails, letters, and telephone calls in response to the notice. Respondents requested to receive further environmental review documents and/or expressed concerns regarding the proposed project. Concerns regarding the proposed project included: (1) transportation effects; (2) effects on parking supply; and (3) construction noise effects. These issues are addressed in the discussion in Section E, Evaluation of Environmental Effects.

A "Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration" was mailed on May 15, 2013 to the owners and occupants within 300 feet of the project site, and interested parties. The Planning Department received one comment letter in response to the notice. Comments were received concerning the issues described below.

The following is a consolidated list of the comments made in response to the Preliminary Mitigated Negative Declaration. Response and reference to the corresponding topic in the Initial Study follows in italics.

- One comment noted that the South of Market neighborhood (SoMa) is located on top of 1906 earthquake fill and rubble, marsh, soft soils, clay, and bed rock. The commenter notes that this type of soils can result in significant ground-shaking. Additionally, the commenter notes that sea level and groundwater increase the potential for this site to experience liquefaction. One comment noted that within the next 30 years sea levels will rise, which could affect water tables. The commenter notes that the increased water table could affect the proposed foundation for the project.

  See Section E.14 Geology and Soils, beginning on page 85 through 87 for further discussion of the impacts on geology and soils. The Geology and Soils Section identifies that the project site is blanketed by fill, clayey/silty sand, and clay and clayey sand and groundwater levels were encountered at approximately 10 feet below ground surface. This information is consistent with the comment. Additionally, page 85 identifies that the site could be subject to very strong groundshaking and liquefaction during an earthquake.

  See Section E.15 Hydrology and Water Quality, beginning on page 88 through 92 for further discussion of groundwater and flooding. The Hydrology and Water Quality Section identifies that the project site is located within a flood-prone area. To address the potential ground-level flooding during storms, the building would be raised. The project site is not located within an area subject to anticipated sea level rise

increase of up to 55 inches[97]*. Additionally, the final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, DBI refers to a variety of information sources to determine existing geologic hazards and assess requirements for mitigation. These requirements would ensure that the potential impacts from ground-sharking, liquefaction, and flooding would be less than significant level.*

- One comment noted that the project site is in the location of a previous sand dune that Native Americans camped in. Additionally, the commenter notes the site is within the vicinity of a wooden bridge in what is now 5th Street that was used to cross the previous sand dune on the site. The commenter referenced research conducted from a report prepared by Hospitality House in 1979. The commenter notes that the project site is located in the middle of the SoMa sand dune, which was leveled in the 1870's and the marsh filled in.

  The comment is noted. See Section E.4 Cultural and Paleontological Resources, beginning on page 31 for discussion of the impacts on archeological resources. The project would require excavation to a depth of approximately 5 feet below ground surface for the building foundation. The Planning Department determined that there appear to be no CEQA-significant archeological deposits present at the project site.

- One comment expressed support for the proposed project.

  The comment regarding the merits of the proposed project is noted, and will be forwarded onto decision makers. No further response is required.

[97] San Francisco Bay Conservation and Development Commission, Shoreline Areas Potentially Exposed To Sea Level Rise, Central Bay. Available online at: *http://www.bcdc.ca.gov/planning/climate_change/maps/16_55/cbay.pdf*. Accessed June 15, 2013.

H. DETERMINATION

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

DATE May 15, 2013

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

I. INITIAL STUDY PREPARERS

Planning Department, City and County of San Francisco
Environmental Planner
1650 Mission Street, Suite 400
San Francisco, CA 94103

Acting Environmental Review Officer: Sarah B. Jones
Senior Environmental Planner: Lisa Gibson
Environmental Planner: Chelsea Fordham

ENVIRONMENTAL CONSULTANTS

Hazardous Materials

ACC Environmental Consultants
7911 Capwell Drive, Suite 100
Oakland, CA, 94621

Geotechnical Engineer

Rollo and Ridley
360 Post Street, Suite 505
San Francisco, CA,94108

PROJECT SPONSOR

Vermont Street Townhomes
775 Monterey Blvd
San Francisco, CA, 94127

ARCHITECT

Toby Morris, Architect
Kerman/Morris Architects, LLP
69-A Water Street
San Francisco, CA 94133

ATTORNEY

John Kevlin
Reuben & Junius, LLP
One Bush Street, Suite 600
San Francisco, CA 94104