



# SAN FRANCISCO PLANNING DEPARTMENT

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## Final Mitigated Negative Declaration

*Date:* July 25, 2012, amended on September 17, 2012  
(Amendments to the PMND are shown as deletions in ~~strikethrough~~; additions in double underline.)

*Case No.:* 2010.0627E

*Project Address:* 2895 San Bruno Avenue

*Zoning:* NC-2 (Small-scale Neighborhood Commercial District)  
40-X Height and Bulk District

*Block/Lot:* 5457, Lot 037

*Lot Size:* 11,250 square feet

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### PROJECT DESCRIPTION:

The project site (site) is located on the northeast corner of San Bruno Avenue and Woolsey Street in the Portola neighborhood, along the San Bruno Avenue commercial corridor. The site block is bound by Highway 101 to the east, Wayland Street to the north, San Bruno Avenue to the west, and Woolsey Street to the south. The site was most recently used as a gasoline service station. The service station was demolished in 2009, Building Permit Application No. 2008-06-19-4830. The site is currently vacant, unpaved and fenced in with a chain-link fence. The project sponsor proposes to subdivide the existing 11,250 square feet (sf) vacant lot into five 2,250sf lots facing onto San Bruno Avenue. Each lot would contain a new 4-story mixed use building, for a total of five buildings. Each building would consist of two residential dwellings above office/retail space on first and second floors. Rear facing garages would contain two vehicle and one bicycle parking spaces per building. An easement for garage access from Woolsey Street would be located in the rear of each lot. Street frontage along San Bruno Avenue would consist of pedestrian entrances to retail space, and doors to residential units above. The proposed project would require a conditional use authorization for the conversion of a service station to another use (per Planning Code Section 228.2 and 228.3).

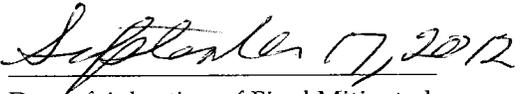
### FINDING:

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 and improvement measures are included in this project to avoid potentially significant effects. See pp. 106 - 110.

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

  
BILL WYCKO  
Environmental Review Officer

  
Date of Adoption of Final Mitigated  
Negative Declaration

cc: Jeremy Schaub, Gabriel NG Architects Inc  
Nelson Tong  
Ben Fu, San Francisco Planning Department  
Master Decision File

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**INITIAL STUDY  
2895 SAN BRUNO AVENUE  
PLANNING DEPARTMENT CASE NO. 2010.0627E**

## **A. PROJECT DESCRIPTION**

### **PROJECT LOCATION AND SITE CHARACTERISTICS**

The project site is located at 2895 San Bruno Avenue, on the northeast corner of San Bruno Avenue and Woolsey Street, on the block bounded by Highway 101 to the east, Woolsey Street to the south, San Bruno Avenue to the west and Wayland Street to the north (see Figure 1, Project Location Map). The site is relatively flat and fronts both San Bruno Avenue and Woolsey Street with ingress and egress access from two large curb cuts along these streets. It is approximately 11,250-square-foot (Assessor's Block 5457, Lot 037); currently vacant, unpaved and fenced in with a chain-link fence. The site is in the Small-Scale Neighborhood Commercial zoning district and 40-X height and bulk district. It was most recently used as a gasoline service station which was demolished in 2009, Building Permit Application No. 2008-06-19-4830.

### **PROPOSED PROJECT**

The proposed project would subdivide the existing 11,250-square-foot (sf) vacant lot into five 2,250-sf lots (see Figure 2) and construct five four-story, approximately 40-foot-tall, mixed-use buildings with two dwelling units, for a combined total of approximately 35,965-gross-square-foot. The corner building would contain two dwelling units, each with 4-bedrooms, and the remaining four buildings would each contain one 2-bedroom and one 3-bedroom unit, for a total of 10 dwelling units (see Figures 3 - 12). The dwelling unit sizes would range from approximately 1,381-sf to 1,525-sf of which approximately 95-sf would be private open space in the form of balconies. Common open space would be provided in the form of rooftop decks. Rooftop deck sizes would be approximately 482-sf (per building). The combined buildings would also include 4,208-sf ground-floor retail, 6,743-sf office space on the second floors, and 2,250-sf parking space for 10 vehicles<sup>1</sup> and five Class I bicycle parking spaces<sup>2</sup> in at-grade garages in the back of the building (See Table 1 below).

Street frontage along San Bruno Avenue would consist of pedestrian entrances to retail spaces, and access to residential units and office space above. Off-street parking would be provided on a 1:1 ratio for a total of 10 parking spaces at rear facing at grade garages. Garage access would be

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<sup>1</sup> Each building would have individual 2-car parking garages.

<sup>2</sup> Per *Planning Code* Section 155.5: Bicycle Parking Required for Residential Uses, Class I bicycle parking spaces are facilities which protect the entire bicycle, its components and accessories against theft and against inclement weather, including wind-driven rain. Examples of this type of facility include (1) lockers, (2) check-in facilities, (3) monitored parking, (4) restricted access parking and (5) personal storage.

via an easement from Woolsey Street. Bicycle parking spaces would be provided on a 1:1 building ratio for a total of five spaces within the parking garages.

Residential uses would be located on floors three and four and accessible by a staircase. Office uses would be located on the second-floor and retail uses would be located on the ground-floor. The Site Plan (Figure 3), Ground Floor Plan (Figure 4), Second through Fourth Floor Plan (Figures 5 – 6), Roof Plan (Figure 8), and Typical Building Sections (Figures 9 - 12), illustrate the proposed project’s site plan, ground-floor and typical upper-floor plans, elevations and sections, respectively.

The proposed building would be supported on a typical perimeter spread footing (2’x2’ around the footprint of each building) with a slab on grade foundation. The total volume of excavated material would be approximately 135 cubic yards. Project construction is anticipated to begin in the spring 2013 and is estimated to take approximately 12 months, with building occupancy anticipated for spring 2014.

<b>Table 1. Proposed Land Uses</b>	
<b>USE</b>	<b>TOTAL (in square feet)</b>
Parking Area	2,250 square feet
Residential Units (10 2- to-4- Bedroom)	14,329 square feet (floors 3-4)
Retail Space	4,208 square feet (ground floor only)
Office Space	6,743 square feet (second floor)
Common Open Space	2,410 square feet (roof decks)
Circulation & Common Area	6026
<b>Total Building Square Footage</b>	<b>35,965 square feet</b>
<b>PARKING AND BICYCLE SPACES (in units)</b>	
Parking Spaces	10
Bicycle Parking Spaces	5

## **B. PROJECT SETTING**

The project site is comprised of a relatively level corner lot in the Portola neighborhood of San Francisco, at the northeast corner of San Bruno Avenue and Woolsey Street, along the San Bruno Avenue commercial corridor. The Portola neighborhood is a low-to-moderate-density urban neighborhood located in the southeastern quadrant of San Francisco, northeast of McLaren Park. The neighborhood is roughly bounded by San Bruno Avenue and the James Lick Freeway (U.S. Route 101) to the east, Mansell Street to the south, University Street to the west and Interstate 280 to the north.

The project site is located in a Small-scale Neighborhood Commercial (NC-2) Zoning District with two additional zoning districts in its vicinity: (1) Mixed-Apartments Houses, Low Density (RM-1) Zoning and (2) Mixed-Apartments and Houses, Moderate Density (RM-2) Zoning. Most properties on San Bruno Avenue, between Olmstead and Bacon streets, are zoned NC-2. A few

properties on the block between Mansell and Dwight streets are zoned RM-1. Properties on Woolsey Street, west of San Bruno Avenue are zoned RM-1 and RM-2. The project site is in a 40-X Height and Bulk District, which extends to all blocks within the neighborhood's rough boundaries. The 40-X height and bulk district permits building heights up to 40 feet, with some exemptions for items such as stairwell penthouses (per Planning Code Section 260(b)(1)(B)).

South of the project site, on the southeast corner of Woolsey Street, are two three-story buildings with a grocery store and auto repair service on the first floor (2909 - 2913 San Bruno Avenue); these are followed by three two-story single family buildings (2915, 2919 and 2931 San Bruno Avenue) and several three-story mixed-use buildings with commercial uses on the first floor. Commercial uses include tax services, retail furniture sales, martial arts training facility and a gas station (2929, 2925, 2937, 2943, 2945, 2961, and 2955 San Bruno Avenue). Please refer to Figure 12.

North of the project site are nine two-story and one three-story buildings. The three-story building is a multifamily apartment building located at 2845 San Bruno Avenue. Immediately north of the site, there is a two-story building occupied by a nail salon on the first floor and residential uses on the second floor (2865 San Bruno Avenue). The remaining seven buildings are a combination of two-story buildings of which three are occupied by residential uses and the remainder are occupied, on the first floor, by a retail store, hair salon, nail salon and a real estate office (2857, 2831, 2803 and 2801 San Bruno Avenue). Please refer to Figure 12.

On the west side of San Bruno Avenue, between Wayland and Woolsey streets, there is a one-story building currently occupied by a gas station (2968 San Bruno Avenue). There are three three-story buildings; two of which have commercial uses on the first floor - a beauty salon and a bar located at 2836, 2888 and 2906 San Bruno Avenue. There are eleven two-story buildings, one is occupied by a single family home operating a childcare center (2854 San Bruno Avenue) and two buildings have commercial uses on the first floor -- a grocery store and a foot clinic located at 2890 and 2858 San Bruno Avenue respectively. The remainder buildings are a mix of single and multi-family occupancies (2858, 2870, 2876, 2910, 2914, 2916, 2952 San Bruno Avenue and 103 Woolsey Street).

## Required Approvals

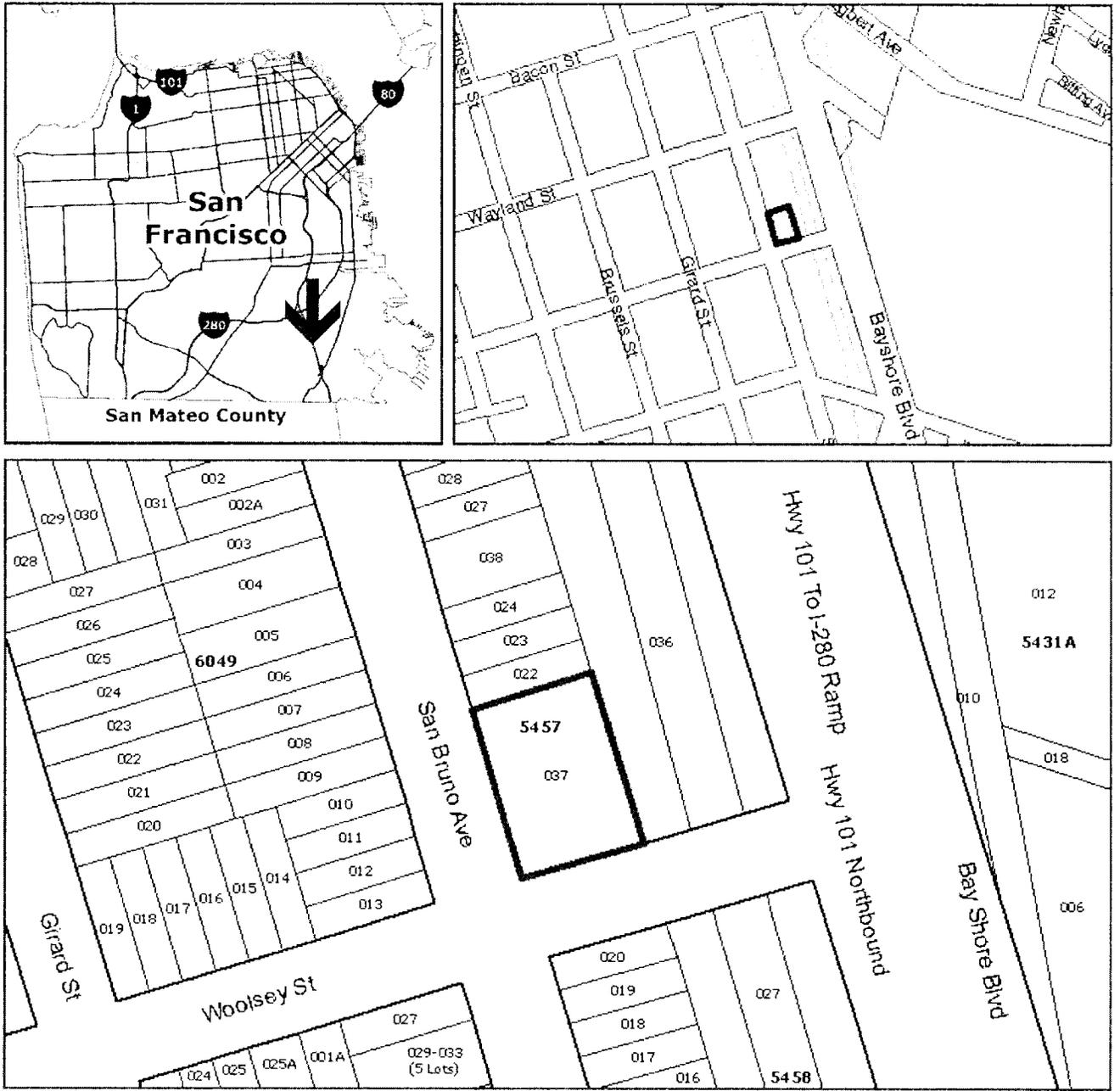
The project would require the following approvals by the Planning Commission, the Zoning Administrator, the San Francisco Department of Building Inspection and the San Francisco Department of Health:

1. **Planning Commission:** Conditional use authorizations for the conversion of a gasoline service station to another use (per *Planning Code* Sections 228.2 and 228.3); and lot size limit (per *Planning Code* Sections 121.1(1) and (2)).
2. **The San Francisco Department of Building Inspection (DBI):** Building permits for construction of five new buildings.

3. **The San Francisco Department of Public Health (DPH):** The project site is listed as “active” on San Francisco Bay Regional Water Quality Control Board (SFBRWQCB) Leaking Underground Storage Tank (LUST) site register. Thus, prior to start the construction work DPH shall approve a Work Plan for a Phase II environmental site assessment for the project.
  
4. **Either a Parking Reduction Application or a Variance:** The project exceeds the 5,000 sf threshold for office space. Thus, in accordance to Section 161 of the *Planning Code*, the Project Sponsor would be required to submit a Parking Reduction Application prior to the issuance of the project’s building permit. If the project does not qualify for the Parking Reduction Application, the Project Sponsor would be required to apply for a variance to address the project’s non-conformance with the *Code*.

INTENTIONALLY BLANK SPACE

FIGURE 1: Location Map



**FIGURE 2: Project Site**



**SPACE INTENTIONALLY LEFT BLANK**

**FIGURE 3: Site Plan**

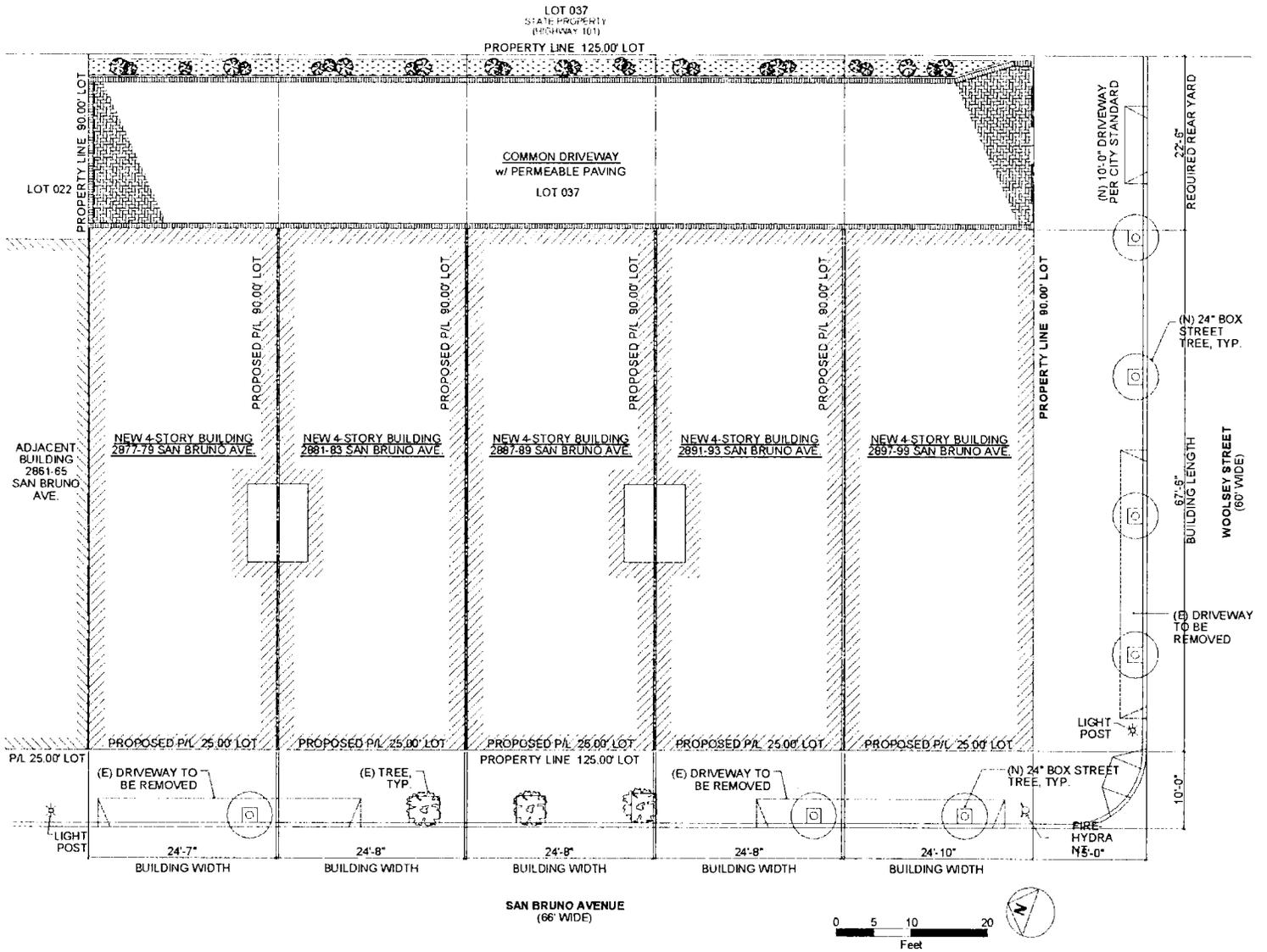


FIGURE 4: Ground Floor

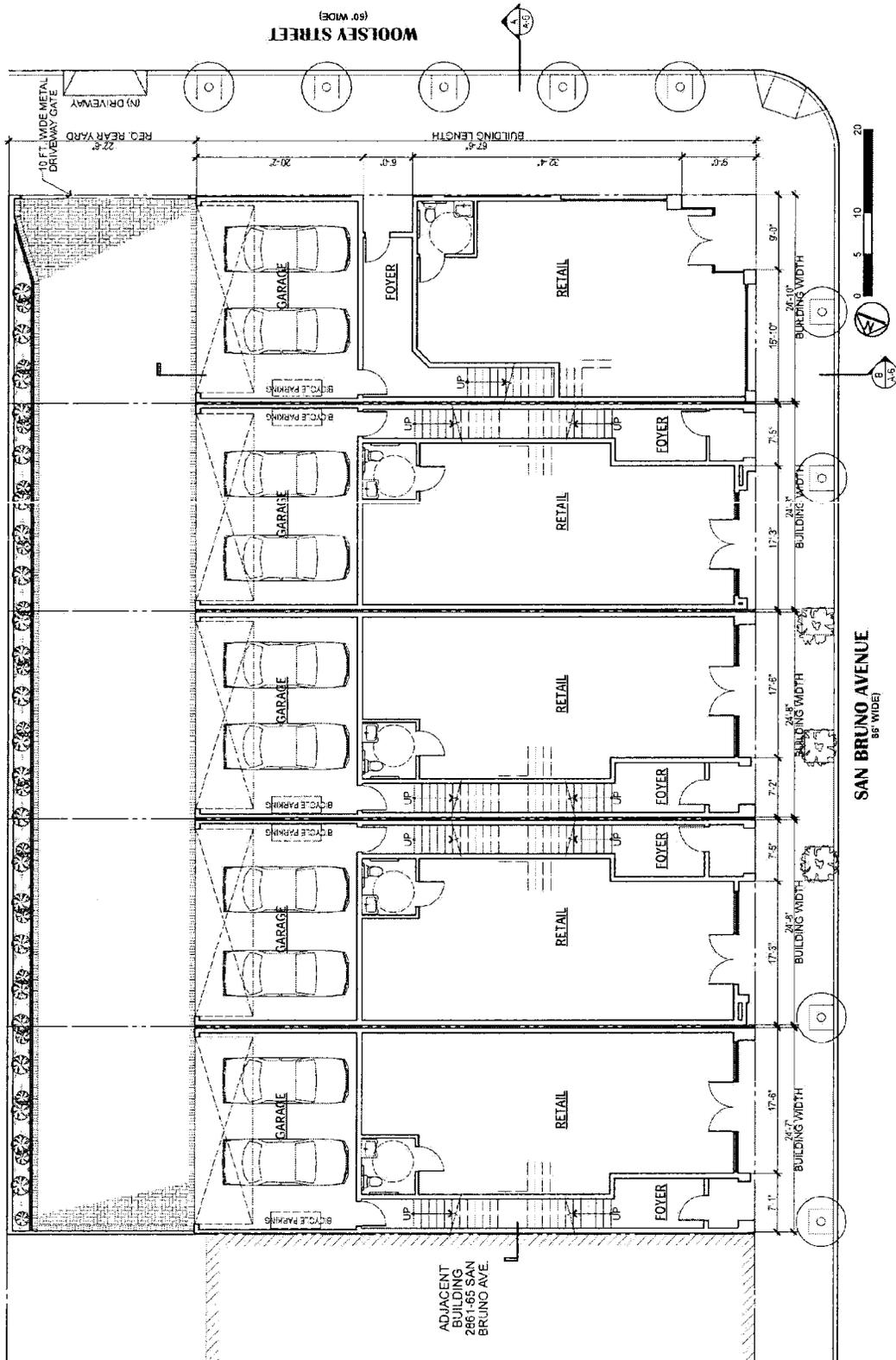


FIGURE 5: Second Floor

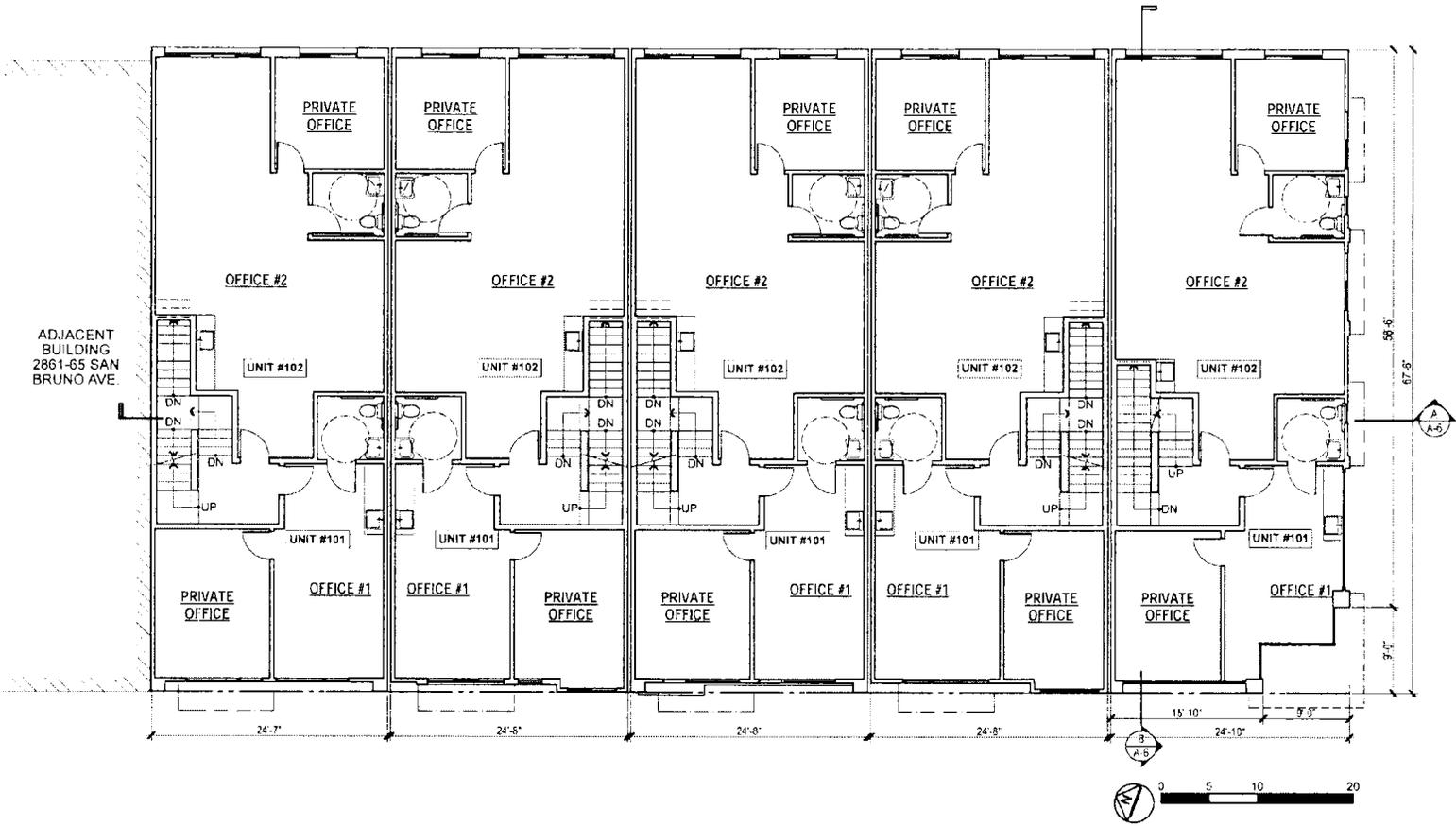


FIGURE 6: Third Floor

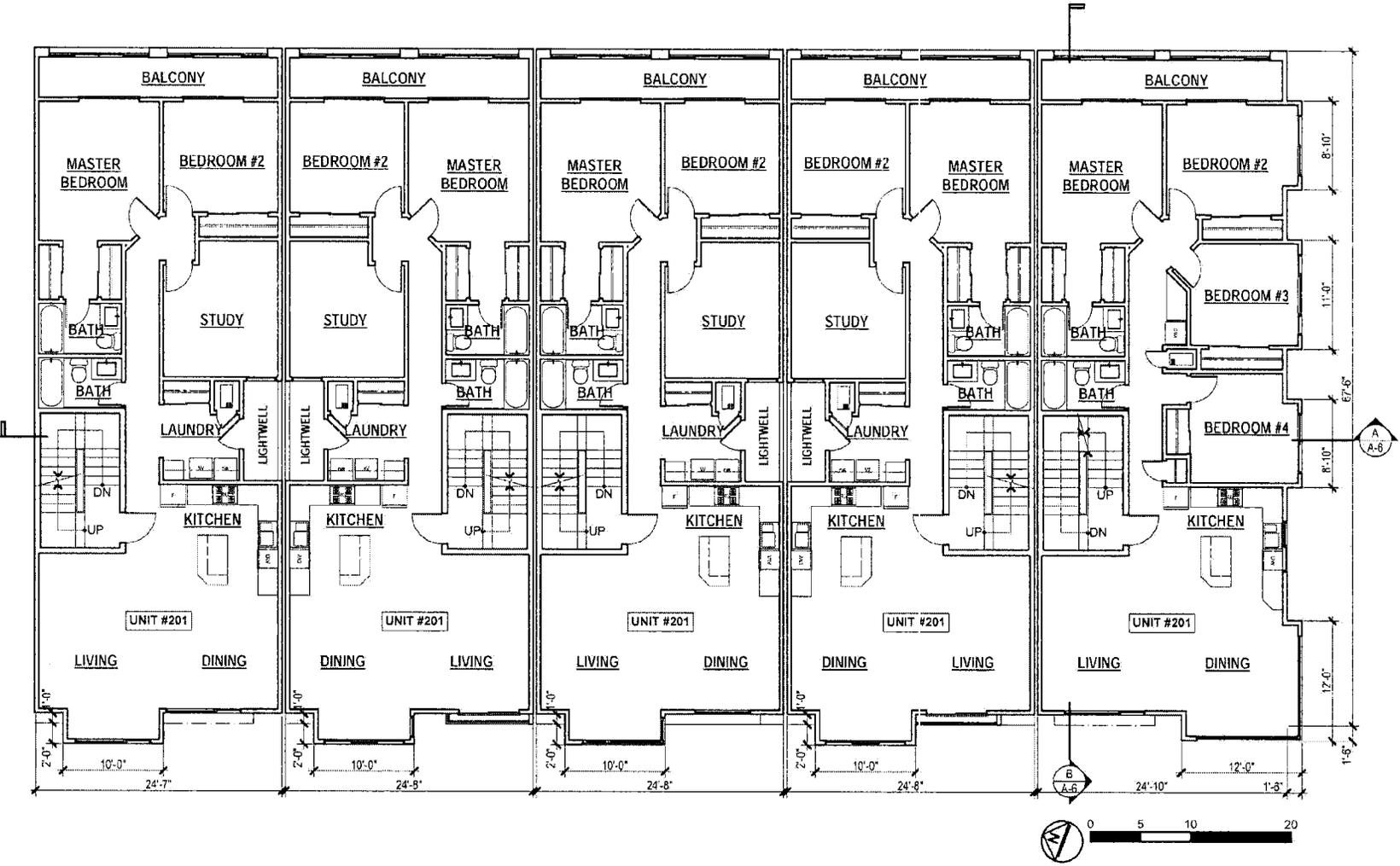
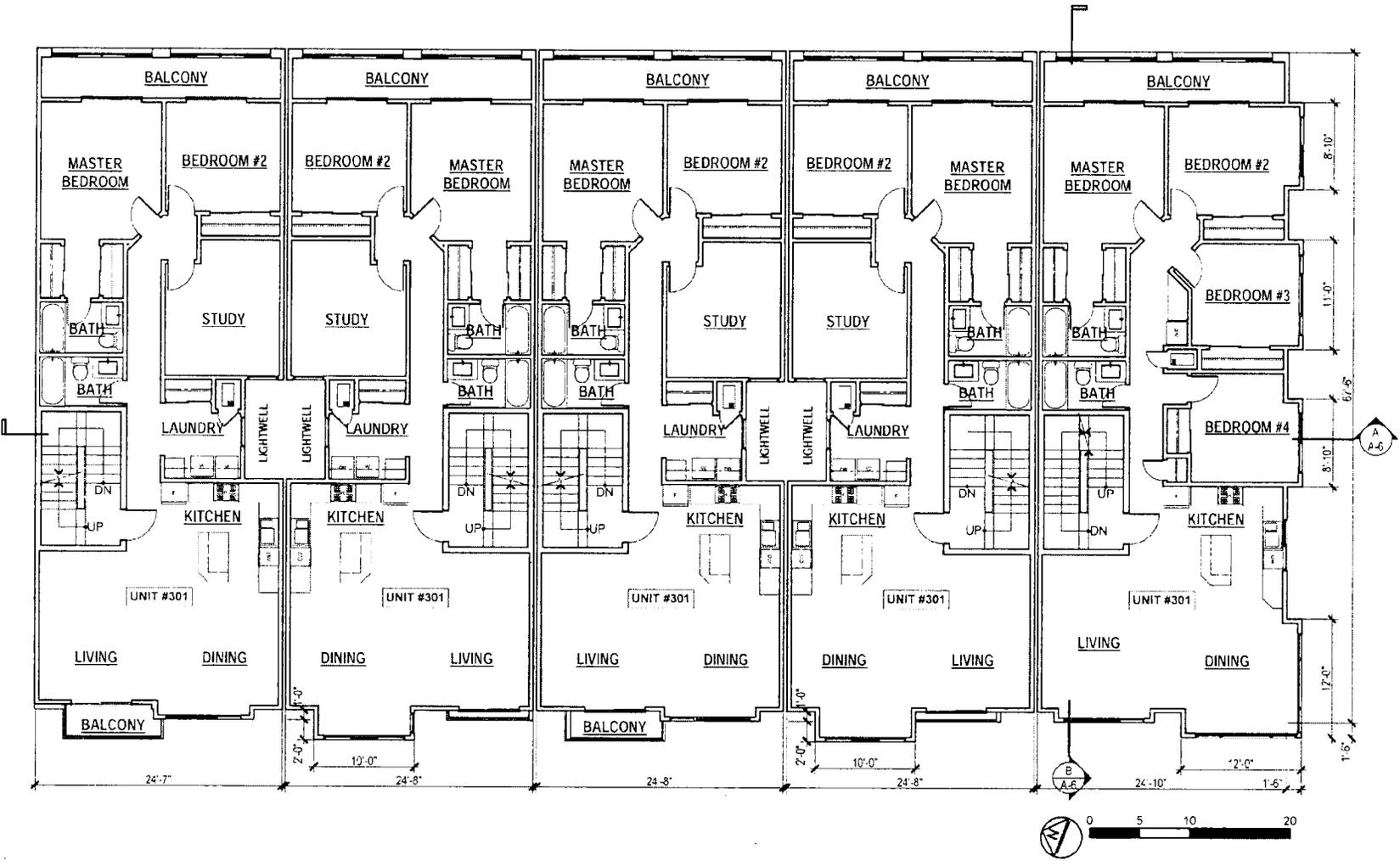


FIGURE 7: Fourth Floor

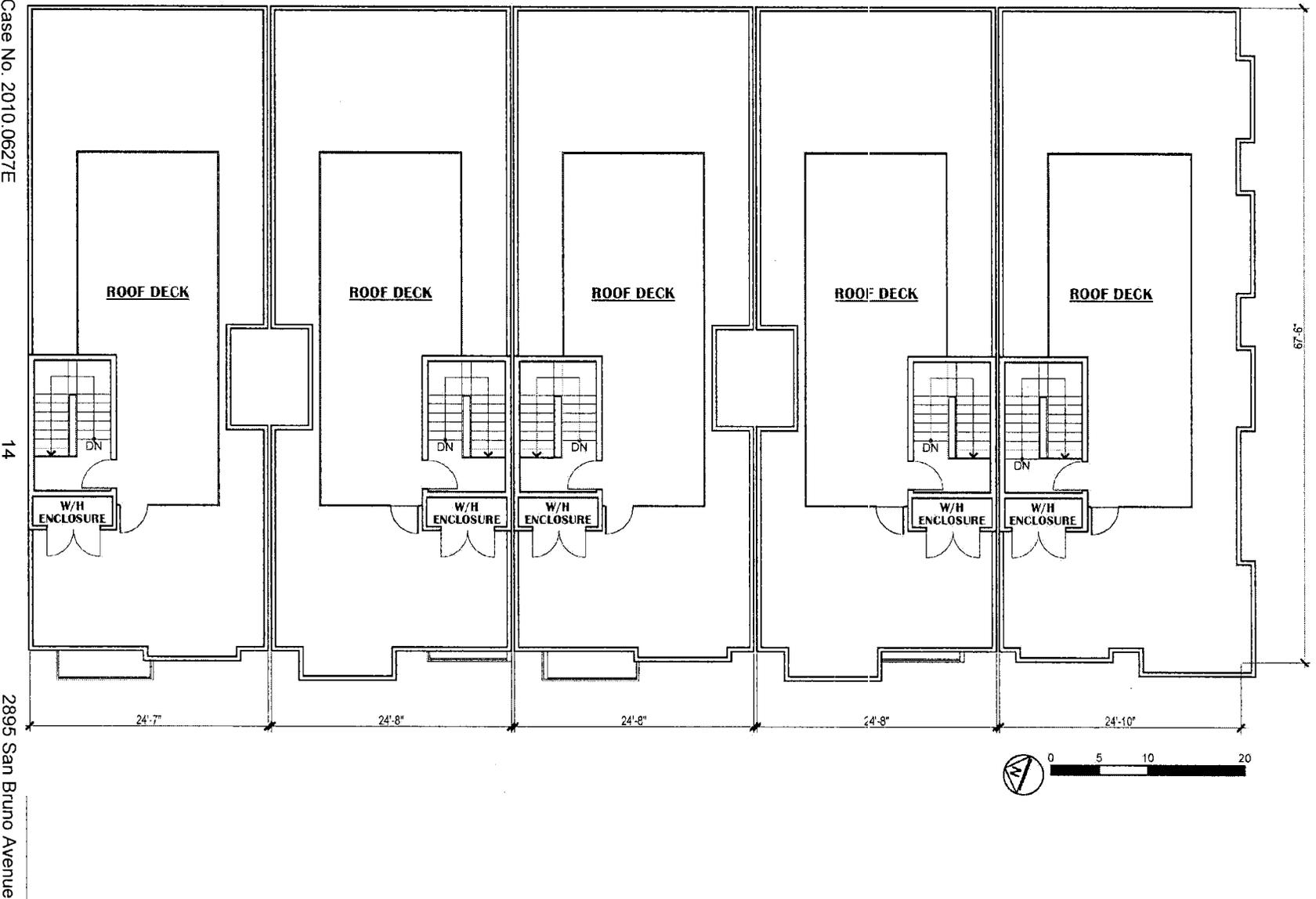


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2895 San Bruno Avenue

**FIGURE 8: Roof Plan**



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2895 San Bruno Avenue

FIGURE 9: San Bruno Avenue Elevation

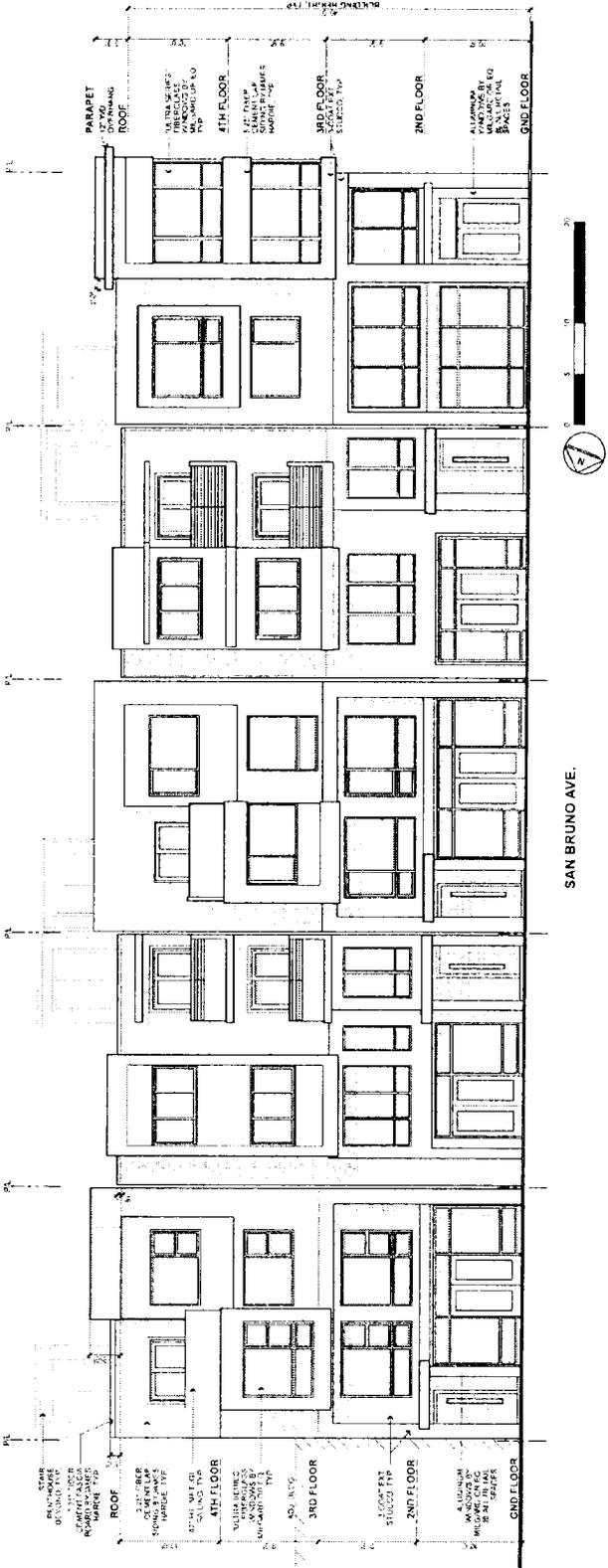




FIGURE 10: Woolsey Street Elevation

FIGURE 11: Rear Elevation

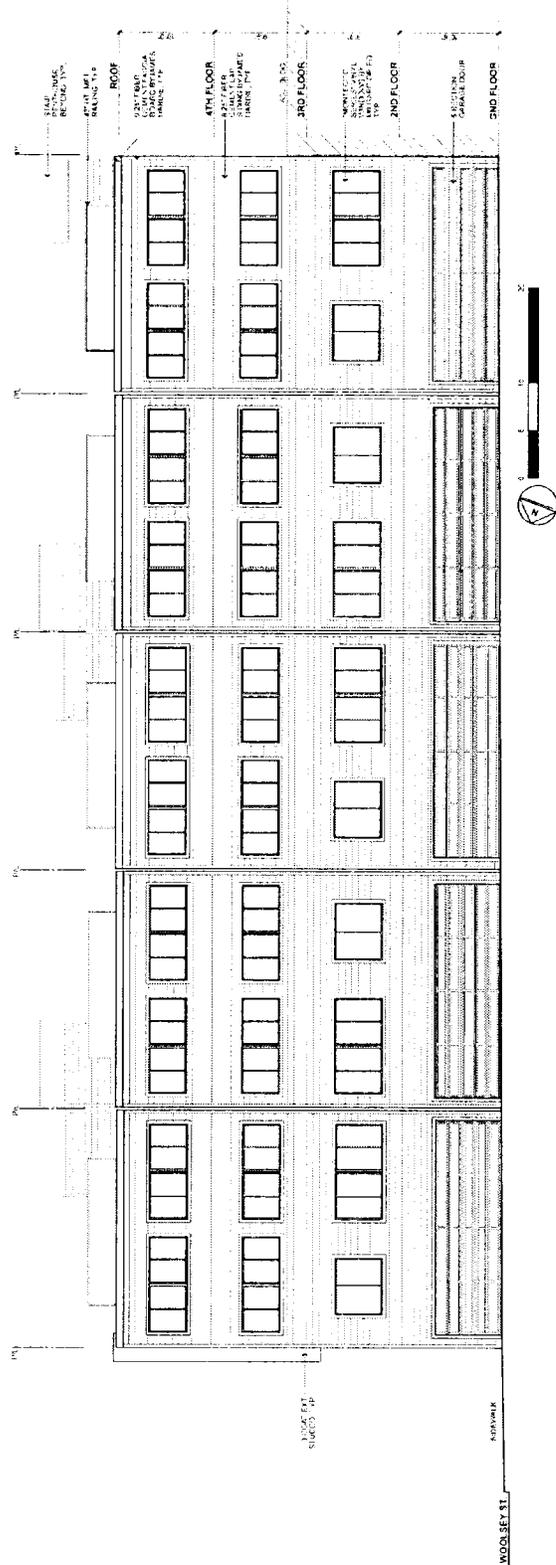


FIGURE 12: Left Elevation

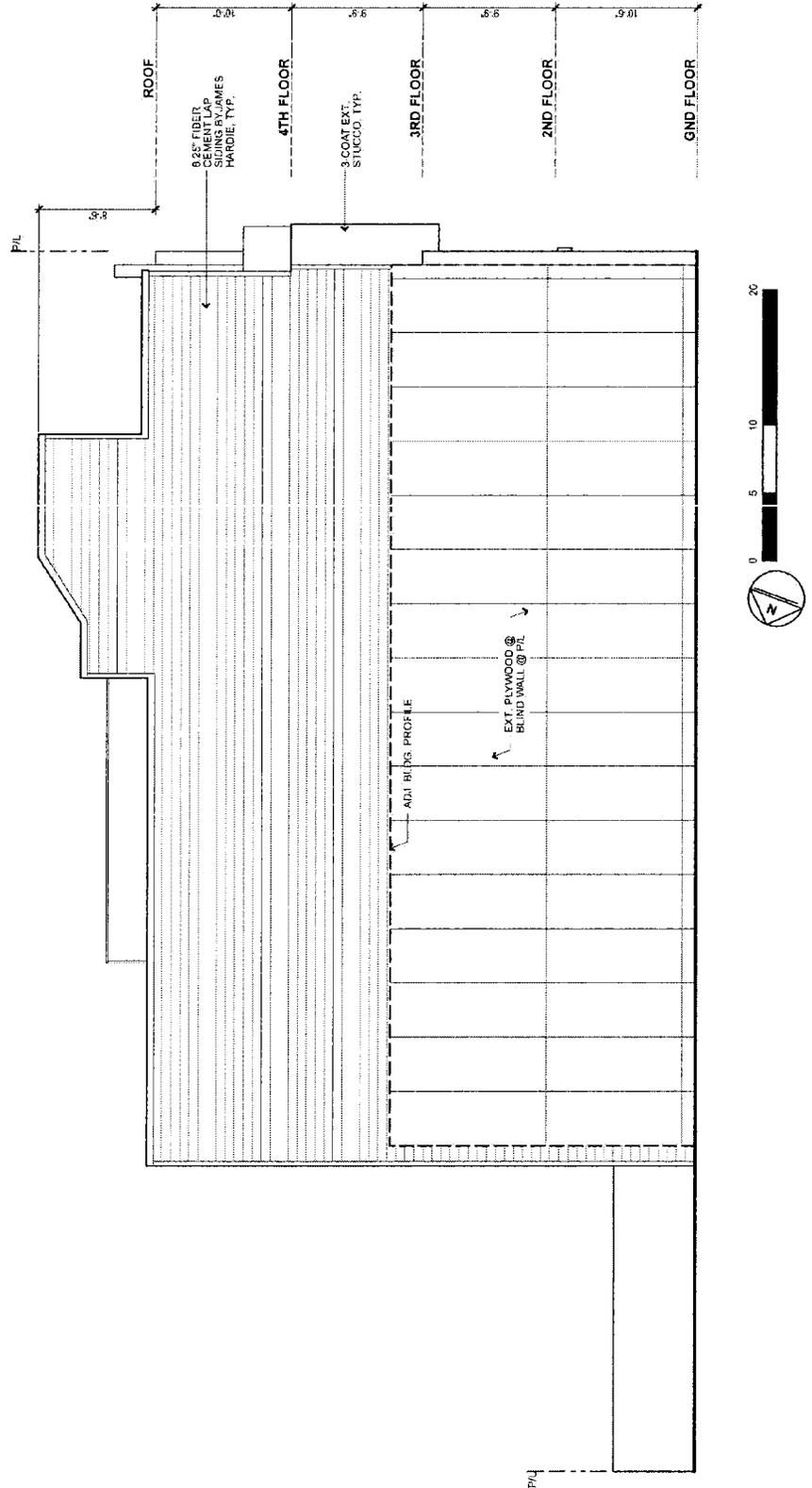
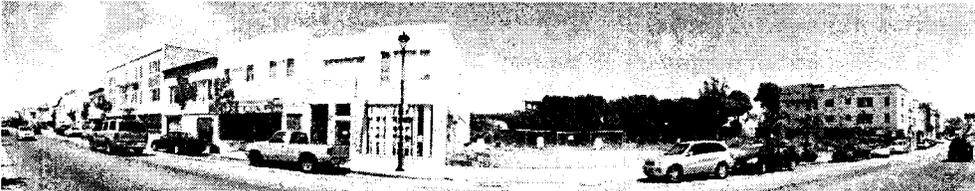


FIGURE 13: Site Vicinity



## C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

### SAN FRANCISCO PLANNING CODE

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

**Uses.** The project site is within an NC-2 (Small-scale Neighborhood Commercial) zoning district. NC-2 Districts encourage a combination of "medium-density dwellings... with supporting commercial uses... located in or below the ground story... and excluding automobile-oriented establishments... Open spaces are required for dwellings... except that rear yards need not be at ground level and front setback areas are not required." (*Planning Code*, Section 206.3). The proposed project's residential and ground-level retail uses would be permitted in the NC-2 District. Generally, the surrounding properties to the east, south and northwest of the project site are zoned NC-2. The proposed project would require conditional use authorization for the conversion of a service station to another use (per *Planning Code* Sections 228.3 and 228.3), large lot development per *Planning Code* Section 121.1 and use size per *Planning Code* Section 121.2.

**Height and Bulk.** The project site is located in the 40-X height and bulk district. The proposed project would comply with the controls of the 40-X height and bulk district in which the project is located, which permits building heights up to 40 feet with some exemptions for items such as stairwell penthouses (per *Planning Code* Section 260(b)(1)(B)). The proposed project would be 40-feet tall and 90 feet long. Therefore the project complies with the *Planning Code's* bulk and height requirements.

**Rear yard.** Section 134 of the *Planning Code*, requires residential developments in NC-2 districts to provide a minimum rear yard depth equal to 25 percent of the total depth of the lot on the second story and above and for all residential levels. In this case, with a lot depth of 90 feet, a rear yard of 22.5 feet would be required. The proposed project provides a rear yard with a depth of 22.6 feet, or 25.1 percent. The proposed project would comply with the rear yard (Section 134) requirement for NC-2 district.

**Dwelling Unit Exposure.** *Planning Code* Section 140, requires that at least one room (a minimum 120 sf in area) within a dwelling unit must face directly on an open area that is either (1) a public street or alley that is at least 25 feet in width, or a side yard or rear yard that meets the requirements of the *Planning Code*; or (2) an open area that is unobstructed and is no less than 25 feet in every horizontal dimension for the floor at which the dwelling unit in question is located and the floor immediately above it, with an increase of five feet in every horizontal dimension at each subsequent floor. The proposed dwelling units would face either the street or the proposed code-complying rear yard; therefore, the project meets the exposure requirement.

**Open Space.** Section 135 of the *Planning Code* requires that 100 sf per dwelling unit of private open space be provided per unit in NC-2 districts, or alternatively, the project may provide 1,330sf of common open space, or some combination thereof. Thus, the proposed project requires either 1,000 sf of private open space, 1,330 sf<sup>3</sup> of common open space, or some combination thereof. Each of the 10 units in the project would include a private balcony; however, some of the balconies do not comply with the Code provisions with respect to size or dimensions to qualify as private open space. The proposed project would also include a roof deck with a total of 2,410 sf of common open space, and thus the project would comply with the *Planning Code's* open space requirements.

**Parking.** *Planning Code* Section 151 requires residential projects in the NC-2 zoning district to provide off-street parking at the rate of one space for every dwelling unit and one parking space, calculated one per 500 sq ft of occupied floor area for office use, where the floor area exceeds 5,000 sq ft.<sup>4</sup> Therefore, the project's proposed parking allotment of 1 parking space per dwelling unit (10 residential spaces total) would be in the limits allowed by the *Planning Code*. However, the project's office use exceeds the *Planning Code* 5,000 sq ft threshold; thus, the project would require either a Parking Reduction Application or a Variance per Section 161 of the *Planning Code*.

**Loading.** *Planning Code* Section 152 requires that a retail use over 10,000 gsf have one freight loading space. The proposed project includes 4,230 sf of retail space, and therefore is not required to provide a freight loading space. No freight loading is provided as part of the project.

## PLANS AND POLICIES

**San Francisco General Plan.** The City's *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 *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision regarding whether to approve the proposed project. Any potential conflicts identified as part of this process would not alter the physical environmental effects of the proposed project. The proposed project would not amend the *General Plan*.

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<sup>3</sup> *Planning Code* Section 135, Table 135 A.  $10 \times 100 \times 1.33 = 1,330$  sf

<sup>4</sup> Total proposed office space = 6,748 sq ft. *San Francisco Planning Code*, Section 151.

**Proposition M.** In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City's *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 13a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

The consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in Section E, Evaluation of Environmental Effects. The case report and approval motions for the proposed project will contain the Planning Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority Policies.

**Affordable Housing.** Residential uses proposed on the project site would help address the City's broader need for additional housing. In a Citywide context, job growth and in-migration outpace the provision of new housing. Under *Planning Code* Section 415.1, the proposed development would be required to contribute to the City's supply of affordable or below-market rate ("BMR") housing. The threshold of the program requirement is ten dwelling units, and the number of required affordable units is 15 percent of the total number of units if provided on-site. The off-site requirement is 20 percent of the total number of units. The project overall proposes a total of ten dwelling units. Therefore, two of the ten units must be affordable.

If the Project Sponsor was eligible and selected an alternative that would provide the BMR units on-site, they would have to be ownership only for the life of the project, and they would include two BMR units based on the current overall unit mix of two 4-bedroom, four 3-bedroom and four 2-bedroom units. In the event that the Project Sponsor was eligible for and selected an alternative that would provide the BMR units off-site, a total of one two-bedroom and one four-bedroom BMR units would be required. To date, the Project Sponsor has not demonstrated that he is eligible for nor selected an alternative to the Affordable Housing Fee. The Project Sponsor has not committed to whether to locate the BMR units on- or off-site or pay an in lieu fee. The Project

Sponsor would be required to make this decision prior to any project approval action and prove eligibility for an alternative prior to any project approval action.

## D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

## E. EVALUATION OF ENVIRONMENTAL EFFECTS

This Initial Study examines the project to identify potential effects on the environment. All items on the Initial Study Checklist that have been checked "Less than Significant Impact", "No Impact" or "Not Applicable" indicates 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 with "No Impact" or "Not Applicable". For all items checked "Not Applicable" or "No Impact" without 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 Game.

On the basis of this study, project-specific effects that have been determined to be potentially significant include: noise, air quality, and hazards/hazards materials. These issues are discussed in Section E below. For issues requiring mitigation to reduce the impact to a less-than-significant level, this Initial Study identifies mitigation measures which would reduce impacts to less-than-significant level. These mitigation measures are referred to in the environmental analysis, presented at the end of each individual Check List topic of discussion, and in Section F of this document.

For each checklist topic analyzed, the evaluation has considered the impacts of the proposed project both individually and cumulatively. The items checked, in Section D above, have been determined to be “Less than Significant with Mitigation Incorporated.”

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>1. LAND USE AND LAND USE PLANNING— Would the project:</b>					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Land use impacts are considered significant if they disrupt or divide the physical arrangement of an established community, conflict with local land use plans or policies as they relate to environmental effects, or if they have substantial impacts on the existing character of the project vicinity.

The proposed project is located within a low-to-moderate-density residential area. The area is primarily characterized by multi-family residential uses with pedestrian level commercial uses along San Bruno Avenue. The nearby commercial uses include beauty salons, bakeries, grocery stores, a bar, and other general retail stores. There are also three gas stations and a bank along San Bruno Avenue in the project’s vicinity.

The approximately 11,250 sf project site previously operated as an automotive service station, as defined in Section 790.14 of the Planning Code, until ceasing operation in 2009. The project site is currently an unused vacant lot. The Project Sponsor proposes to construct five four-story, 40-

foot-tall mixed-use buildings on the site. While implementation of the proposed project would result in new uses on the subject property, it would not cause a significant land use impact. The proposed mix-use residential buildings would be incorporated within the established street network, and 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. Therefore, the proposed project would not disrupt or divide the physical arrangement of the neighborhood and would have a *less-than-significant* in this regard.

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**Impact LU-2: The proposed project would not conflict with any applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to 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)**

The proposed project, as discussed in Section C. Compatibility with Existing Zoning and Plans, above, would be consistent with local plans, policies and code requirements as they relate to environmental effects. Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, that 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. Therefore, the proposed project would have a *less-than-significant* effect with regard to existing plans and zoning.

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

Land use impacts are considered to be significant if the proposed project would have a substantial impact upon the existing character of the vicinity. The change in land use on the site would not be considered a significant impact because the site is within the NC-2 zoning district, where the proposed uses are permitted. The proposed uses would also be compatible with existing uses on adjacent and surrounding properties. Although the proposed project would result in a different land use than what was previously on the site, it would not introduce a new or incompatible land use to the area. As discussed in the Project Setting section of this document, the project site area's mixed-use character includes commercial and residential uses.

The five proposed buildings would be four-stories tall, which would be taller than the buildings in the neighborhood. However, these buildings would comply with height limitations for NC-2 zoning districts set forth in the *Planning Code* Section 711. Height in NC-2 districts typically range from two to four stories with occasional one-story commercial buildings. The NC-2 controls are designed to promote development which is compatible with the surrounding neighborhood. The zoning controls permit mixed-use buildings which approximate or slightly exceed the standard development pattern; protect rear yards above the ground story; permit commercial development at the ground and second stories; and encourage housing development above the

ground story. The proposed residential use and first and second floors of commercial use would be consistent with this pattern.

The proposed project's density would be compatible with the existing character of the area, which has a predominant building form defined by relative mid-size structures with residential use above ground-floor retail. Therefore, the proposed project would be consistent with the surrounding area's character and would thus result in a *less than-significant-impact* on the neighborhood's character.

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**Impact LU-4: The proposed project, in combination with past, present or reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative land use impacts. (Less than Significant)**

Cumulative projects in the project site vicinity are primarily remodeling and development of residential, commercial and mix-use buildings. Currently, there is one project proposed in close proximity of the project site: San Francisco Planning Case No. 2009.0754, 2724- 2726 San Bruno Avenue, which entails the addition of a third dwelling unit to two-family dwelling unit with commercial on first floor. This project requires a Conditional Use Authorization and it is currently under Departmental review. Past projects in the neighborhood, that have been either upgraded or developed, include residential, commercial and mixed-use buildings.

The proposed project, combined with other proposed projects, would result in a physical change to the surrounding area in terms of increasing the number of residential units and adding population density. However, although the proposed project and other potential development would result in a noticeable physical change to the vicinity, such change would not result in a significant cumulative land use impact because the uses are consistent with surrounding development and with zoning controls. The proposed project would result in *less-than-significant* direct cumulative land use impacts because it would not physically divide an established community; conflict with applicable land-use plans, policy, or regulation; or contribute to a substantial impact on the existing character of the surrounding area.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>2. AESTHETICS—Would the project:</b>					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A visual quality/aesthetic 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 demonstrable negative change.

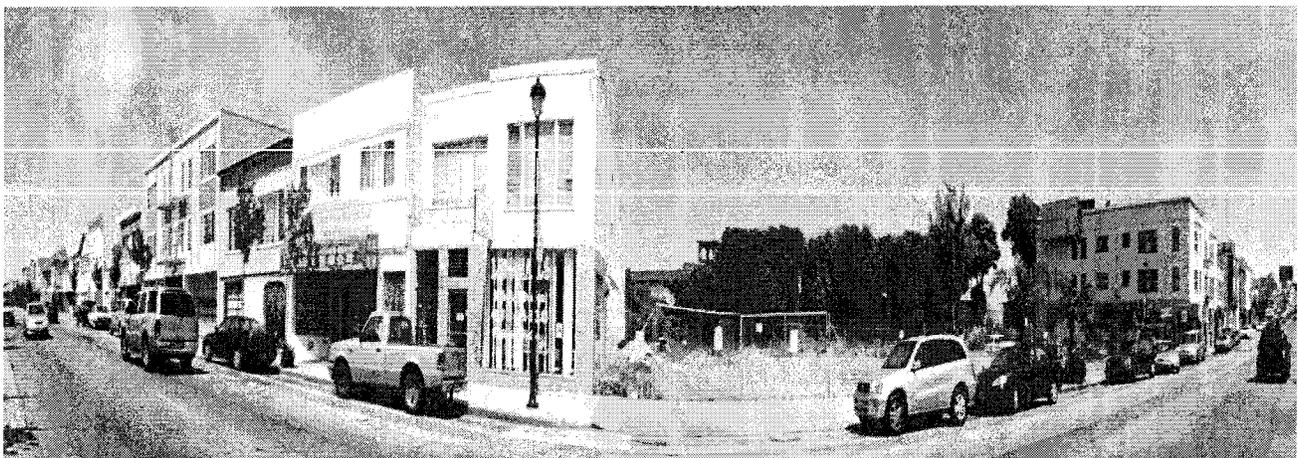
**Impact AE-1: The proposed project would not result in a substantial adverse impact on scenic views and vistas. (Less than Significant)**

The topography of the site is relatively level, which, in the context of surrounding urban development, limits views to other parts of the city. There is no existing public scenic view or vista available from the project site or its vicinity (See Figure 13). Therefore, the proposed project would not block or degrade any existing public scenic views or vistas.

The project vicinity's dominant feature is the contrast between the flat terrain of the Portola neighborhood and the topography of surrounding neighborhoods, most notably Bernal Heights to the north and Bayview Hunters Point to the East.

McLaren Park is the nearest public open space located near the project site, located ten blocks west of the project site. The topography in the vicinity of McLaren Park has an approximately 5 percent grade. The views from the park are comprised of single- and multi-family residential buildings. Given the park's location, topography and visual character the proposed project would not have a significant impact on views from the park toward the project site.

Since the project site is currently a vacant lot, private views from some nearby residential buildings on the block, namely dwellings immediately north of the site, dwellings on the west side of San Bruno Avenue, and on the south side of Woolsey Street, opposite the project site, could be affected by the proposed project. From these private residences, the proposed project would modify views of the project and could partially block distant views of Bernal Heights and Bay View Hunters Point. 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 buildings. 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; therefore, the proposed project would have *less than significant* impacts on scenic views and vistas.



**Figure 13: Site Vicinity**

**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. There are no scenic resources in the area that would be affected by the project. Hence the project would have *no impact* on these resources.

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

The visual setting of the area surrounding the project site is urban, characterized by mixed residential, retail, bar, nail salon, auto repair service, gas station and grocery store uses. These uses provide an urban and developed visual character consistent with that of the proposed project. The site currently has an urban visual character, as previously stated, it consists of a fenced unpaved lot.

In the project vicinity, building heights range from about 10 ft to 30 ft. Most buildings are one- to three-story buildings with residential use above ground-floor retail of rectilinear massing. Generally, the properties in the project's vicinity date from mid-to late-20<sup>th</sup> Century. Although the proposed five buildings would be four-stories tall, which would be taller than the buildings in the neighborhood, and of contemporary design, the proposed project would not have a substantial and demonstrable negative aesthetic effect within its urban setting. The proposed buildings' massing and density would be generally compatible with the existing development in the project vicinity.

The proposed project would result in a visual change because it proposes to replace a vacant lot with five, 40-foot-high, four-story buildings. Therefore, the proposed project would increase the scale on the project site. As previously discussed, design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would, therefore, be considered to have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative change in the visual character quality of the area. In addition, the proposed project's final architectural design and façade treatment would undergo evaluation during the Planning Department's design review process, separate from environmental review.

The proposed project would alter the appearance of the project site, but would be generally compatible with the existing scale of development along San Bruno Avenue in the immediate project area. The proposed project therefore would not introduce a significant adverse visual change to the surrounding area. The proposed buildings would be taller than the buildings in the vicinity, but within the allowable height in NC-2 districts. The proposed buildings would be indistinguishable in long-range views and would be compatible with the mixed-use character of the area. Since there would be no significant public view obstructed or significant adverse impact on neighborhood character, the proposed project would have *less-than-significant* adverse impacts related to visual character.

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**Impact AE-4: The proposed project would result in a new source of light, and potentially glare, but not to an extent that would affect day or nighttime views in the area or which would substantially affect other people or properties. (Less than Significant)**

The proposed project would comply with the 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 buildings would give off more light than the existing empty lot. 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 and demonstrable negative aesthetic impact. Thus, the impacts of light and glare are considered *less than significant*.

**Impact AE-5: The proposed project, in combination with past, present, and reasonably foreseeable future development in the site vicinity, would result in less-than-significant impacts to aesthetic resources. (Less than Significant)**

As described under Impact LU-4 above, one proposed project, in the site vicinity, has been submitted to the Planning Department for review. If this project in combination with the proposed project were built, they would collectively increase the scale and intensity of the existing built environment along San Bruno Avenue and the project area with the newer buildings of contemporary character becoming more visible along the street frontage. This change although noticeable, would be consistent with the mixed-use nature and dense urban context of the project area. Thus, cumulative development would not be expected to substantially degrade views, damage scenic resources, or degrade the existing visual character of the area. While the 2895 San Bruno Avenue project and other potential future nearby projects could generate additional nighttime illumination, any such future projects would comply with City regulations regarding light and glare and cumulatively would not result in obtrusive light and glare in amounts unusual for a developed urban area. For the reasons discussed above, the proposed project’s impacts related to aesthetics would not be cumulatively considerable.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>3. POPULATION AND HOUSING— Would the project:</b>					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact PH-1: The proposed project would not induce substantial population growth, 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.

In June 2008, the Association of Bay Area Governments (ABAG) released their Housing Needs Plan for years 2007-2014. The projected housing needs for the City through 2014 is 31,193 dwelling units, or an average yearly of 4,456 net new dwelling units.<sup>5</sup> The proposed project would add 10 dwelling units to the City's housing stock toward meeting this need. The proposed project would thus help to 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 ten dwelling units proposed and the average household size of 3.68 for Census Tract 257 (U.S. Census Bureau, Census 2000), the proposed project could attract an estimated 37 net new residents.<sup>6</sup> This would represent less than one percent increase in the population of Census Tract 275.<sup>7</sup> While potentially noticeable to immediately adjacent neighbors, the increase in population of 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 site is currently a vacant lot with no employees on site. The proposed project, based on approximately 4,230 sf of retail and 6,748 sf of office space, would employ approximately 36 net new employees to the site.<sup>8</sup> Thirty-six net new employees on-site would not substantially increase the existing demand for housing in the project vicinity or other portions of the City.

In light of the above discussion, the proposed project would not induce substantial growth in San Francisco neither directly nor indirectly. Therefore, the proposed project would have *less-than-significant* impacts on population growth.

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5 Association of Bay Area Governments, San Francisco Bay Area Housing Needs Plan, 2007-14, June 2008.

For more information see: [www.aba.ca.gov/planning/housingneeds](http://www.aba.ca.gov/planning/housingneeds).

6 The Project Site is located in Census Tract 257, which according to Census 2000 data, factfinder2 Table B25010, has an average household size of 3.68 persons (3.98 per owner occupied and 3.18 per rental unit).

For more information see: <http://factfinder2.census.gov>

7 Based on a total population of 9,202, Census 2000 data, factfinder2 Table H011. For more information see: <http://factfinder2.census.gov>

8 Based on a standard multiplier of 350 and 276 gross square feet per general retail and general office employee respectively, per San Francisco Planning Department Transportation Impact Analysis Guidelines for Environmental Review, October 2002.

**Impact PH-2: The proposed project would not displace housing units, create a demand for additional housing, or displace a substantial number of people necessitating the construction of replacement housing elsewhere. (Less than Significant)**

The project site is currently vacant, and therefore no residential displacement would result. The prior gasoline service station ceased to exist when the USTs and other improvements were removed in July 2009, and thus the conversion of the gasoline service station to another use would also not result in any displacement of employees since the gasoline service station is no longer operational.

The project's proposed retail and office uses would generate approximately 36 net new employees to the site,<sup>9</sup> a potential net increase in employment. Based on the average household density factor of 3.68<sup>10</sup> persons per unit, the proposed development, which includes ten multi-bedroom units, would house up to about 37 people. Thus, the proposed project would potentially increase the on-site daily population by about 73 persons. While potentially noticeable to immediately adjacent neighbors, the increase in employees and residents on the site would not substantially increase the existing area-wide population because the project vicinity is a densely populated urban area with existing commercial and residential uses. As such, the proposed project would not induce substantial population growth or concentration and therefore, would result in a *less-than-significant* population impact. Additionally, the proposed project would not displace existing housing units and therefore, would not result in the need for replacement housing. Employees of the proposed retail and office spaces would likely be San Francisco residents and therefore would not create a demand for housing. In conclusion, the proposed project would result in less-than-significant population impacts because it would not induce substantial population growth and would not displace a substantial number of people or housing units.

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**Impact PH-3: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project vicinity, would result in less-than-significant cumulative impacts on population and housing. (Less than Significant)**

As described above, the proposed project would add an estimated 37 new residents to the project area. The proposed 2724- 2726 San Bruno Avenue project would add one dwelling unit to the neighborhood or four new residents. Thus, 2895 San Bruno project, combined with the one cumulative project could be expected to add 41 new residents to the area. This growth rate would be consistent with the Association of Bay Area Government's projections for citywide growth and would not be substantial. For the reasons discussed above, the proposed project's impacts, combined with other nearby proposed projects, related to population and housing would not be cumulatively considerable.

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<sup>9</sup> Ibid, 8

<sup>10</sup> Ibid, 6

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:</b>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco *Planning Code*, nor it is located within an existing or potential historic district; therefore, criteria E.4a is not applicable to the proposed project.

## ARCHEOLOGICAL RESOURCES

### Regulatory Context:

CEQA considers archaeological resources as an intrinsic part of the physical environment and, thus, requires for any project that the potential of the project to adversely affect archaeological resources be analyzed (*CEQA* Sect. 21083.2). For a project that may have an adverse effect on a significant archeological resource, CEQA requires preparation of an environmental impact report (*CEQA and Guidelines*. Sect. 21083.2, Sect. 15065). CEQA recognizes two different categories of significant archeological resources: “unique” archeological resource (*CEQA* Sect. 21083.2) and an archeological resource that qualifies as a “historical resource” under CEQA (*CEQA and Guidelines*. 21084.1, 15064.5).

### *Significance of archeological resources*

An archeological resource can be significant as both or either a “unique” archeological resource and as an “historical resource” but the process by which the resource is identified, under CEQA, as either one or the other is distinct (*CEQA and Guidelines* 21083.2(g) and 15064.5(a)(2)).

An archeological resource is an “historical resource” under CEQA if the resource is:

- 1) listed on or determined eligible for listing on the CRHR (*CEQA Guidelines* Sect. 15064.5). This includes National Register-listed or –eligible archeological properties.
- 2) listed in a “local register of historical resources”<sup>11</sup>
- 3) listed in a “historical resource survey”. (*CEQA Guidelines* Sect. 15064.5(a)(2))

Generally, an archeological resource is determined to be an “historical resource” due to its eligibility for listing to the CRHR/NRHP because of the potential scientific value of the resource, that is, “has yielded, or may be likely to yield, information important in prehistory or history” (*CEQA and Guidelines* Sect. 15064.5 (a)(3)). An archeological resource may be CRHR-eligible under other Evaluation Criteria, such as Criterion 1, association with events that have made a significant contribution to the broad patterns of history; Criterion 2, association with the lives of historically important persons; or Criterion 3, association with the distinctive characteristics of a type, period, region, or method of construction. Appropriate treatment for archeological properties that are CRHR-eligible under Criteria other than Criterion 4 may be different than that for a resource that is significant exclusively for its scientific value.

Failure of an archeological resource to be listed in any of these historical inventories, is not sufficient to conclude that the archeological resource is not an “historical resource”. When the lead agency believes there may be grounds for a determination that an archeological resource is a “historical resource”, then the lead agency should evaluate the resource for eligibility for listing to the CRHR (*CEQA Guidelines* Sect. 15064.5(a)(4)).

A “*unique archeological resource*” is a category of archeological resources created by the CEQA statutes (*CEQA Guidelines* Sect. 21083.2(g)). An archeological resource is a unique archeological resource if it meets any of one of three criteria:

- 1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- 2) Has a special and particular quality such as being the oldest of its type or the best available example of its type;
- 3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Under CEQA, evaluation of an archeological resource as an “historical resource” is privileged over the evaluation of the resource as a “unique archaeological resource”, in that, CEQA requires that “when a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource” (*CEQA* Sect. 15064.5 (c)(1)).

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<sup>11</sup> A “local register of historical resources” is a list of historical or archeological properties officially adopted by ordinance or resolution by a local government. (Public Resources Code 5020.1 (k)).

**Impact CP-2: The proposed project could not result in a potential adverse effect on documented or currently undocumented and unforeseeable archeological resources. (Less than Significant)**

When determining the potential for encountering archeological resources, relevant factors include the location, depth, and the aerial extent of excavation proposed, as well as any recorded information on known resources in the area. The project site is located in a highly developed urban area in San Francisco and it was previously used as a gas station. The soils at the site have been highly disturbed during the UST's removal, and according to the Project Sponsor, the proposed project would be built on a concrete slab foundation with excavation depths not to exceed 3ft below ground surface. Given the project location, prior soils disturbance and proposed excavation depth projects impacts to undocumented and unforeseeable archeological resources would be *less-than-significant*.

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**Impact CP-3: The proposed project would not result in damage to, or destruction of, as-yet unknown paleontological resources, should such remains exist beneath the project site. (Less than Significant)**

Paleontological resources include fossilized remains or traces of animals, plants and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable resource and once destroyed they could not 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. Geologic materials underlying the project site would be disturbed during grading and excavation. However, these materials would likely consist of artificial fill because the project site has been highly disturbed over the years particularly in 2009 during the USTs removal process. Based on the site's topography, construction would occur in relatively flat terrain underlain by artificial fill. According to the Project Sponsor, construction would involve minimal grading and excavations ranging from two- to three feet deep. Due to the low likelihood of encountering fossil containing beds during construction, any impacts on paleontological resources would be *less than significant*.

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**Impact CP-4: The proposed project would result in less than significant impacts to human remains. (Less than Significant)**

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, the 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. In the event human remains are found during excavation, the Project Sponsor and construction company will follow local, state, and federal procedures; thus, impact to human remains would be *less-than-significant*.

**Impact CP-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to cultural resources. (Less than Significant)**

The geographic context for cumulative cultural impacts is the Portola neighborhood and its vicinity. Cumulative impacts occur when impacts that are significant or less than significant from a proposed project combine with similar impacts from other past, present, or reasonably foreseeable projects in a similar geographic area.

Archeological resources are non-renewable members of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases either through project redesign or requiring that the scientific data present within an archeological resource is archeologically recovered. The project site is not located within an existing or potential historic district. Project construction would occur in relatively flat terrain which are underlain by artificial fill, and would involve minimal grading and excavations ranging from two- to three feet deep. Due to the low likelihood of encountering archeological resources during construction, the proposed project would not, individually or in combination with existing and future projects, impact cultural resources in the site's vicinity.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>5. TRANSPORTATION AND CIRCULATION —</b>					
<b>Would the project:</b>					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. The proposed new residential building, at approximately 40 feet tall, would not interfere with air traffic patterns. Therefore, criterion E.5c is not applicable to the proposed project.

The project site is located at the northeast corner of San Bruno Avenue and Woolsey Street, along the San Bruno Avenue commercial corridor. San Bruno Avenue is a two-way north-south Neighborhood Commercial Street with one travel lane in each direction and metered on-street parking on both sides. Intersecting San Bruno Avenue, dead-ending at the project site, is Woolsey Street, a two-lane, two-way, east-west roadway with off-street parking on both sides of the street.

Regional access to the project site is provided by United States Highway 101 (U.S. 101) and Interstate 280 (I-280). U.S. 101 connects to I-80 which connects San Francisco to the East Bay and other locations east via the San Francisco-Oakland Bay Bridge. U.S. 101 and I-280 serve San Francisco and the Peninsula/South Bay and U.S. 101 provides access north via the Golden Gate Bridge.

**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, taking into account all modes of transportation, nor would the proposed project conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures. (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 operation, 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*), 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 worse-case conditions for the local transportation network. Using the *Transportation Guidelines*, the proposed project at 2895 San Bruno Avenue is anticipated to generate approximately 857 daily person trips and a total of 329 daily vehicle trips.<sup>12</sup> Table 2, below, shows the project's calculated daily and PM peak hour trip generation by mode split.

**Table 2. Daily and PM Peak Hour Trip Generation**

<b>Trip Generation Mode Split</b>	<b>Daily Trips</b>	<b>PM Peak Hour Trips</b>
<b>Person Trips</b>		
Auto	556	56
Transit	123	13
Walk	155	13
Other	23	2
<b>Total</b>	<b>857</b>	<b>84</b>
<b>Vehicle Trips</b>		
Vehicle Trips	329	36
<b>Parking Demand</b>		
	<b>Short-term</b>	<b>Long-term</b>
Parking Spaces	2	14
<b>Loading Demand</b>		
	<b>Average Hour</b>	<b>Peak Hour</b>
Loading Spaces	.07	0.08
<small>Source: <i>Transportation Impact Analysis Guidelines</i>. Transportation Calculations prepared by Monica Pereira, San Francisco Planning Department.</small>		

As shown in Table 2, total PM peak hour person trips are estimated to be approximately 84. These trips would be distributed among various modes of transportation, including private automobile, carpools, public transit, walking, and other modes. Of the 84 PM peak-hour person-trips, 56 would be vehicle person-trips, 13 would be transit trips, 13 would be walking trips and 2 would be trips made via other modes of transportation such as bicycling, taxi, or motorcycle.

<sup>12</sup> Total values include residential, retail and office uses. *Transportation Impact Analysis Guidelines*, Transportation Calculations prepared by Monica Pereira. This document is available for public review as part of Case No. 2010.0627E at 1650 Mission Street, Suite 400, San Francisco Planning Department, CA 94103.

Although the proposed project is estimated to generate approximately 329 daily vehicle trips of which 36 are PM peak-hour-trips, these vehicle trips are not anticipated to substantially affect existing levels of service within the project vicinity. This number of additional vehicles added to the PM peak hour volume would not have a discernible effect on traffic flow on the street network serving the project area; a driver would not be able to discern a change in the level of delay or congestion they presently experience. Traffic impacts associated with the proposed project during the PM peak hour would not be a significant increase relative to the existing capacity of the surrounding street system. As such, the proposed project would result *less than significant* traffic impacts.

### **Parking Impacts**

Metered parking is provided on both sides of San Bruno Avenue. As described in the Planning Code discussion contained in Section C above, the NC-2 zoning district allows up to one off-street parking space per dwelling unit and 14 off-street parking space per 500 sq ft of occupied floor area, where the floor area exceeds 5,000 sq ft.<sup>13</sup> Therefore, the project's proposed parking allotment of 1 parking space per dwelling unit (10 residential spaces total) would be in the limits allowed by the Planning Code. However, the project's office use exceeds the Planning Code 5,000 sq ft threshold; thus, either a Parking Reduction Application or a Variance is required.

Based on the *October 2002 Transportation Impact Analysis Guidelines for Environmental Review*, demand for residential parking would be 15 spaces or 1.5 spaces for each unit.<sup>14</sup> The parking demand for the proposed retail use would be approximately 26 spaces, consisting of 19 short-term and 7 long-term spaces. The parking demand for the proposed office use would be 16 spaces, consisting of 2 short-term and 14 long-term. Thus, the proposed project would create a marginal increase in the area's demand for on-street parking.

The proposed project is estimated to generate a demand for 57 parking spaces and would provide 10 off-street spaces, resulting in a parking deficit of 47 parking spaces, which would be met by the existing supply of on-street spaces. This parking deficit of 47 off-street parking spaces would not in itself be considered a significant impact. San Francisco does not consider parking supply as part of the permanent physical environment. 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.

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<sup>13</sup> Total proposed office space = 6,748 sq ft. San Francisco Planning Code, Section 151.

<sup>14</sup> San Francisco Planning Department Transportation Impact Analysis Guidelines for Environmental Review, October 2002.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines Section 15131(a)): The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or walking) 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 below, the project site is well served by numerous MUNI and transit lines. There is also ample metered parking along San Bruno Avenue.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for parking spaces 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, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

### **Loading**

Using the Planning Department's *Transportation Guidelines for Environmental Review*, the proposed project would generate an average daily and peak hour demand of less than one loading trip. Planning Code Section 152 does not require off-street loading spaces for residential development less than 100,000 square feet and commercial development less than 10,000 square feet. Therefore, pursuant to the Planning Code, no loading space would be required for the proposed project and none is proposed. Based on the project's proposed uses, service calls and deliveries would be relatively low and the effect on traffic would not be significant.

### Construction Impacts

During the estimated 12-month construction period, temporary and intermittent traffic, parking, and transit impacts in the vicinity would result from truck movements to and from the project site. Trucks would deliver and remove materials to and from the site during working hours, and construction workers would likely drive to and from the site. It is expected that the construction schedule would be approximately 7:00 a.m. to 5:00 p.m. Monday through Friday, and Saturdays from 8:30 a.m. to 4:30 p.m. Truck movements during periods of peak traffic flow would have a 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. The sidewalks along the project site's frontage on San Bruno Avenue and Woolsey Street would be temporarily vacated and would be outfitted with construction barricades to protect pedestrians. Any such temporary sidewalk or traffic lane closure proposed during construction would be subject to review and approval by the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and the Department of Public Works (DPW).

Temporary parking demand from construction workers' vehicles and impacts on local intersections from their traffic would occur in proportion to the number of construction workers who would use automobiles to arrive at the job site. Construction workers would utilize existing on-street parking spaces in the project vicinity, thereby temporarily increasing the anticipated parking deficit. Although a temporary inconvenience to local residents and workers, this would not be considered a significant impact due to its temporary nature.

It is anticipated that a majority of the construction-related truck traffic would use I-80/U.S. 101 and I-280 to access the project site from the North Bay, East Bay and the Peninsula and Bay Shore Boulevard and Silver Avenue from locations within the City. Prior to construction, the project contractor would coordinate with MUNI's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations. Due to their temporary and limited duration, construction-related impacts generally would not be considered significant. Although the project's construction truck traffic and loading impacts would be considered less than significant, the Project Sponsor has agreed to adopt an improvement measure that would further reduce any non-significant transportation effects associated construction activities by limiting truck movements during peak-hour traffic. **Improvement Measure, I-TR-1**, is presented below and within Section F of the Initial Study.

***Improvement Measure I-TR-1: Transportation (Construction Activities)***

Construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. The Project Sponsor will require the construction contractor to limit truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by the San Francisco Municipal Transportation Authority) in order to minimize the disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. The Project Sponsor and construction contractor will meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion and other potential transit and pedestrian circulation effects during construction of the proposed project.

**Impact TR-2: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (Less than Significant)**

Vehicular access to the site would be provided at one access point located on Woolsey Street, and would eliminate two existing vehicular access points along San Bruno Avenue. The pedestrian building access point would be on San Bruno Avenue. The commercial units would have access from San Bruno Avenue. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic-related hazards. Therefore, the project would have a *less than significant impact* on a roadway or from a project-related design feature.

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

Access to the project site would be via Woolsey Street and San Bruno Avenue. Similarly, emergency access to the project site would be via Woolsey Street and San Bruno Avenue. The proposed project would not interfere with emergency access to the project site or in the vicinity of the project site. The proposed project would not be expected to affect emergency response times or access to other sites. Emergency vehicles would be able to reach the project site from three locations along the city streets. The proposed buildings are required to meet the standards contained in the Building and Fire Codes and the San Francisco Building and Fire Departments would review the final building plans to ensure sufficient access and safety. Therefore, the project would have *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 project site is well served by public transit. The MUNI 9 (San Bruno) and 9L (San Bruno) stop across street from the project site on San Bruno Avenue. These routes link the neighborhood to downtown, Civic Center, Mission, SoMa and Southeast San Francisco.<sup>15</sup> The Caltrain station is approximately five blocks east from the project site. It's estimated that the proposed project would generate approximately 123 daily and 13 PM peak-hour transit trips, which would be distributed among Caltrain and various MUNI transit routes. The increase in transit demand associated with the proposed project would not result in a significant adverse impact on transit service or operations in the project area. Therefore, implementation of the proposed project would result in a *less-than-significant-impact* on transit conditions.

#### **Bicycle Conditions**

The 36 PM peak-hour vehicle trips associated with the proposed project would not be expected to result in significant adverse bicycle and vehicle conflicts. The following bike routes are located in the vicinity of the project site: Route 5 on Paul Avenue one block southeast of the project site; Route 25 on Bayshore Boulevard two blocks east of the project site; and Route 70 on Silver Avenue six blocks north of the project site. As it exists, the project site has two curb cuts and vehicle entrances on San Bruno Avenue and another curb cut and vehicle entrance on Woolsey Street allowing access to the project site. As described above, the proposed development would include a single vehicle entry on Woolsey Street, thereby eliminating the San Bruno Avenue curb cuts and potential points of vehicle-bicycle conflicts. It would be expected, therefore, that the proposed project would result in an improvement over existing bicycling conditions at the project site. In light of the above, the proposed development would not be expected to result in any new adverse or hazardous conditions affecting bicyclists. Thus, the proposed project would not substantially result in hazardous conditions to bicyclists and therefore, would result in a *less-than-significant impact*.

#### **Pedestrian Conditions**

The proposed project would similarly not be expected to result in significant adverse conditions for pedestrians. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity would marginally increase as a result of the proposed project, but not to a degree that could not be accommodated on local sidewalks or that would result in safety concerns. As mentioned previously within this CEQA topic, the proposed development has been designed to have its garage access and curb cut facing onto Woolsey Street, which would minimize pedestrian-vehicle conflicts. In light of the above, the proposed project would not be expected to result in any new adverse conditions affecting pedestrians or result in hazardous conditions for pedestrians. Therefore, implementation of the proposed project would result in a *less-than-significant-impact* on pedestrian conditions.

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<sup>15</sup> MUNI route descriptions from SFMTA webpage accessed on 07/21/11.

<http://www.sfmta.com/cms/asystem/routedesc>

**Impact TR-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would have less-than-significant transportation cumulative impacts. (Less than Significant)**

In light of the above, the proposed project would not have a significant project-specific or cumulative impact to transportation and circulation. The number of trips associated with the proposed project would be dispersed throughout the local roadway network and throughout the hours of day. The proposed project would not cause a substantial increase in transit demand that could not be accommodated by existing and proposed transit capacity, and alternative travel modes. As previously discussed, an improvement measure for construction related impacts has been identified.

Project construction activities, in combination with other development in the project area, would incrementally increase the demands on the City's transportation network, but not beyond levels anticipated and planned for by local transportation and transit agencies. Construction schedules of the proposed project could overlap with future projects, resulting in a temporary increase of construction workers and delivery trucks to the area. However, construction work is temporary in nature, and therefore all impacts related to it would be temporary. Thus, project-related impacts to transportation and circulation would not be cumulatively considerable.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>6. NOISE—Would the project:</b>					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, or within the vicinity of a private airstrip. Therefore, criterion E.6e and E.6f are not applicable to the proposed project.

**Impact NO-1: The proposed project would not result in a substantial permanent increase in ambient noise levels; however, the proposed project would expose persons to noise levels in excess of levels established in the local General Plan. Thus, the project could be substantially affected by existing noise levels. (Less than Significant with Mitigation Incorporated)**

*Expose Sensitive Receptors 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 and commercial uses are common and generally accepted in urban areas.

The Environmental Protection element of the San Francisco General Plan contains Land Use Compatibility Guidelines for Community Noise.<sup>16</sup> These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For residential uses, the maximum "satisfactory" outside noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while in areas where noise levels exceed 60 dBA, a detailed analysis of noise reduction requirements is typically necessary prior to final review and approval, and new construction or development of residential uses typically requires that noise insulation features be included in the design. Above noise levels of 65 dBA (Ldn), residential development is generally discouraged but, if permitted, noise insulation must be included in the design. The guidelines also indicate that commercial development such as retail establishments, movie theaters and restaurants, should be discouraged at noise levels above 77 dBA (Ldn).<sup>17</sup>

Generally, ambient noise levels in the project vicinity range from 70 dBA and above. These ambient noise levels are typical of neighborhood levels in urban San Francisco. San Bruno Avenue is a moderately traveled street, with lower traffic speeds than I-101, which abuts the site's east boundaries. The commercial uses observed during field visits range from auto repair shops to medical offices, personal grooming, restaurants, churches and grocery stores. Although some of these uses could be considered noisy and a nuisance to their neighbors, their noise levels would be within what its expected in an urban area like San Francisco.

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16 San Francisco General Plan. Environmental Protection Element, Policy 11.1, Land Use Compatibility Chart for Community Noise, available at: <http://www.sf-planning.org>.

17 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. The unit of sound pressure is the decibel (dB); thus it is said that a sound pressure level is a certain number of decibels. The decibel scale is a logarithmic scale, not a linear one such as the scale of length. A logarithmic scale is used because the range of sound intensities is so great that it is convenient to compress the scale to encompass all the sounds that need to be measured. The human ear has an extremely wide range of response to sound amplitude. Sharply painful sound is 10 million times greater in sound pressure than the least audible sound. In decibels, this 10 million to 1 ratio is simplified logarithmically to 140 dB. 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).

Another unusual property of the decibel scale is that the sound pressure levels of two separate sounds are not directly (that is, arithmetically) additive. For example, if a sound of 70 dB is added to another sound of 70 dB, the total is only a 3-decibel increase (to 73 dB), not a doubling to 140 dB. Furthermore, if two sounds are of different levels, the lower level adds less to the higher as this difference increases. If the difference is as much as 10 dB, the lower level adds almost nothing to the higher level. In other words, adding a 60 decibel sound to a 70 decibel sound only increases the total sound pressure level less than one-half decibel. Condensed Version of EPA's Noise Levels Document. <http://www.nonoise.org/library/levels/levels.htm>; Accessed on 07/25/11.

To satisfy requirements set forth by the *Housing Element of the San Francisco General Plan* intended for new residential development located along streets with noise levels above 75 dBA L<sub>dn</sub>, the Project Sponsor shall implement **Mitigation Measure M-NO-1: Interior and Exterior Noise**.

***Mitigation Measure M-NO-1: Interior and Exterior Noise***

1. The Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to completion of the project's entitlement process. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained; and

2. To minimize effects on development in noisy areas, for new residential uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required above, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

Compliance with **Mitigation Measure NO-1** would reduce the project's impact on noise sensitive receptors to ***less than significant with mitigation***.

*Generation of Traffic Noise During Operation*

While the implementation of the proposed project would increase the number of daily vehicle trips by 329 vehicles and 36 vehicles at the PM peak hour, these new vehicle trips would not lead to a substantial increase in existing traffic related noise. Based on published scientific acoustic studies, the traffic volumes in a given location would need to approximately double to produce an increase in ambient noise levels noticeable to most people.<sup>18</sup> 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*

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<sup>18</sup>[http://www.fhwa.dot.gov/environment/noise/regulations\\_and\\_guidance/analysis\\_and\\_abatement\\_guidance/polguide01.cfm](http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/polguide01.cfm)

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). As amended in November 2008, 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, and the buildings would not contribute to a considerable increment to any cumulative noise impacts from mechanical equipment.

For the reasons listed above, the proposed project would not generate noise that exceeds established standards or results in a substantial permanent increase in ambient noise levels, and this impact would be *less than significant with mitigation*.

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

Excavation and building construction would temporarily increase noise in the project vicinity. Construction equipment would generate noise and possibly vibrations that could be considered an annoyance by occupants of nearby properties. According to the Project Sponsor, the construction period would last approximately 12 months. During the construction phase, the amount of construction noise generated would be influenced by equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers). There would be times when noise and vibration could interfere with indoor activities in nearby residences and other businesses near the project site. Construction noise and vibration impacts would be temporary in nature and limited to the period of construction.

The geotechnical report prepared for the proposed project suggests a perimeter spread footing foundation,<sup>19</sup> and therefore pile-driving (typically the noisiest construction activity) would not be required. Considering this, the noisiest construction activities associated with the project would

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<sup>19</sup> The recommendation is for construction of a continuous perimeter footing [foundation] a minimum of 24 inches in depth below the lowest grade and 24 inches in width with interior footing. Lee, Alfred, *Soil and Foundation Investigation Proposed Five Four-Story Mixed-Use Buildings 2877-2899 San Bruno Avenue*, Frank Lee & Associates, San Francisco, California. May 9, 2011.

likely be exterior finishing, which can generate noise levels up to 89 dBA (see Table 3, below). The closest sensitive receptors would be those nearby residences on San Bruno Avenue and Woolsey Street. Noise generally attenuates (decreases) at a rate of 6 to 7.5 dBA per doubling of distance. Therefore, the exterior noise level at the sensitive receptors identified above would be less than 89 dBA during the noisiest construction activities.

**Table 3**  
**Typical Commercial Construction Noise Levels (DBA)<sup>20</sup>**

<b>Phase</b>	<b>(Leq)<sup>21</sup></b>
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Exterior Finishing	89
Pile Driving	90-105

**Impact NO-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative noise impacts. (Less than Significant)**

The construction activities associated with the proposed project would be temporary and intermittent for twelve months. Currently there is one project proposed or under construction in the project site’s vicinity (2724 – 2726 San Bruno Avenue, third story addition). It is conservatively assumed that the proposed project’s construction activities could overlap with construction activities associated with current and future projects in the area. However, it is anticipated that all current and future projects in the project site’s vicinity would be required to comply with the San Francisco Noise Ordinance. As discussed above, the proposed project would result in a less-than-significant exposure of persons to, and generation of, noise levels in excess of standards described in Title 24, the General Plan, and the Noise Ordinance, because the project would be designed and constructed in accordance with Title 24 standards. The proposed project would result in less-than-significant exposure of persons to groundbome vibration or groundborne noise levels, because no subterranean uses or pile driving would be used. The project would result in a less-than-significant increase in permanent or temporary ambient noise levels, because the construction period would last twelve-months, area traffic would not double with project development and project operational noise would be regulated by Title 24. Although the ambient noise level in the project vicinity is above those considered normally acceptable for residential uses, the project would be subject to Title 24 standards, which would reduce ambient noise exposure impacts to less-than-significant levels for future residents of the proposed development. For the reasons described above, implementation of the proposed project would result in a less than considerable contribution to

<sup>20</sup> U.S. Environmental Protection Agency, Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances, December 1971.

<sup>21</sup> Estimates correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase and 200 feet from the other equipment associated with that phase.

cumulative noise. Cumulative projects could affect such issues, but would be evaluated on a project-by-project basis during their own environmental review process. Therefore, the proposed project would not result in cumulatively considerable noise impacts, and cumulative noise impacts are considered *less than significant*.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>7. AIR QUALITY—Would the project:</b>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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*Background*

The proposed project is in the City and County of San Francisco, within the San Francisco Bay Area Air Basin (SFBAAB). In addition to San Francisco, the SFBAAB encompasses Alameda, Contra Costa, Marin, Napa, San Mateo, and Santa Clara Counties, the southern half of Sonoma County, and the southwestern portion of Solano County.

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county Bay Area Air Basin. The BAAQMD is responsible for attaining and maintaining air quality standards in the Air Basin within federal and state air quality standards, in compliance with federal and state laws and regulations, including the federal Clean Air Act.<sup>22</sup> Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Air Basin and to develop and implement strategies to attain the applicable federal and state standards.

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<sup>22</sup> State and Federal air quality standards for the Bay Area’s attainment status is available at the BAAQMD website at [www.baaqmd.gov](http://www.baaqmd.gov).

The BAAQMD has adopted CEQA *Air Quality Guidelines* (Air Quality Guidelines) to assist lead agencies in evaluating the air quality impacts of projects and plans proposed in the Air Basin. The Air Quality Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The BAAQMD most recently issued guidelines on June 17, 2010 and updated them in May 2011.<sup>23</sup> These guidelines establish thresholds of significance and provide procedures for evaluating criteria air pollutants, greenhouse gas (GHG) emissions, and health risks from new sources of emissions consistent with CEQA requirements. The 2010 thresholds of significance have generally been lowered and are more health protective than the 1999 Guidelines.

*Approach to Analysis*

This section discusses the thresholds for determining whether a project would result in a significant air quality impact. Table 4 *Air Quality Thresholds of Significance for Criteria Air Pollutants and Health Risks and Hazards* summarizes the air quality thresholds of significance used for this document, followed by a discussion of each threshold. Although the BAAQMD’s adoption of significance thresholds for air quality analysis in 2010 and 2011 are subject of recent judicial actions, the Planning Department has determined that Appendix D of the BAAQMD Air Quality Guidelines, in combination with BAAQMD’s Revised Draft Options and Justification Report, provide substantial evidence to support the BAAQMD recommended thresholds. Therefore, the Planning Department has determined they are appropriate for use in this analysis as standards of significance.

<b>Table 4 Air Quality Significance Thresholds</b>			
<b>Pollutant</b>	<b>Construction Thresholds</b>	<b>Operational Thresholds</b>	
	<b>Average Daily Emissions (lbs./day)</b>	<b>Average Daily Emissions (lbs./day)</b>	<b>Annual Average Emissions (tons/year)</b>
<b>Criteria Air Pollutants</b>			
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub>	82	82	15
PM <sub>2.5</sub>	54	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
<b>Health Risks and Hazards for New Sources</b>			

23 Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, June 2010 (BAAQMD 2010 Guidelines). This document is available online at [www.baaqmd.gov](http://www.baaqmd.gov).

Excess Cancer Risk	10 per one million	10 per one million
Chronic or Acute Hazard Index	1.0	1.0
Incremental annual average PM <sub>2.5</sub>	0.3 µg/m <sup>3</sup>	0.3 µg/m <sup>3</sup>
<b>Health Risks and Hazards for Sensitive Receptors (Cumulative from all sources within 1,000 foot zone of influence) and Cumulative Thresholds for New Sources</b>		
Excess Cancer Risk	100 per one million	
Chronic Hazard Index	10.0	
Annual Average PM <sub>2.5</sub>	0.8 µg/m <sup>3</sup>	

**Ozone Precursors.** The SFBAAB is currently designated as non-attainment for ozone and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>).<sup>24</sup> Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides nitrogen (NO<sub>x</sub>). The BAAQMD is the primary regulatory agency in the SFBAAB charged with ensuring that the region attains applicable federal and state ambient air quality standards. 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, is 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<sub>x</sub>, the offset emissions level is an annual average of 10 tons per year (or 54 lbs. per day).<sup>25</sup> These levels represent emissions at or below 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<sub>x</sub> 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<sub>x</sub> emissions. Because construction activities are temporary in nature only the average daily thresholds are applicable to construction phase emissions.

<sup>24</sup> PM<sub>2.5</sub> and PM<sub>10</sub> refer to particulate matter that is 2.5 microns in diameter or less and particulate matter that is 10 microns in diameter or less, respectively.

<sup>25</sup> BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance. October 2009, p. 17.

**Particulate Matter (PM<sub>10</sub> and PM<sub>2.5</sub>).** The BAAQMD has not established an offset limit for PM<sub>2.5</sub> and the current federal Prevention of Significant Deterioration (PSD) offset limit of 100 tons per year for PM<sub>10</sub> is too high and would not be an appropriate significance threshold for the SFBAAB considering the nonattainment status of PM<sub>10</sub>. However, the emissions limits provided for in the federal NSR that applies to stationary sources that emit criteria air pollutants in areas that are currently designated as nonattainment are an appropriate significance threshold. For PM<sub>10</sub> and PM<sub>2.5</sub>, the emissions limits under NSR are 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.<sup>26</sup> 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 development project. Those projects that result in emissions below the NSR emissions limits would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in PM<sub>10</sub> and PM<sub>2.5</sub> emissions. Because construction activities are temporary in nature only the average daily thresholds are applicable to construction-phase emissions.

**Other Criteria Pollutants.** Regional concentrations of CO in the SFBAAB have not exceeded the California Ambient Air Quality Standard (CAAQS) in the past 11 years and SO<sub>2</sub> concentrations have never exceeded the standards. The primary source of CO impacts from land use projects are vehicle traffic. Construction-related SO<sub>2</sub> emissions represent a negligible portion of the total basin-wide emissions and construction-related CO emissions represent less than five percent of the SFBAAB total basin-wide CO emissions.<sup>27</sup> The SFBAAB is designated as attainment for both CO and SO<sub>2</sub>. Furthermore, the BAAQMD has demonstrated that in order to exceed the CAAQS of 9.0 ppm (8-hour average) or 20.0 ppm (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the SFBAAB's attainment status and the limited CO and SO<sub>2</sub> emissions that could result from a land use development projects, land use development projects would not result in a cumulatively considerable net increase in CO or SO<sub>2</sub>, and a quantitative analysis is not required.

**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.<sup>28</sup> Individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to 90 percent.<sup>29</sup> The BAAQMD has identified a

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<sup>26</sup> Ibid, p. 16.

<sup>27</sup> Ibid, p. 27.

<sup>28</sup> 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](http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf), accessed February 16, 2012.

<sup>29</sup> BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance. October 2009, p. 27.

number of BMPs to control fugitive dust emissions from construction activities.<sup>30</sup> The City's Construction Dust Control Ordinance requires a number of measures to control fugitive dust. The construction dust control ordinance has a mandate for "no visible dust." The BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling fugitive dust.

**Health Risks and Hazards from New or Modified Sources.** Construction activities typically require the use of heavy-duty diesel vehicles and equipment, which emit diesel particulate matter (DPM). ARB identified DPM as a toxic air contaminant (TAC) in 1998, based on evidence demonstrating cancer effects in humans.<sup>31</sup> The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled highways. Other sources of health risks and hazards include: gas stations, stationary diesel engines (i.e., backup generators), dry cleaners, crematories, spray booths, diesel-fueled railroads, major ports, railyards, airports, oil refineries, power plants, and cement plants.<sup>32</sup> Land use development projects that require a substantial amount of heavy-duty diesel vehicles and equipment, as well as projects that require stationary sources, such as a diesel backup generator, would result in emissions of DPM and possibly other TACs that may affect nearby sensitive receptors. Construction-phase TACs, however, would be temporary, and current health risk modeling methodologies 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, resulting in difficulties with producing accurate modeling results.<sup>33</sup> Nevertheless, DPM is a known TAC and therefore, appropriate thresholds are identified to ensure that a project does not expose sensitive receptors to substantial pollutant concentrations.

Similar to criteria pollutant thresholds identified above, the BAAQMD Regulation 2, Rule 5 sets cancer risk limits for new and modified sources of TACs at the maximally exposed individual (MEI). In addition to cancer risk, some TACs pose non-carcinogenic chronic and acute health hazards. Acute and chronic non-cancer health hazards are expressed in terms of a hazard index, or HI, which is a ratio of the TAC concentration to a reference exposure level (REL), a level below which no adverse health effects are expected, even for sensitive individuals.<sup>34</sup> In accordance with Regulation 2, Rule 5, the BAAQMD Air Pollution Control Officer shall deny any permit to

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30 BAAQMD, CEQA Air Quality Guidelines, May 2011. This document is available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, accessed February 27, 2012.

31 California Air Resources Board, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998. This document is available online at <http://www.arb.ca.gov/toxics/dieseltac/factsht1.pdf>, accessed February 27, 2012. This document is also available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2004.0093E.

32 BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2011, p. 11.

33 BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, p. 29.

34 Ibid, p. D-35.

operate a source that results in an increased cancer risk of 10 per million or an increase chronic or acute HI of 1.0 at the MEL. This threshold is designed to ensure that the source does not contribute to a cumulatively significant health risk impact.<sup>35</sup>

In addition, particulate matter, primarily associated with mobile sources (vehicular emissions) is strongly associated with mortality, respiratory diseases, and impairment of lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease. Based on toxicological and epidemiological research, smaller particles and those associated with traffic appear more closely related to health effects.<sup>36</sup> Therefore, estimates of PM<sub>2.5</sub> emissions from a new source can be used to approximate broader potential adverse health effects. The United States Environmental Protection Agency (EPA) has proposed a Significant Impact Level (SIL) for PM<sub>2.5</sub>. For developed urban areas, including much of San Francisco, the EPA has proposed a SIL of between 0.3 µg/m<sup>3</sup> to 0.8 µg/m<sup>3</sup>. The SIL represents the level of incremental PM<sub>2.5</sub> emissions that represents a significant contribution to regional non-attainment.<sup>37</sup> The BAAQMD has determined that on balance the annual average PM<sub>2.5</sub> threshold of 0.3 µg/m<sup>3</sup> will afford the same health protections as required by San Francisco's Health Code Article 38.<sup>38</sup> Therefore the lower range of the EPA recommended SIL of 0.3 µg/m<sup>3</sup> is an appropriate threshold for determining the significance of a source's PM<sub>2.5</sub> impact.

In determining the potential distance that emissions from a new source (construction sources or operational sources) may affect nearby sensitive receptors, a summary of research findings in ARB's *Land Use Compatibility Handbook* suggest that air pollutants from high volume roadways are substantially reduced or can even be indistinguishable from upwind background concentrations at a distance of 1,000 feet downwind from sources such as freeways and large distribution centers.<sup>39</sup> Given the scientific data on dispersion of TACs from a source, the BAAQMD recommends assessing impacts of sources of TACs on nearby receptors within a 1,000-foot radius.<sup>40</sup> This radius is also consistent with ARB's *Land Use Compatibility Handbook* and Health and Safety Code Section 42301.6 (Notice for Possible Source Near School).<sup>41</sup>

In summary, potential health risks and hazards from new sources on existing or proposed sensitive receptors are assessed within a 1,000-foot zone of influence and risks and hazards from

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35 BAAQMD. CEQA Air Quality Guidelines. May 2011. Available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, p. D-40.

36 San Francisco Department of Public Health, Assessment and Mitigation of Air Pollutant Health Effects for Intra Urban Roadways: Guidance for Land Use Planning and Environmental Review, May 2008, p. 5.

37 BAAQMD. CEQA Air Quality Guidelines, May 2011, available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, p. D-36.

38 Ibid, p. 41.

39 BAAQMD, CEQA Air Quality Guidelines, May 2011. This document is available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, p. D-38.

40 Ibid, p. D-40.

41 Ibid, p. 40.

new sources that exceed any of the following thresholds at the MEI are determined to be significant: excess cancer risk of 10 per one million, chronic or acute HI of 1.0, and annual average PM<sub>2.5</sub> increase of 0.3 µg/m<sup>3</sup>.

**Health Risks and Hazards for New Receptors.** As discussed above, sources of TACs have the greatest impact on receptors that are located in close proximity to pollutant sources. The further away from a significant source of TACs, the less a receptor is exposed to hazardous air pollutants. As described above, BAAQMD recommends assessing the impacts of sources of TACs within 1,000 feet of a sensitive receptor. Therefore, an analysis of the potential impacts to new receptors should consider all cumulative sources of TACs within the 1,000-foot zone of influence. For projects siting new sensitive receptors, existing and proposed sources of TACs should not expose new sensitive receptors to an excess cancer risk greater than 100 per one million. This absolute limit is based on EPA guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.<sup>42</sup> As described by the BAAQMD, the EPA 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,<sup>43</sup> the EPA 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.<sup>44</sup> Therefore, when siting new sensitive receptors near sources of TACs and other hazardous air pollutants, the threshold for an incremental increase in cancer risk is 100 per million.

The BAAQMD’s Air Toxics Hot Spots (ATHS) program provides guidance for implementing the Air Toxics Hot Spots Information and Assessment Act (Assembly Bill 2588, Connelly, 1987; Chaptered in the California Health and Safety Code Section 44300 et. al.). Accordingly, the BAAQMD has established a non-cancer chronic HI of 10.0. Any sources exceeding this level are required to implement mandatory risk reduction levels. As such, a chronic non-cancer HI of 10.0 from cumulative sources of TACs is an appropriate threshold when siting sensitive land uses.<sup>45</sup>

As discussed previously, the EPA is proposing a SIL for PM<sub>2.5</sub> ranging from 0.3 µg/m<sup>3</sup> to 0.8 µg/m<sup>3</sup>. The SIL is intended to ensure that a source does not result in a cumulatively significant

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42 BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, p. 67.

43 54 Federal Register 38044, September 14, 1989.

44 BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, p. 67.

45 BAAQMD, CEQA Air Quality Guidelines, May 2011. This document is available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, p. D-43.

contribution to ambient PM<sub>2.5</sub> levels. Therefore, the upper-bound SIL of 0.8 µg/m<sup>3</sup> from all sources within 1,000 feet of a sensitive receptor is an appropriate level for determining a significant impact to new sensitive receptors.<sup>46</sup>

When siting new sensitive receptors, the thresholds identified above represent the cumulative limits from all sources within a 1,000-foot zone of influence from the new receptor; therefore single-source thresholds are unnecessary.

**Cumulative Air Quality Impacts.** Regional air quality impacts are, by their very nature, cumulative impacts. Emissions from past, present and future projects contribute to adverse regional air quality impacts on a cumulative basis. No single project by itself would be sufficient in size to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.<sup>47</sup> As described above, the project-level thresholds for criteria air pollutants are based on levels at or below 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, if a project's emissions are below the project-level thresholds, the project would not be considered to result in a considerable contribution to cumulative regional air quality impacts.

With respect to localized health risks and hazards, as described above, the significance thresholds for new receptors represent a cumulative impact analysis as this analysis considers all potential sources that may result in adverse health impacts within a receptor's zone of influence. Similarly, new sources that contribute to health risks and hazards at nearby sensitive receptors that exceed these cumulative thresholds would result in a significant health risk and hazards impact to existing sensitive receptors.

**Consistency with Applicable Air Quality Plan.** The BAAQMD has published the *2010 Clean Air Plan*, representing 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.

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**Impact AQ-1: Construction of the proposed project would not generate a substantial amount of fugitive dust emissions. (Less than Significant)**

Project-related excavation and 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.

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<sup>46</sup> Ibid, p. D-43.

<sup>47</sup> BAAQMD, California Environmental Quality Act (CEQA) Air Quality Guidelines, June 2010; and adopted Thresholds of Significance, June 2010. This document is available online at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Updated-CEQA-Guidelines.aspx>, p. 2-1.

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 CARB, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths per year.

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.

For fugitive dust emissions, the 2010 Air Quality Guidelines recommend their most current best management practices, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The Air Quality Guidelines note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement BAAQMD's recommended construction best management practices will reduce fugitive dust emissions to a less-than-significant level.

The San Francisco *Building Code* Section 106A.3.2.6.3 includes a "no visible dust" requirement 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 on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Building Code 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 project involves the subdivision of an existing 11,250sf vacant lot into five 2,250sf lots and construction of five four-story mixed-use buildings. Each building would consist of two residential dwellings above office and retail spaces on first and second floors (14,329sf of residential space, 4,208sf of commercial space and 6,743sf of office space). Rear facing garages would contain two vehicle and one bicycle spaces per building. The project would be required to comply with the Building Code's dust control requirements.

Below are the following regulations and procedures set forth in Section 106A.3.2.6.3 of the San Francisco Building Code's General Dust Control Requirements:

- Water all active construction areas sufficiently to prevent dust from becoming airborne. Increased watering frequency may be necessary whenever wind speeds exceed 15 mile 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;

- Provide as much water as necessary to control dust (without creating run-off) in an area of land clearing, earth movement, excavation, drillings, and other dust-generating activity;
- During excavation and dirt-moving activities, wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday;
- Cover any inactive (no disturbance for more than seven days) stockpiles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil with a 10 mil (0.01 inch) polyethylene plastic or equivalent tarp and brace it down or use other equivalent soil stabilization techniques; and
- Use dust enclosures, curtains, and dust collectors as necessary to control dust in the excavation area.

Therefore, compliance with the San Francisco Building Code's General Dust Control Requirements would ensure that the project's fugitive dust impacts would be *less than significant*.

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**Impact AQ-2: Construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation. (Less than significant)**

The air quality thresholds of significance for criteria air pollutant emissions resulting from construction of a proposed project is whether the project would emit ROG, NO<sub>x</sub>, or fine particulate matter PM<sub>2.5</sub> in excess of 54 lbs./day or whether the project would emit PM<sub>10</sub> in excess of 82 lbs./day.<sup>48</sup>

The Air Quality Guidelines state that the first step in determining the significance of criteria air pollutants and ozone precursors related to construction of a proposed project is to compare the attributes of the proposed project with the applicable screening criteria provided in the Air Quality Guidelines.<sup>49</sup> The purpose of this comparison is to provide a conservative indication of whether construction of the proposed project would result in the generation of criteria air pollutants or ozone precursors that exceed the air quality thresholds of significance. If all of 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 a less-than-significant criteria air pollutant

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<sup>48</sup> The thresholds for criteria air pollutants have generally been lowered with the exception of PM<sub>10</sub>. The threshold for PM<sub>10</sub> has been increased from 80 lbs./day to 82 lbs./day. The difference between the 1999 and 2010 thresholds would not change the conclusions of this analysis.

<sup>49</sup> Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, June 2010, page 3-2 to 3-3.

impact. If the proposed project does not meet all the screening criteria, then project emissions need to be quantified and compared against the thresholds of significance.<sup>50</sup>

The Air Quality Guidelines note that the screening levels are generally representative of new development on green-field<sup>51</sup> 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 less than the greenfield-type project that the screening criteria are based upon.

Vehicle exhaust resulting from on- and off-road construction equipment may emit criteria air pollutants. The proposed project includes 14,329 sf residential space, 4,280 sf retail space, 6,743 sf office space and the overall square-footage of disturbance from project site is approximately 35,931 sf, all of which are well below the screening levels that requires a detailed air quality assessment of air pollutant emissions. According to the screening table, the threshold for construction would be 240 dwelling units for an *apartment, low-rise*. The criteria also indicate that a *general office building* and a *strip mall* would have to be over 277 ksf to exceed the 2010 Guidelines thresholds.<sup>52</sup> Thus, the project would not exceed any of the thresholds of significance for criteria air pollutants and would result in a *less-than-significant* air quality impact related to construction exhaust emissions.

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**Impact AQ-3: Operation of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation. (Less than Significant)**

A screening-level analysis for project operations was conducted to determine whether operation of the proposed project could exceed the BAAQMD's 2010 thresholds of significance. Projects that exceed the screening level sizes require a detailed air quality analysis. Projects below the screening levels would not be anticipated to exceed BAAQMD's 2010 significance thresholds for ROG, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub>.

According to the screening table for operational criteria pollutants, the threshold would be 451 dwelling units for *apartment, low-rise*, 99,000 sf for *strip mall*, and 346,000 sf for *general office building*.<sup>53</sup> The project involves the subdivision of an existing 11,250 sf vacant lot into five 2,250 sf lots and construction of five four-story mixed-use buildings. Each building would consist of two residential dwellings above office and retail spaces on first and second floors (14,329 sf of residential space, 4,280sf of commercial space and 6,743 sf of office space). Rear facing garages

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<sup>50</sup> Ibid, p.3-1.

<sup>51</sup> Agricultural or forest land or undeveloped site earmarked for commercial, residential, or industrial projects.

<sup>52</sup> Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, Table 3-1, p. 3-2, June 2010 updated March 2011.

<sup>53</sup> Ibid

would contain two vehicle and one bicycle spaces per building. Therefore, the project would not result in the generation of criteria air pollutants and ozone precursors that exceed the BAAQMD's thresholds of significance and the impact related to operational criteria air pollutants emissions and ozone precursors would be *less than significant*.

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**Impact AQ-4: The proposed project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation Measure)**

The 2010 Air Quality Guidelines recommends an analysis of health risk impacts, which are effects related to the placement of a new sensitive receptor (for example, a residential project) in proximity to source(s) of toxic air contaminants (TACs) and particulate matter. The BAAQMD's thresholds of significance for health risk impacts are an increase in lifetime cancer risk of 10 chances in one million, a non-cancer, chronic or acute, hazard index greater than 1.0, and an increase in the annual average concentration of PM<sub>2.5</sub> in excess of 0.3 micrograms per cubic meter. If the health risk from a single roadway or stationary source exceeds any one of these thresholds, the project would be considered to expose sensitive receptors to a significant health risk impact. Sources of TACs include both mobile and stationary sources. To determine whether the proposed project would be below BAAQMD thresholds for TAC exposure, roadway and stationary sources in proximity to the project site were identified and quantified using the BAAQMD's screening level methodology.<sup>54</sup>

**Stationary Sources.** The BAAQMD data sources identified four permitted stationary sources of air pollutants within 1,000 feet (zone of influence) of the project site.<sup>55</sup> As presented in **Table 4**, none of the permitted sources exceeded the BAAQMD screening thresholds for individual cancer, non-cancer, or PM<sub>2.5</sub>. Therefore, no further analysis of stationary sources is required.

**Roadway Sources.** Occupants of the proposed project would be exposed to air pollutants associated with existing and future traffic conditions in the project vicinity. As presented in **Table 5**, only one roadway in the project vicinity exceeds the 10,000 daily vehicle thresholds. This roadway, Highway 101, exceeds the BAAQMD's individual health risk significance thresholds (cancer risk of 10 chances in one million, and an increase in the annual average concentration of PM<sub>2.5</sub> in excess of 0.3 micrograms per cubic meter). Highway 101 is located 30 feet from the project site, and sensitive receptor locations within several hundred feet of highways carrying high traffic volumes could be exposed to elevated concentrations of PM<sub>2.5</sub>, DPM and carcinogenic compounds in vehicle exhaust. Therefore, a health risk analysis was

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54 BAAQMD, Recommended Methods for Screening and Modeling Local Risks and Hazards, May 2010. Methodology for roadway analysis is described in Section 3.1.2, and roadway-screening tables are provided in Chapter 7. Updated screening tables for San Francisco were provided by the BAAQMD in May 2011.

55 BAAQMD. Permitted Stationary Sources within 1,000 feet of 2895 San Bruno Avenue. A copy of this document is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2010.0627E.

prepared to determine whether project occupants could be exposed to any of these contaminants that would meet or exceed BAAQMD thresholds.<sup>56</sup>

This analysis determined that outdoor PM<sup>2.5</sup>, concentrations would exceed the BAAQMD impact significance threshold (annual average of 0.30 microgram per cubic meter). Outdoor PM<sup>2.5</sup>, concentrations also would exceed the San Francisco Health Code Article 38 action level (annual average of 0.20 microgram per cubic meter). The analysis also determined that cancer risk associated with TACs contained in traffic-generated DPM and TOG emissions would exceed the BAAQMD thresholds. Therefore, the following mitigation measure, *M-AQ-4: Building Air Filtration and Ventilation Requirements*, has been incorporated into the project to reduce PM<sup>2.5</sup> impacts to *less than significant*.

***Mitigation Measure M-AQ-4: Building Air Filtration and Ventilation Requirements***

To reduce the potential for exposure of building occupants to PM<sub>2.5</sub> and other toxic air contaminants, each of the proposed buildings shall be designed to incorporate a mechanical ventilation system with air filtration that is capable of removing 90 percent of ambient PM<sub>2.5</sub>, which may be accomplished with MERV 13 or higher filters capable of removing 90 percent of particulates. In addition, each building's air intakes shall be located at the west sides of the buildings at rooftop level to increase the separation from traffic emissions on U.S. 101 and each building's air intakes. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology. In addition to installation of air filtration, the Project Sponsor shall present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The Project Sponsor shall also ensure the disclosure to buyers and renters regarding the findings of this analysis and inform occupants of the proper use of any installed air filtration.

With implementation of the above mitigation measure, interior PM<sub>2.5</sub> exposure would be reduced to below the BAAQMD thresholds and Article 38 action level. The highest annual average concentration at rooftop level on the western side of the building is 0.20 micrograms per cubic meter. After filtration, the annual average concentration would be reduced to 0.03 microgram per cubic meter.

While Health Code Article 38 specifies an 80 percent efficiency for removal of PM<sub>2.5</sub>, a higher efficiency is required at this site to reduce cancer risks to below the BAAQMD threshold of significance of 10 in one million. The maximum cancer risk at rooftop level on the western side of the building is 56.0 in one million (54.2 per million from DPM and 1.81 per million from TOG). The proposed mitigation is assumed to reduce DPM concentrations by 85 percent, reducing cancer risk from DPM to 8.13 in one million. Total cancer risk would be 9.94 in one million (8.13+ 1.81), which is below the BAAQMD threshold of significance (10.0 in one million).

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<sup>56</sup> Ballanti, Don, *Mobile Source Health Risk Analysis of the 2895 San Bruno (aka. 2877 - 2800 San Bruno Avenue) Project*, San Francisco, California. June 6, 2012.

With implementation of Mitigation Measure M-AQ-4: **Building Air Filtration and Ventilation Requirements**, exposure of sensitive receptor on the project site to emissions associated with local traffic conditions and local stationary sources would not exceed the BAAQMD's significance thresholds for health risk and this impact would be *less-than-significant*.

**Table 5: Summary of Screening Level Health Risk Analysis**

Source	Cancer Risk (ppm)	PM2.5 (mg/m <sup>3</sup> )	Individual Source Exceed Thresholds
<b>Stationary Sources</b>			
Comcast Facility	3.196	.010018809	N
Exxon Gas Station	.48	0	N
Valero Gas Station	.66	.001	N
General Auto	.23	0	N
<b>Roadways</b>			
101 at 3 <sup>rd</sup> Street	>86 [17.89*]	>1.2 [.52*]	Y
Paul Avenue	.034	.0139	N
Bayshore Blv	5	.054721	N
<b>Individual Threshold</b>	<b>10</b>	<b>0.3</b>	
<b>Cumulative Threshold</b>	<b>100</b>	<b>.8</b>	
<sup>57</sup> Sum of all sources within 1,000 feet with mitigation measure	27.26	0.34	

\* Emissions results calculated with implementation of mitigation measures.

**Impact AQ-5: Construction of the proposed project could expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)**

The BAAQMD's thresholds of significance for health risk impacts are an increase in lifetime cancer risk of 10 chances in one million, an increase in non-cancer, chronic or acute, hazard index greater than 1.0, and an increase in the annual average concentration of PM<sub>25</sub> in excess of 0.3 micrograms per cubic meter. If construction of the proposed project exceeds any one of these thresholds, project construction would be considered to expose existing nearby sensitive receptors to a significant health risk impact. To determine whether the risk to nearby receptors from the construction of the proposed project would be below BAAQMD thresholds for TAC exposure, the diesel emissions related to construction activities for the proposed project were estimated by the BAAQMD.<sup>58</sup>

Construction of the proposed project would involve minor excavation and other activities related to building construction. These construction activities would include use of diesel-emissions-producing equipment and fugitive dust. To determine potential construction-related emissions

<sup>57</sup> Ibid, 56.

<sup>58</sup> Email from Virginia Lau, BAAQMD, to Jessica Range, Planning Department, Update on Construction, September 28, 2011. A copy of this email is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2010.0672.

against thresholds of significance established by the BAAQMD, an analysis was conducted by the BAAQMD.

Based on the analysis, presented in Table 6, construction of the proposed project would exceed the BAAQMD's individual health risk significance threshold for cancer risk (cancer risk of 10 chances in one million) and this would be considered a significant impact. With implementation of **Mitigation Measure M-AQ-5: Reduction of Diesel Particulate Matter Emissions**, which was developed in consultation with the BAAQMD and is described, would reduce this impact to a *less-than-significant* level.

***Mitigation Measure M-AQ-5: Reduction of Diesel Particulate Matter Emissions***

The Project Sponsor shall ensure that the project's construction equipment achieves a minimum of a 72 percent reduction in diesel particulate matter (DPM) emissions as compared to the construction fleet analyzed for the purposes of CEQA. A 72 percent reduction in DPM emissions can be accomplished by requiring that the project's excavator, drill rig, pump, crane, forklift, and 230 horsepower delivery trucks meet the United States Environmental Protection Agency Tier 3 emissions requirements. Shall the Project Sponsor choose to comply with this requirement through other means, documentation of compliance with this mitigation measure shall be demonstrated in a plan detailing the effectiveness of other emissions controls to be used and the plan must ensure that the construction fleet meets a minimum of a 72 percent reduction in DPM as compared to the construction fleet analyzed for purposes of CEQA.

With implementation of **Mitigation Measure M-AQ-5: Reduction of Diesel Particulate Matter Emissions**, construction of the proposed project would not exceed the BAAQMD's significance thresholds for health risk. Based on these results, the proposed project would not result in exposure of sensitive receptors to substantial pollutant concentrations, and this impact would be *less than significant*.

**Table 6: Summary of Screening Level Health Risk Analysis for Construction Emissions<sup>59</sup>**

Mitigation Strategy	PM2.5 Concentrations	Cancer Risk	Percentage Reduction
No Mitigation	.09	12.18	NA
Tier 3 Engines*	.06	8.36	31%
Install Filters*	.06	7.77	36%

\* Controls assumed on grader and rubber tired bulldozer.

<sup>59</sup> Ibid, 59

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**Impact AQ-6: The proposed project would be consistent with applicable air quality plans. (Less than Significant)**

The proposed project would be generally consistent with the General Plan and air quality management plans such as the 2010 Clean Air Plan, which is the applicable regional air quality plan developed for attainment of state air quality standards. Additionally, the General Plan, *Planning Code*, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not interfere with implementation of the 2010 Clean Air Plan, and this impact would be *less than significant*.

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**Impact AQ-7: The proposed project would not create objectionable odors that affect a substantial number of people. (Less than Significant)**

The project would not result in a perceptible increase or change in odors at project site or in the vicinity of the project, as it would not include uses prone that would generate noxious odors. Therefore, the proposed project would result in a *less than significant* impact in respect to exposing persons to objectionable odors.

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**Impact AQ-8: Construction and operation of the proposed project would not result in a cumulatively considerable net increase in criteria air pollutants or otherwise conflict with regional air quality plans. (Less than Significant)**

With respect to cumulative criteria air pollutant impacts, BAAQMD's approach to cumulative air quality analysis is that any proposed project that would exceed the criteria air pollutant thresholds of significance would also be considered to result in a cumulatively considerable increase in criteria air pollutants. As discussed in Impacts AQ-2 and AQ-3, the proposed project would result in less-than-significant impacts related to construction and operational criteria air pollutant emissions. Therefore, the proposed project's contribution to cumulative criteria air pollutant impacts is *less than significant*, and the proposed project would not conflict with any regional air quality plan.

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**Impact AQ-9: Operation of the proposed project would not expose sensitive receptors to cumulative sources of air pollutants. (Less than Significant)**

The BAAQMD recommends cumulative thresholds of an increased cancer risk of 100 in one million, acute or chronic hazard index greater than 10.0, and a PM<sub>2.5</sub> concentration greater than 0.8 micrograms per cubic meter. If the total of all roadway and point sources within 1,000 feet of the proposed project exceed these cumulative thresholds, the project would be considered to expose sensitive receptors to a significant cumulative health risk impact.

As stated in *Table 5* above, the cumulative risk from all stationary and mobile sources, with implementation of **Mitigation Measure M-AQ-4: Building Air Filtration and Ventilation Requirements** would be 27.26 in one million for cancer and 0.34 micrograms per cubic meter for PM<sub>2.5</sub>. Therefore, the cumulative risk from all stationary and mobile sources would be below the BAAQMD cumulative thresholds of significance (excess cancer risk of 100 in one million, chronic and acute Hazard Index of 10, or a PM<sub>2.5</sub> increase of 0.8 micrograms per cubic meter). Thus, cumulative and project level impacts involving exposure of sensitive receptors to substantial pollutant concentrations would be *less than significant*.

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**Impact AQ-10: Construction of the proposed project would not expose off-site sensitive receptors to cumulative sources of air pollutants. (Less than Significant)**

The BAAQMD recommends cumulative thresholds of an increased cancer risk of 100 in one million, acute or chronic hazard index greater than 10.0, and a PM<sub>2.5</sub> concentration greater than 0.8 micrograms per cubic meter. If the total of all construction projects within 1,000 feet of the proposed project exceed these cumulative thresholds, the project would be considered to expose sensitive receptors to a significant cumulative health risk impact.

As described above, with implementation of **Mitigation Measure M-AQ-5: Reduction of Diesel Particulate Matter Emissions**, construction of the proposed project would not exceed the BAAQMD's individual health risk significance thresholds. The cumulative risk for construction and all operational sources on the nearest sensitive receptor would be 27.32 in one million for cancer and 8.70 micrograms per cubic meter for PM<sub>2.5</sub>. Therefore, the proposed project would be below the BAAQMD cumulative thresholds of significance, and cumulative and project level impacts involving exposure of sensitive receptors to substantial pollutant concentrations would be *less than significant*.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>8. GREENHOUSE GAS EMISSIONS— Would the project:</b>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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Under CEQA criteria, a project would have significant impacts on greenhouse gas (GHG) emissions if it were to significantly generate GHG emissions or conflict with any applicable plan, policy, or regulation related to the emission of GHG.

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 GHG's has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrous oxide (N<sub>2</sub>O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydro fluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO<sub>2</sub>E).<sup>60</sup>

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.<sup>61</sup>

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO<sub>2</sub>E (MMTCO<sub>2</sub>E), or about 535 million U.S. tons.<sup>62</sup> The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.<sup>63</sup> In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO<sub>2</sub>E emitted in 2007.<sup>64</sup> Electricity generation accounts for approximately

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60 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.

61 California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed November 8, 2010.

62 California Air Resources Board (ARB), "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan." [http://www.arb.ca.gov/cc/inventory/data/tables/ghg\\_inventory\\_scopingplan\\_2009-03-13.pdf](http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf). Accessed March 2, 2010.

63 Ibid

64 Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: [http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007\\_2\\_10.ashx](http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx). Accessed March 2, 2010.

16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.<sup>65</sup>

**Regulatory Settings**

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

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.<sup>66</sup> The Scoping Plan estimates a reduction of 174 million metric tons of CO<sub>2</sub>E (MMTCO<sub>2</sub>E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see **Table 6** below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.<sup>67</sup> Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

**Table 6. GHG Reductions from the AB 32 Scoping Plan Sectors<sup>68</sup>**

GHG Reduction Measures By Sector	GHG Reductions (MMT CO <sub>2</sub> E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
<b>Total</b>	<b>174</b>
<b>Other Recommended Measures</b>	
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	9

65 Ibid

66 California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: [http://www.arb.ca.gov/cc/facts/scoping\\_plan\\_fs.pdf](http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf). Accessed March 4, 2010.

67 California Air Resources Board. AB 32 Scoping Plan. Available Online at: [http://www.arb.ca.gov/cc/scopingplan/sp\\_measures\\_implementation\\_timeline.pdf](http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf). Accessed March 2, 2010.

68 Ibid

<ul style="list-style-type: none"> <li>• Commercial Recycling</li> <li>• Composting</li> <li>• Anaerobic Digestion</li> <li>• Extended Producer Responsibility</li> <li>• Environmentally Preferable Purchasing</li> </ul>	
<b>Total</b>	<b>42.8-43.8</b>

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

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

Senate Bill 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). As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. The guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for greenhouse gas emissions. OPR's amendments to the CEQA Guidelines as well as BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

**Impact 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 are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O.<sup>69</sup> State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity on site by constructing a new mixed-use building which would result in additional vehicle trips and an increase in energy use. The expansion could also result in an increase in overall water usage which generates indirect emissions from the energy required to pump, treat and convey water. The expansion could also result in an increase in discarded landfill materials. Therefore, the proposed project would contribute to annual long-term in GHGs as a result of increased vehicle trips (mobile sources) and operations associated with energy use, water use and wastewater treatment, and solid waste disposal.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified Greenhouse Gas Reduction Strategy, as defined in the *2010 CEQA Air Quality Guidelines*. On August 13, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions*<sup>70</sup> to the BAAQMD. This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy in compliance with the BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance.

San Francisco's GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced greenhouse gas 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,

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

70 San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

incorporation of alternative fuel vehicles in the City's transportation fleet (including buses and taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

San Francisco's climate change goals as identified in the 2008 Greenhouse Gas Reduction Ordinance are as follows:

- By 2008, determine the City's 1990 GHG emissions, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in greenhouse gas emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO<sub>2</sub>E and 2005 GHG emissions are estimated at 7.82 MMTCO<sub>2</sub>E, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's *CEQA Air Quality Guidelines* (2010) and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."<sup>71</sup>

Based on the BAAQMD's 2010 *CEQA Air Quality Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions.

As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply

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<sup>71</sup> Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: [http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA%20Letters/San%20Francisco%20GHG%20Reduction%20Strategy\\_10\\_28\\_2010%20-%20AY.ashx](http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA%20Letters/San%20Francisco%20GHG%20Reduction%20Strategy_10_28_2010%20-%20AY.ashx). Accessed March 8, 2011.

with San Francisco's ordinances that reduce greenhouse gas emissions. Applicable requirements are shown below in Table 7.

**Table 7. Regulations Applicable to Proposed Project**

Regulation	Requirements	Project Compliance	Discussion
<b>Transportation Sector</b>			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 421)	<p>All employers of 20 or more employees must provide at least one of the following benefit programs:</p> <p>1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</p> <p>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or</p> <p>(3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Each of the 15 commercial spaces is fewer than 900 square feet, and will likely have fewer workers than the 20 employee threshold. Method of compliance will be chosen by individual employers after completion of project.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Employers may join the program if they choose to.
Transit Impact Development Fee (San Francisco Administrative Code, Chapter 38)	Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	TIDF will be calculated and submitted to SFMTA as required by their agency.
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.5)	<p>(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.</p> <p>(B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Each individual garage will have 1 bike parking space for each 2 unit building. Total of 5 parking spaces for 10 dwelling units.

Regulation	Requirements	Project Compliance	Discussion
	50.		
<b>Energy Efficiency Sector</b>			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Title 24 review is required by the Building Code, and will be performed by DBI after submittal of the building permit application, subsequent to environmental evaluation.
San Francisco Green Building Requirements for Stormwater Management (San Francisco Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater Management Ordinance and stormwater design guidelines.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Stormwater Management review is required by the Public Works Code, and will be performed by DPW after submittal of the building permit application, subsequent to environmental evaluation.
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> <li>1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm)</li> <li>2. All showers have no more than one showerhead per valve</li> <li>3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm</li> <li>4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf)</li> <li>5. All urinals have a maximum flow rate of 1.0 gpf</li> <li>6. All water leaks have been repaired.</li> </ol> <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Project will comply with all applicable codes and ordinances if and/or when the residential uses are sold.
Residential Energy Conservation Ordinance (San Francisco Building	Requires all residential properties to provide, prior to sale of property, certain energy and water conservation measures for their buildings: attic	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	Project will comply with all applicable codes and ordinances if and/or when the residential uses are sold.

Regulation	Requirements	Project Compliance	Discussion
Code, San Francisco Housing Code, Chapter 12)	<p>insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</p> <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<p>Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	
<b>Waste Reduction Sector</b>			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	<p>All persons in San Francisco are required to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.</p> <p>Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	Separate recycling, compost and trash containers will be located within each building.
<b>Environment/Conservation Sector</b>			
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.	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	Project will feature 7 new 24" box trees, and has 3 existing street trees to remain.
Construction Site Runoff Pollution Prevention for New Construction	Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not</p>	Stormwater compliance is required by the Building Code, and will be performed by DBI after submittal of the building permit application, subsequent

Regulation	Requirements	Project Compliance	Discussion
(San Francisco Building Code, Chapter 13C)	<p>or separate sewer systems.</p> <p>Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1).</p> <p>Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP).</p> <p>See the SFPUC Web site for more information: www.sfwater.org/CleanWater</p>	<p>Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	to environmental evaluation.
Enhanced Refrigerant Management (San Francisco Building Code, Chapter 13C.5.508.1.2)	All new large commercial buildings must not install equipment that contains chlorofluorocarbons (CFCs) or halons.	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	No CFCs or Halons will be installed
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	<p>Bans the installation of wood burning fire places except for the following:</p> <ul style="list-style-type: none"> <li>• Pellet-fueled wood heater</li> <li>• EPA approved wood heater</li> <li>• Wood heater approved by the Northern Sonoma Air Pollution Control District</li> </ul>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	Fireplace compliance is required by the Building Code, and will be performed by DBI after submittal of the building permit application, subsequent to environmental evaluation.

### Conclusion

The proposed project's construction related GHG emissions would be reduced through compliance with City regulations including the City's Clean Construction Ordinance. The Clean Construction Ordinance would require construction vehicles to use at least a 20 percent blend of biodiesel (B20); and use construction equipment (25 hp or more) with engines that either meet US EPA Tier 2 standards for off-road engines, *or* use the most "effective verified diesel emission control strategy", also known as "best available control technology". The use of cleaner fuel would offset some construction related GHG emissions.

The proposed project would be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions*<sup>72</sup> by complying with all the applicable regulations documented in the *Compliance*

<sup>72</sup> San Francisco Planning Department. Greenhouse Gas Analysis: Compliance Checklist. This document is available for review at the Planning Department 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2010.0627E.

Checklist<sup>73</sup> and in Table 7 above. As such, the proposed project would result in a *less than significant impact* with respect to GHG emissions.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>9. WIND AND SHADOW—Would the project:</b>					
a) Alter wind in a manner that substantially affects public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact WS-1: The proposed project would result in less-than-significant impacts on wind patterns. (Less than Significant Impact)**

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented so that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed project’s building height would be approximately 40 feet, about 10- to-20 feet taller than neighboring buildings. Although taller than the immediate surrounding two- and three-story structures on the project’s block, the proposed project is not substantially greater in height such that would result in adverse effects on ground-level winds. Thus, the implementation of the proposed project would result in a *less-than-significant* impact to wind patterns in the vicinity of the project site.

**Impact WS-2: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant cumulative impacts on wind patterns. (Less than Significant)**

Based on the information provided above, the proposed project, alone and in combination with other potential and future development in the vicinity, such as residential/retail projects would not result in a significant wind impact in the project vicinity. It is anticipated that design of future developments in the neighborhood would limit building height to be consistent with the applicable height and bulk requirements, as defined in the *Planning Code*. As such, the proposed project, in combination with current and future projects 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*.

73 Ibid

**Impact WS-3: The proposed project would result in new shadows, but not in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant)**

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect public open spaces under the jurisdiction of the Recreation and Park Commission from shadowing by new and altered structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shade and shadow upon public open spaces under the jurisdiction of the Recreation and Parks Department by any structure exceeding 40 feet in height unless the Planning Commission finds the shadow to be an insignificant effect. The proposed project would not exceed 40 feet and therefore the proposed project would not be subject to Section 295.

The closest public open spaces in the vicinity of the project site that falls under the jurisdiction of the Recreation and Park Department are Gleaneagles Golf Course (two miles west of the project site), McLaren Park (one and half mile west of the project site) and Portola Recreation Center (half-mile from project site). Because the proposed building would not be tall enough to result in additional shading on any of these open spaces; because the proposed building would be constructed in a densely developed urban area similarly scaled to the surrounding structures, and because Recreation and Park Department public open spaces are not in the project vicinity, the proposed project is expected to result in *less than significant* shadow effects.

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**Impact WS-4: The proposed project, in combination with other past, present or reasonably foreseeable projects would result in less-than-significant shadow impacts. (Less than Significant)**

Based on the information provided above, the proposed project, alone and in combination with 2724 – 2726 San Bruno Avenue, would not result in a significant shadow impact in the project vicinity. It is anticipated that design of current and future developments in the neighborhood would limit building height to be consistent with structures of similar height in the immediate vicinity. Also, future projects would be subject to controls to avoid substantial net new shading of public open space. Thus, the proposed project in combination with current and future projects proposed in the vicinity would not be expected to contribute considerably to adverse shadow effects under cumulative conditions, and cumulative shadow impacts would be considered *less than significant*.

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<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>10. RECREATION—Would the project:</b>					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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**Impact RE-1: The proposed project would not result in substantial increase in the use of existing parks and recreational facilities, the deterioration of such facilities, include recreation facilities, or require the expansion of recreational facilities. (Less than Significant)**

Recreation facilities in the project vicinity include: Gleaneagles Golf Course, McLaren Park and Portola Recreation Center. McLaren Park and the Portola Recreation Center are located within walking distance from the project site. McLaren Park is located approximately 10 blocks west of the site, at the intersection of Woolsey and University Streets. Portola Recreation Center is located approximately 10 blocks northwest of the site, on Felton and Somerset Streets. Gleaneagles Golf Course is located approximately 2.2 miles from the site, at Mansell Street. The proposed project would provide on-site open space, for passive recreational use, for project residents through a combination of private balconies and private roof decks. Accordingly, project residents would have convenient access to private and public open space and recreational facilities in the neighborhood. The proposed project is expected to add 37 new residents.

These new residents would not be expected to increase the use of existing neighborhood parks and recreational facilities to such extent that these facilities would be physically degraded or their substantial physical deterioration would be accelerated. The incremental residential growth that would result from the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities. The impact on recreational facilities would, therefore, be *less than significant*.

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**Impact RE-3 2: The proposed project, in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to recreational resources. (Less than Significant)**

Recreation facility use, in the project area, would likely increase with development of the proposed project. The proposed project and 2724 – 2726 San Bruno Avenue, would be subject to compliance with *Planning Code* open space requirements. This would ensure future impacts to recreational resources are not cumulatively considerable.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>11. UTILITIES AND SERVICE SYSTEMS— Would the project:</b>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact UT-1: The proposed project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board, require or result in the construction of new, or expansion of existing, water, wastewater treatment facilities, or stormwater drainage facilities and the proposed project would be adequately served by the City's wastewater treatment provider. (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 the project area.

With the exception of the common driveway in the back of the building,<sup>74</sup> the proposed project would cover the site with impervious surfaces. However, 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 in accordance with the San Francisco Bay Regional Water

<sup>74</sup> The common driveway in the back of the building would be covered with pervious materials to meet SFPUC stormwater regulations.

Quality Control Board (RWQCB)-issued National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Wastewater Treatment Plant prior to discharge into the Bay. Additionally, as new construction, 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<sup>75</sup> 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 Plan. Therefore, the proposed project would have a *less-than-significant* impact on San Francisco's wastewater and stormwater systems.

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**Impact UT-2: The proposed project would increase the amount of water used on the site, but would be adequately served by existing entitlements and water resources. (Less than Significant)**

The proposed project would increase the amount of water required to serve the proposed uses at the site. However, the proposed project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Utilities Commission's (SFPUC) 2010 Urban Water Management Plan.<sup>76</sup> Additionally, as required by the SFGBO, the project would be required to implement 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 2010 *Urban Water Management Plan*. Also, the project would be required to implement water conservation measures as required by the SFGBO, would be served by the existing water supply and would not require new or expanded water supply resources or entitlements. The project is not located within the designated recycled water use area as defined in the Recycled Water Ordinances 390-91, 391-91 and 393-94. Thus, the installation of a recycled water system(s) for recycled water use is not required. Therefore, the project's impact on water supply would be *less than significant*.

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<sup>75</sup> LEED NC standards for the Leadership in Energy and Environmental Design-New Construction.

<sup>76</sup> The SFPUC's 2010 Urban Water Management Plan includes county-wide demand projections to the year 2035, compares available water supplies to meet demands and presents water demand management measures to reduce long-term water demand. Webpage accessed on 09/08/11  
<http://www.sfwater.org/index.aspx?page=75>

**Impact UT-3: The proposed project would increase the amount of solid waste generated on the project site, but would be adequately served by the City's landfill and would comply with federal, state and local statutes and regulations related to solid waste. (Less than Significant)**

San Francisco's solid waste is disposed of at the Altamont Landfill in Alameda County and is required to meet federal, state and local solid waste regulations. 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 annual solid waste capacity of 2,226,500 tons from 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 total permitted capacity for the landfill is 62 million cubic yards; the remaining capacity is approximately 45.7 million cubic yards.<sup>77</sup>

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. Furthermore, 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. 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.

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**Impact UT-4.5: The construction of the proposed project would comply with all applicable federal, state and local statutes and regulations related to solid waste. (Less than Significant)**

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons

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<sup>77</sup> California Integrated Waste Management Board, Active Landfill Profiles, Altamont Landfill. Internet website:

<http://www.calrecycle.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=1&FACID=01-AA-0009>.

Accessed July 2011.

of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went to a landfill.<sup>78</sup> San Francisco residents currently divert approximately 75 percent of their solid waste to recycling and composting, bringing the city's residents closer to their goal of 100 percent by 2020.<sup>79</sup> The solid waste associated with the proposed project's construction would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance.

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste.

Therefore, solid waste generated from the project's construction and operation would not substantially affect the projected life of the landfill, and no associated impacts related to solid waste would occur.

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**Impact UT-4: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to utilities and service systems. (Less than Significant)**

Cumulative development in the project area, including the proposed project at 2895 San Bruno Avenue combined with 2724 – 2726 San Bruno Avenue, 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 in combination with other foreseeable projects, would not be expected to have a considerable effect on utility service provision or facilities under cumulative conditions. Thus, project-related impacts to public services would not be cumulatively considerable.

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78 San Francisco Office of the Controller, Community Indicators Report. Webpage accessed on 03/12/09  
[http://www.sfgov.org/wcm\\_controller/community\\_indicators/physicalenvironment.index.htm](http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment.index.htm)

79 San Francisco Department of the Environment Zero Waste. Webpage accessed on 06/13/2012  
<http://sfenvironment.org/zero-waste/overview/goals>

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

**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)**

Development of the project would bring new residential and retail uses to the project area. This increased intensity of uses could potentially increase the service calls to the San Francisco Police Department (SFPD) and could require increased crime prevention activities and additional policing of the project area. The closest police station to the site, is the Bayview Station at 201 Williams Avenue (near Third Street), approximately 0.4 miles (six blocks) northeast from the site.<sup>80</sup> Although the proposed project could increase activity and the number of calls received from the area as well as the level of regulatory oversight required, the increase in responsibilities would not be considered substantially greater than the existing demand for police and fire protection services in the Portola Neighborhood. Meeting this additional service demand would not require the construction of new police facilities. Therefore, the project would have a *less-than-significant* impact 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 project site currently receives fire protection service from the San Francisco Fire Department (SFFD). The proposed project would increase the demand for fire protection services within the project area by adding 10 new dwelling units serving approximate 37 residents. Fire Station No. 42, which services the project site, is located at 2430 San Bruno Avenue, a half mile from the site. Other fire stations in the area are located at: (1) Station 44 at 1298 Girard Street; (2) Station 17 at 1295 Shafter Avenue; (3) Station 32 at 194 Park Street; (4) Station 49 at 1415 Evans Avenue; (5) Station 9 at 2245 Jerrold Avenue and (6) Station 43 at 720 Moscow Street. These six stations are located approximately a half to two miles from the project site. The proposed project would be required to comply with all regulations of the 2001 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated

<sup>80</sup> San Francisco Police Department website: [www.sfgov.org/site/police](http://www.sfgov.org/site/police). Accessed June 2011.

smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems.

Although the proposed project could increase the number of service calls received from the project site, the increase would not be substantial in light of the existing demand for fire suppression service in the area and would not exceed amounts anticipated and provided for in the area. The proposed project would also not create the need for new fire protection facilities that would result in impacts to the physical environment. Overall, the proposed project would result in *less-than-significant* impacts related to fire protection services.

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**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 37 new residents of the proposed 10 dwelling units may be families with school-age children. It is anticipated that existing schools in the area could accommodate these students. Nearby public schools to the project site include: (1) Martin Luther King Junior Middle School at 350 Girard Street; (2) El Dorado Elementary School at 70 Delta Street; (3) Kipp Bayview Academy Middle School at 1060 Key Avenue; (4) Thurgood Marshall High School at 45 Conkling Street; (5) Visitation Valley Middle School at 450 Raymond Avenue; and (6) Bret Harte Elementary School at 1035 Gilman Avenue.

In the last decade, overall the San Francisco Unified School District (SFUSD) enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow<sup>81</sup>. The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of Fall 2008 was 55,272. SFUSD is adopting a new student assignment policy to manage the projected growth in students. An increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. 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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<sup>81</sup> San Francisco Unified School District, Capital Plan FY 2010-2019, September 2009. Available at <http://portal.sfusd.edu/data/facilities/FINAL%20APPROVED%20CAPITAL%20PLAN%202010-2019%20Oct%2027%202009.pdf>, accessed February 11, 2010.

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**Impact PS-4: The proposed project would result in an increase in the use of parks and open spaces in the project vicinity but not to an extent that would result in substantial adverse impacts associated with the increase use. (Less than Significant)**

Recreation and Park Department properties in the project vicinity include the McLaren Park and Portola Recreation Center, both are approximately 10 blocks from the project site; McLaren Park is 10 blocks to the west of the project site, located on University Street at the corner of Woolsey Street; Portola Recreation Center is 10 blocks north of the project site and located on Felton Street at the corner of Summerset Street. Also about 2.2 miles from the project site is the Gleneagles Golf Course, located at Sunnydale Avenue and Hahn Street. Combined, these facilities provide a range of facilities for recreational and passive uses. As described above within Topics 10.a. and b., the proposed project would not result in substantial adverse physical impacts from the incremental increase in the use of park facilities.

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**Impact PS-5: The proposed project would increase demand for governmental 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 mix use building would not necessitate the need for new or physically altered government facilities and therefore any related impact would be *less than significant*.

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**Impact PS-6: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant public services impacts. (Less than Significant)**

Cumulative development in the project area, including the proposed project and 2724 – 2726 San Bruno Avenue, would incrementally increase demand for public services, but not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not be cumulatively considerable.

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

The proposed project is located within a developed and dense urban area and is a dirt covered empty lot. It does not provide habitat for any rare or endangered plant or animal species, including resident or migratory species, nor affect any rare, threatened or endangered species. Because the project area also does not contain any wetlands as defined by the Clean Water Act, riparian habitat or other sensitive natural communities as defined by the California Department of Fish and Game and the United States Fish and Wildlife Service; criteria 13a through 13d are not applicable to the proposed project. Also, the proposed project does not fall within any local, regional or state habitat conservation plans, and therefore, criterion 13f is not applicable to the proposed project.

**BI-1: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)**

There are three street streets on the project's sidewalk and several mature trees on the Caltrans right-of-way on the site's east boundary. The project site does not include any significant trees and the project does not propose removal of any trees.<sup>82</sup> The proposed project would feature seven new 24" tree planters.

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, including street trees, is implemented. DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant and Street trees, collectively known as "protected trees," located on private and public property. 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 has 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 ten feet of the public right-of-way which satisfies certain criteria. Removal of a landmark, significant, or a street tree requires a permit from DPW.

DPW requires adjacent trees to be protected during construction and additional trees to be added as feasible along certain streets. The project would plant one street tree for every 20 feet of project site frontage. The final number and placement of such street trees would be subject to review and approval by DPW. The project would therefore not conflict with San Francisco's local tree preservation ordinance. In light of the above, the proposed project would not conflict with local policies protecting biological resources such as trees and impacts would be *less than significant*.

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**BI-2: The proposed project in combination with other past, present or reasonably foreseeable projects would not result in impacts to biological resources. (Less than Significant Impact)**

As described above, the project site does not contain any significant biological resources or habitat and the proposed project would have no significant biological impacts. Therefore, cumulative development in the project vicinity would not combine with the proposed project to adversely affect biological resources. Thus, the proposed project and other cumulative projects in the area would not have a significant cumulative impact on biological resources.

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<sup>82</sup> Based on site visit by Monica Pereira, March 2011.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>14. GEOLOGY AND SOILS—</b>					
<b>Would the project:</b>					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site, as indicated in Section E.10 Utilities and Service Systems, is currently served by the City's combined sewer system. Therefore, the project site would not require the use of septic systems and significance criterion ~~E.13.e~~ E.14.e would not be applicable to the project site.

**Impact GE-1: The proposed project would result in less-than-significant impacts related to exposure of persons or structures to seismic and geologic hazards. (Less than Significant)**

The project site is not located within a potential liquefaction zone. The site is located one block north of a potential landslide hazard zone. The site is also located in an area subject to ground shaking from earthquakes along the San Andreas and Northern Hayward faults and other faults

in the San Francisco Bay Area.<sup>83</sup> Because the proposed project is located in a seismically active region, there is a potential for seismic-related ground failure at the project site.

The San Francisco General Plan Community Safety Element contains maps that show areas of the City subject to geologic hazards. General Plan, Community Safety Element, Map 4 identifies area of liquefaction potential and Map 5 identifies areas of potential landslide hazard.<sup>84</sup> The project site is not within an area of liquefaction potential or landslide hazard.<sup>85</sup> Although the project site is not located within areas of potential liquefaction or landslide hazard the potential for seismic ground shaking and ground failure to occur within the project site is unavoidable due to the active faults in the San Francisco Bay Area.

To ensure compliance with San Francisco Building Code provisions pertaining to structural safety, DBI reviews geotechnical reports and building plans for proposed projects in order to determine any necessary engineering and design features to be incorporated that would reduce potential damage to structures from ground-shaking. In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for building design and construction. Additionally, compacted backfill would be placed as required in the California Building Standards Code (CBSC). In accordance to requirements in the CBSC, standard engineering and geotechnical practices for the identification and remediation of expansive soils would be implemented during construction.<sup>86</sup>

As discussed in the *Soil and Foundation Investigation* report<sup>87</sup> for the proposed project, two sample borings were drilled to a depth of 25.5 feet. The soil investigation encountered brown silty medium sand below ground surface. This silty sand mixed with gravel, was generally moist and dense and extended the entire 25.5 feet foot boring depth. Groundwater was encountered at a depth of 10 feet below ground surface<sup>88</sup>; and it is not expected to be a concern for the foundation assembly and overall structural integrity of the building because the proposed foundation would be a concrete mat slab requiring approximately three feet excavation depths. Therefore, project-related impacts from seismic and geologic hazards would be *less-than-significant*.

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83 The San Francisco General Plan Community Safety Element contains maps that show areas of the City subject to seismic geologic hazards.

84 Liquefaction is a phenomenon in which saturated (submerged), cohesionless soil experiences a temporary loss of strength because of the buildup of excess pore water pressure, especially during cyclic loadings such as those induced by earthquakes. Soil most susceptible to liquefaction is loose, clean, saturated, uniformly graded, fine-grained sand.

85 State of California Division of Mines and Geology, Map 4 - Seismic Hazard Study Zones- Area of Liquefaction Potential for San Francisco; San Francisco General Plan, Community Safety Element.

86 The California Building Standards Code contains provisions specific to building conditions and structural requirements governing seismically resistant construction in California.

87 Frank Lee & Associates, Soil and Foundation Investigation Proposed Five Four-Story Mixed-Use Buildings. May 9, 2011. Job No. 11529-S1

88 Stantec Consulting Corporation, UST Removal and Compliance Sampling Report Former CP Service Station No. 256097, 2895 San Bruno Avenue, San Francisco, CA. Rancho Cordova, CA. September 17, 2009.

**Impact GE-2: The proposed project would not result in impacts related to soil erosion or substantial changes in the project site's topography or any unique geologic or physical features of the site. (No Impact)**

The project site is located in a highly developed urban area and was recently occupied by a gas station that has been removed. Therefore, the proposed project would not result in the loss of top soil. The project site is generally flat and 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. Thus, there would be *no impacts* related to soil erosion, nor geologic or topographic feature.

**Impact GE-3: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant impacts to geology and soils. (Less than Significant)**

Geology impacts are generally site-specific and do not have cumulative effects in combination with other projects. The proposed project and all cumulative projects in the in the site vicinity would be subject to the same design review and safety measures as the proposed project. These projects would incorporate appropriate, standard engineering practices to ensure seismic stability, and would thus not be expected to result in cumulative impacts.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
<b>15. HYDROLOGY AND WATER QUALITY— Would the project:</b>					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements and would result in less-than-significant impacts to water quality. (Less than Significant)**

As discussed in Section E.11 Utilities and Service Systems, the project’s site 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 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. Additionally, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the SFGBO, requiring 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 soils. The San Francisco Public Utilities Commission emphasizes the use of low-cost, low impact BMPs to meet this requirement. Therefore, the proposed project would not substantially degrade water quality. Therefore, water quality standards or waste discharge requirements would not be violated. Thus, the project would have a *less than significant impact* on water quality resources.

**Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge, or otherwise substantially alter the existing drainage pattern of the site resulting in erosion or flooding on- or off-site. (Less than Significant)**

Construction of the proposed project would increase the impervious surface at the site that could interfere with groundwater recharge; however, this condition would be similar to historic conditions at the site. Groundwater was encountered in the boring undertaken for the site at a depth of 10 feet. However, the groundwater level will likely fluctuate with the season, and possibly with the tide in the Bay. Groundwater is not used as a drinking water supply in the City and County of San Francisco. The proposed development would necessitate excavation to a depth of approximately two to three feet below existing surface. Hence, it is unlikely that dewatering would be necessary at the project site to accommodate the proposed buildings. If groundwater is encountered on-site then dewatering activities may be necessary. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance No. 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 San Francisco Public Utilities Commission must be notified of projects necessitating dewatering. The Commission may require water analysis before discharge. These measures would ensure protection of water quality during construction of the proposed project. Therefore, groundwater resources would not be substantially degraded or depleted, and the proposed project would not substantially interfere with groundwater recharge. Thus, the proposed project would have a *less-than-significant impact* on groundwater.

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**Impact HY-3: The proposed project would not result in an increase in risks from flood, tsunami, seiche or mudflow. (Less than Significant)**

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 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 of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. To date, FEMA has not yet published a

revised preliminary FIRM. More detailed analysis was requested by Port and City staff in 2007. After reviewing 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 the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards).<sup>89</sup> 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 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 map, the project site is not located within a flood zone designated on the City's interim floodplain map. Therefore, the project would result in *less than significant* impacts related to placement of structures within a 100-year flood zone.

According to *General Plan's* Community Safety Element, the project site is not within the San Francisco 20 foot Tsunami<sup>90</sup> Runup Map<sup>691</sup>; therefore, the proposed project would not expose people or structures to risk from inundation by tsunami or mudflow.

A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche may occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the site's vicinity. There is no mudslide hazard at the project site because the site is located in a fully-developed area with no erosion-prone slopes. Therefore, the project would result in *less than significant* impacts related to seiche, tsunami, or mudflow hazard.

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<sup>89</sup> City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, <http://sfgsa.org>, Flood Plain Management Program, accessed July 21, 2011.

<sup>90</sup> Tsunamis are long period waves caused by seismic disturbances, volcanic eruptions, or submerged landslides.

<sup>91</sup>[http://www.conservation.ca.gov/cgs/geologic\\_hazards/Tsunami/Inundation\\_Maps/SanFrancisco/Documents/Tsunami\\_Inundation\\_SF\\_Overview\\_SanFrancisco.pdf](http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanFrancisco/Documents/Tsunami_Inundation_SF_Overview_SanFrancisco.pdf). Website assessed on July 21, 2011.

**Impact HY-4: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant hydrology and water quality impacts. (Less than Significant)**

Given the discussion above, the proposed project would have a less-than-significant impact on water quality standards, groundwater, drainage, or runoff, and thus would not contribute considerably to cumulative impacts in these environmental topic areas. Similarly, the project would not contribute considerably to any potential cumulative stormwater impacts. Flood and inundation hazards are site-specific; thus, the proposed project would have no cumulatively considerable impacts. Cumulative development in the project area could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC, which provides wastewater treatment for the City, has accounted for such growth in its service projections. Thus, the project would not contribute to any cumulatively considerable impacts on hydrology or water quality.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>16. HAZARDS AND HAZARDOUS MATERIALS— Would the project:</b>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This section addresses the potential and known hazards of the project site including underground storage tanks (USTs), asbestos and lead-based paint contaminants in the soil, emergency response plans, and fire hazards. The project site is not located within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, criterion E.15e and f are not applicable to the proposed project.

From approximately 1946 to 2009, the project site was used as a gas station. Three know sets of underground storage tanks (UST) for gasoline were installed and removed from the site. The last set of USTs was removed in July 2009. The property became a San Francisco DPH Leaking Underground Fuel Tank (LUFT) site in 1991, as a result of testing during the removal and replacement of USTs. SF DPH closed the LUFT case in 1994 following required investigation and remediation. The on site wells were destroyed in 1997.

In 2009, after the gas station closure, KE Curtis Construction Company (KE) was contracted to remove the USTs and all other gas station associated structures, the environmental consulting firm Stantec Consulting Corporation (Stantec) was commissioned to prepare a USTs removal and compliance report following KE's USTs removal.<sup>92</sup> On July 16, 2009, Stantec observed the excavation and removal of facility structures by KE. The facilities included two 12,000-gallon gasoline USTs, one 1,000-gallon underground used oil tank, all related product piping, one clarifier and three hoists.<sup>93 94</sup> On September 17, 2009, Stantec issued the compliance report. The report included an account of the USTs and piping removal as well as soil characterization and confirmation sampling.

**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 proposed project would likely result in the use of common types of hazardous materials such as paints, cleaners, toners, solvents, and disinfectants. All of these products are labeled to inform users of risks, and to instruct them in proper disposal methods. Most of these materials are consumed or neutralized through use, resulting in little hazardous waste. Businesses are required

92 Stantec Consulting Corporation, UST Removal and Compliance Sampling Report Former CP Service Station No. 256097, 2895 San Bruno Avenue, San Francisco, CA. Rancho Cordova, CA. September 17, 2009.

93 Hoists are machines to lift loads.

94 The report does not refer to the removal of the building.

by law to ensure employee safety by identifying hazardous materials, and adequately training workers. For these reasons, the public health and safety hazards from hazardous material use by the proposed project's residents and employees would be *less than significant*.

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**Impact HZ-2: The proposed residential and commercial use project would not create a significant hazard to the public or the environment through reasonably foreseeable upset conditions involving the release of hazardous materials into the environment. (Less than Significant with Mitigation)**

The proposed residential and commercial use project would not be expected to engage in activities associated with hazardous materials or their release into the environment. Therefore, the proposed project's uses would result in no impact with regard to the foreseeable release of hazardous materials into the environment.

**Hazardous Building Materials:** Asbestos and lead-paint are often encountered in buildings constructed prior to 1979 Asbestos. Although the project site was historically used as a gas station, structures associated with this use were removed in July 2009 as part of the USTs removal. Although asbestos or lead-based paint surveys were not conducted<sup>95</sup> as part of the USTs removal, demolition work in San Francisco requires a demolition permit issued by DBI which has specific asbestos and lead-paint abatement requirements. Additionally, 59.46 tons of soil was removed as part of the USTs removal work.<sup>96</sup> This work likely included top soil removal and topsoil capping, which could have removed reminiscing asbestos and lead-based paint materials resulting from building demolition.

**Leaking Underground Storage Tanks (LUST):** The site is a closed LUST case with the San Francisco Regional Quality Control Board (RWQCB). On July 1, 2009, KE removed two 12,000-gallon gasoline USTs and one 1,000-gallon used oil UST. Soil samples collected from the UST excavations were analyzed for Total Petroleum Hydrocarbons – gasoline range organics (TPHg), ethyl tert butyl ether (EtBE), tert butyl alcohol (TBA), tert amyl methyl ether (TAME), diisopropyl ether (DIPE), as well as 1,2-dichloroethane (1,2-DCA), ethylene dibromide (EDB), ethanol, diesel range organics (TPHd), BTEX, fuel oxygenates, semi-volatile organic compounds (SVOCs), polychlorinated biphenyls (PCBs), Total Oil and Grease, full scan VOCs, cadmium, chromium, lead, nickel, zinc, and Total Lead. All samples from the UST sidewall were reported as below the Practical Quantification Limit (PQL).<sup>97</sup>

The presence of USTs and hazardous waste on soil above regulatory thresholds would be considered a potential significant impact to human health and the environment. However, to address this potential significant impact, the Project Sponsor has agreed to implement **Mitigation Measure M-HAZ-1 – Underground Storage Tanks, Mitigation Measure M-HAZ-2 – Hazardous Materials – Testing for and Handling of Contaminated Soil, and Mitigation Measure M-HAZ-3 – Hazards (Decontamination of Vehicles)**. Implementation of **Mitigation Measures M-HAZ-**

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95 The July 2009 report indicates that soils were tested for lead following UST removal. Based on the location, it is assumed that lead testing was not associated to lead in building paint.

96 Ibid, 62

97 Ibid, 56

1, 2, and 3 would ensure that any potential impacts due to the presence of lead or other hazardous materials in soils on the project site would be reduced to a *less-than-significant* level.

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#### **Mitigation Measure M-HAZ-1 – Underground Storage Tanks**

Permits from the San Francisco DPH Hazardous Materials Unified Program Agency (HMUPA), Fire Department (SFFD), and DPW shall be obtained for removal of *any undiscovered or remaining underground storage tanks (USTs) (and related piping), if any exist*. HMUPA, SFFD (and possibly MTA) will make inspections prior to removal and only upon approval of the inspector may the USTs and related piping be removed from the ground. Appropriate soil and, if necessary, groundwater samples shall be taken at the direction of the HMUPA inspector and analyzed. Appropriate transportation and disposal of the UST shall be arranged.

In the event undisclosed USTs are found, project site would be under the regulatory authority of the SFDPH-Environmental Health-Local Oversight Program (LOP) for the investigation and clean up of leaking underground storage tanks, all analytical data will be forwarded to the LOP. A "Notice of Completion" will not be issued for any area of the project site where soils contamination is documented. Rather, a "Remedial Action Completion Certification" (aka "certificate of closure" or "case closure") will be issued upon the site being remediated to the satisfaction of the LOP with the concurrence of the RWQCB. If the HMUPA inspector requires that an Unauthorized Release (Leak) Report is submitted to LOP due to holes in previously undiscovered USTs or because of evident odor or visual contamination, or if analytical results indicate there are elevated levels of contamination, then site remediation may involve additional investigation and cleanup of the soil and groundwater as directed by the LOP. In order to receive a case closure for this site from the Local Oversight Program, all pertinent investigation and remediation must be completed to the satisfaction of the LOP that any residual petroleum hydrocarbon contamination in the soil and/or groundwater will not pose a threat to the public health and safety and the environment. In addition for future site development, the site may be required to meet residential land use Environmental Screening Levels (ESLs) for soil and groundwater (RWQCB Region 2), and may require vapor sampling to ensure that residences will not be exposed to elevated vapor levels as to be determined by the LOP. The building permit cannot be issued until the Project receives either case closure or the LOP allows conditional development of the site with ongoing investigation/remedial activities.

#### **Mitigation Measure M-HAZ-2: Testing for and Handling of Contaminated Soil**

**Step 1: Soil Testing.** A report on the soil testing for lead and a fee of \$592 in the form of a check payable to the San Francisco Department of Public Health (DPH) shall be submitted to the Contaminated Sites Assessment and Mitigation Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$592 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of \$197 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco

Administrative Code. DPH shall review the work plan for the soil testing program, prior to implementation, and the report of soil testing to determine whether soils on the project site are contaminated with chemical contaminants at or above potentially hazardous levels.

Prior to project implementation, a consultant shall be hired to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant will submit a work plan to the DPH for review and approval prior to performing the soil testing. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead and petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

***Step 2: Preparation of Site Mitigation Plan.*** Prior to beginning demolition and construction work, the Project Sponsor shall prepare a Site Mitigation Plan (SMP). The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the project site.

***Step 3: Handling, Hauling, and Disposal Contaminated Soils.***

(a) specific work practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA work practices) when such soils are encountered on the site.

(b) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(c) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(e) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California.

*Step 4: Preparation of Closure/Certification Report.* After excavation and foundation construction activities are completed, the Project Sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The Project Sponsor shall submit a copy of any closure or certification report to the Department of Toxic Substances Control (DTSC) for review. DTSC review would ensure the Project's compliance with existing state and federal regulations handling hazardous materials under DTSC's jurisdictions. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, copies of any laboratory reports, shipping and disposal facility documentation, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

**Mitigation Measure M-HAZ-3 – Hazards (Decontamination of Vehicles)**

If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.

**Impact with Mitigation Measures M-HAZ-1 through M-HAZ-3 Incorporated: *Less than Significant.***

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**Impact HZ-3: The proposed project would not handle hazardous materials within a quarter-mile of a school. (Less than Significant Impact)**

Martin Luther King Junior Middle School is within a ¼ mile from the project site. The school is located at 350 Girard Street, on the block bounded by Burrows Street to the North; Bacon Street to the South; San Bruno Avenue to the East; and Brussels Street to the West. Any hazardous materials on site, such as soil to be excavated during project construction, would be handled in compliance with existing regulations in *Public Works Code Article 2.4*. Thus, the proposed project would have *less than significant impact* with respect to the handling of hazardous materials within one-quarter mile of a school.

**Impact HZ-4: The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (Less than Significant Impact with Mitigation)**

The project site is listed as a Leaking Underground Storage Tank (LUST) “closed case” on the RWQCB’s Geotracker database<sup>98</sup> and is therefore considered a hazardous materials site by the California Department of Toxic Substances and Control (DTSC) pursuant to *Government Code* Section 65962.5 (commonly called the “Cortese List”).<sup>99</sup> The contaminated soils associated with the gas station use were removed and disposed of at a licensed hazardous waste disposal facility in July 2009. On November 5, 2009, DPH issued a *Notice of Completion UST Closure* for the site, indicating that the site had been cleaned for commercial uses.<sup>100</sup>

A Phase I and Phase II report were prepared for the project in 2011. The Phase I report<sup>101</sup> lists multiple sites with current or historical subsurface contamination in the vicinity of the project site. The Phase I report lists data gaps including operating information for the 1960 to 1990s, the UST closure report, and groundwater monitoring reports for the three destroyed monitoring wells. The Phase I recommended a limited Phase II subsurface investigation, which was prepared by Geologica on December 16, 2011.<sup>102</sup> According to SF DPH, it is possible that off site sources of contamination could impact the project site.<sup>103</sup>

The Phase II work included installation and sampling of ten soil borings and four soil gas borings across the property. Borings for soil sampling were advanced to a depth of approximately eight feet below ground surface (bgs). Two soil samples were collected from each boring at approximately two and seven feet bgs. Groundwater was not encountered in any boring. Soil gas samples were collected at five feet bgs. Soil samples were analyzed for TPH-gasoline (TPH-g), TPH-diesel (TPH-d), TPH-motor oil (TPH-mo), and gasoline constituents benzene, toluene, ethylbenzene and xylenes (BTEX). Five of the ten samples were analyzed for RCRA 8 metals. Soil vapor samples were analyzed for TPH-g and BTEX.

Analytical results for the soil samples showed some samples with elevated concentrations of petroleum hydrocarbons or metals. Residual TPH as diesel and motor oil were found in two shallow samples beneath the site. The concentrations were consistent with levels reported in 2009 after removal of the service station and associated facilities. The analytical results also indicated metal concentrations consistent with both the levels reported in 2009 and general background levels for metal in soils typically found in San Francisco. With the exception of arsenic, lead, and selenium, all other metal concentrations were below RWQCB residential and commercial/industrial ESLs. Only one deeper level sample showed an elevated level of lead

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98 Unocal Station #6097 (T0607500352) <http://geotracker.waterboards.ca.gov>. The site was accessed on July 29, 11.

99 <http://www.envirostor.dtsc.ca.gov/public/map>. Assessed 02/10/11.

100 SFDPH, *Notice of Completion Underground Storage Tank Closure*, San Francisco, CA November 05, 2009.

101 Geologica, *Phase I Environmental Site Assessment*, UNOCAL Gasoline Station, 2595 San Bruno Avenue, San Francisco, CA August 5, 2011.

102 Geologica, *Phase II Soil Investigation Former UNOCAL Gasoline Station*, 2895 San Bruno Ave, San Francisco, CA December 16, 2011.

103 SFDPH, *Environmental Phase II Report Review*, SMED 835, San Francisco, CA January 23, 2012.

inconsistent with the expected background range. The analytical results for soil gas sampling indicated only TPH as gasoline and benzene at low levels below the RWQCB residential and commercial/industrial ESLs and DTSC CHHSLs.

To meet the San Francisco Department of Public Health (DPH) residential cleanup levels, the Project Sponsor is pursuing a Remedial Action Completion Certification (aka “certificate of closure” or “case closure”) from the DPH Voluntary Remedial Action Program.<sup>104</sup> In the event additional remediation is required by the DPH, implementation of **Mitigation Measure M-HAZ-2 – Hazardous Materials – Testing for and Handling of Contaminated Soil, and Mitigation Measure M-HAZ-3 – Hazards (Decontamination of Vehicles)** would ensure that any potential impacts due to the presence of soil contamination would be reduced to a *less-than-significant* level.

**Impact with Mitigation Incorporated: *Less than Significant.***

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**Impact HZ-5: The proposed project would not impair or interfere with an adopted emergency response or evacuation plan or expose people to a significant risk involving fires. (Less than Significant)**

No interference with emergency response plans would be expected. The implementation of the proposed project would introduce an estimated 37 new residents to the project site<sup>105</sup> that could add to congested traffic conditions in the immediate area in the event of an emergency evacuation. However, the addition of 37 people would be relatively insignificant within the dense urban setting of the project site and it is expected that the 37 people would be dispersed within the existing City streets. Therefore, there would be *less-than-significant* impacts with respect to emergency response or evacuation plans.

**Fire Hazards:** San Francisco ensures fire safety primarily through provisions of the Building Code and Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the DBI), in order to ensure conformance with these provisions. The proposed project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hydrant water pressure and emergency access) would be mitigated during the permit review process. Therefore, the proposed project would have *less-than-significant impacts* on fire hazards.

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104 Phone consultation with Elyse Heilshorn from SFDPH Local Oversight Program. 07/27/11.

105 Transportation Impact Analysis Guidelines, Transportation Calculations prepared by Monica Pereira.

This document is available for public review as part of Case No. 2010.0627E at 1650 Mission Street, Suite 400, San Francisco Planning Department, CA 94103.

**Impact HZ-6: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant cumulative hazards and hazardous materials impacts. (Less than Significant)**

Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety requirements discussed for the proposed project above, which would reduce any hazard effects to *less-than-significant* levels. Overall, the project would not contribute to considerably cumulative effects related to hazards and hazardous materials.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
<b>17. MINERAL AND ENERGY RESOURCES—</b>					
<b>Would the project:</b>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact ME-1: The proposed project would have no impact on mineral resources. (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 not adequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. However, because the project site 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 vicinity whose operations or accessibility would be affected by the construction or operation of the proposed project.

No known mineral deposits exist at the project site. Thus, the proposed project would not result in the loss of availability of a locally- or regionally-important mineral resource, and the proposed project would have *no impact* with respect to mineral resources.

**Impact ME-2: The proposed project would consume additional energy, but not in large amounts or in a wasteful manner. (Less than Significant)**

New buildings in San Francisco are required to conform to energy conservation standards specified by the SFGBO, which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 Green Points, including meeting an energy standard of 15 percent more energy efficiency than that required by Title 24 of the California Building Code. Documentation showing compliance with the SFGBO standards is submitted with the application of 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 *less than significant*.

**Impact ME-3: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant impacts to mineral and energy resources. (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.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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**18. AGRICULTURE AND FOREST RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.  
**—Would the project**

- |   |                          |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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**Impact AF-1: The proposed project would not convert farmland, conflict with existing zoning for agricultural uses or forest land, and would not result in the loss or conversion of forest land. (No Impact)**

The project site is located within an urbanized area of San Francisco. The California Department of Conservation’s Farmland Mapping and Monitoring Program identifies the site as “Urban and Built-up Land” (Department of Conservation, 2002). Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. No part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland; therefore, the project would not conflict with zoning for, or cause rezoning of, forest land, result in the loss of forest land, or convert forest land to non-forest use. Thus, the proposed project would have *no impact* with respect to agricultural and forest resources.

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**Impact AF-2: The proposed project in combination with other past, present or reasonably foreseeable projects would not result in impacts to agricultural and forest resources. (No Impact)**

As described above, the proposed project would have no impact with respect to agriculture and forestry resources; therefore, the proposed project would not contribute to any cumulatively considerable impact to agricultural and forest resources.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
<b>19. MANDATORY FINDINGS OF SIGNIFICANCE—</b>					
<b>Would the project:</b>					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The foregoing analysis identifies potentially significant impacts to archeological resources, air quality, noise, and hazards and hazardous materials, which would all be mitigated through implementation of mitigation measures identified below and described within Section F.

a) As discussed in the various topics in this Initial Study, the proposed project is anticipated to have only less-than-significant impacts on the environmental topics discussed. The project, however, could have potentially significant impacts resulting from the presence of hazardous materials on the site, exposure to people to an increase in noise levels during construction, and/or exposure to people to substantial pollutant concentrations in the air during construction and operation. These impacts would be mitigated through implementation of **Mitigation Measures M-HAZ-1 to M-HAZ-3, M-NO-1, M-AQ-4, and M-AQ-5** to less-than-significant levels, as described within Section F.

b) The proposed project in combination with the 2724 – 2726 San Bruno Avenue project would not result in cumulative 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 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 Measures HAZ-1 to HAZ-3, NO-1, AQ-4, and AQ-5**, described within Section F, have been incorporated into the proposed project to address potential hazards and hazardous materials effects in order to reduce these impacts to a less-than-significant level.

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## **F- MITIGATION MEASURES AND IMPROVEMENT MEASURES**

The following mitigation and improvement measures have been adopted by the Project Sponsor and are necessary to avoid potential significant effects of the proposed project.

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### **AIR QUALITY**

#### ***Mitigation Measure M-AQ-4: Building Air Filtration and Ventilation Requirements***

To reduce the potential for exposure of building occupants to PM<sub>2.5</sub> and other toxic air contaminants, each of the proposed buildings shall be designed to incorporate a mechanical ventilation system with air filtration that is capable of removing 90 percent of ambient PM<sub>2.5</sub>, which may be accomplished with MERV 13 or higher filters capable of removing 90 percent of particulates. In addition, each building's air intakes shall be located at the west sides of the buildings at rooftop level to increase the separation from traffic emissions on U.S. 101 and each building's air intakes. The ventilation system shall be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system offers the best available technology. In addition to installation of air filtration, the Project Sponsor shall present a plan that ensures ongoing maintenance plan for the ventilation and filtration systems. The Project Sponsor shall also ensure the disclosure to buyers and renters regarding the findings of this analysis and inform occupants of the proper use of any installed air filtration.

#### ***Mitigation Measure M-AQ-5: Reduction of Diesel Particulate Matter Emissions***

The Project Sponsor shall ensure that the project's construction equipment achieves a minimum of a 72 percent reduction in diesel particulate matter (DPM) emissions as compared to the construction fleet analyzed for the purposes of CEQA. A 72 percent reduction in DPM emissions can be accomplished by requiring that the project's excavator, drill rig, pump, crane, forklift, and 230 horsepower delivery trucks meet the United States Environmental Protection Agency Tier 3 emissions requirements. Shall the Project Sponsor choose to comply with this requirement through other means, documentation of compliance with this mitigation measure shall be

demonstrated in a plan detailing the effectiveness of other emissions controls to be used and the plan must ensure that the construction fleet meets a minimum of a 72 percent reduction in DPM as compared to the construction fleet analyzed for purposes of CEQA.

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## HAZARDS AND HAZARDOUS MATERIALS

### *Mitigation Measure M-HAZ-1 – Underground Storage Tanks*

Permits from the San Francisco DPH Hazardous Materials Unified Program Agency (HMUPA), Fire Department (SFFD), and DPW shall be obtained for removal of *any undiscovered or remaining underground storage tanks (USTs) (and related piping), if any exist*. HMUPA, SFFD (and possibly MTA) will make inspections prior to removal and only upon approval of the inspector may the USTs and related piping be removed from the ground. Appropriate soil and, if necessary, groundwater samples shall be taken at the direction of the HMUPA inspector and analyzed. Appropriate transportation and disposal of the UST shall be arranged.

In the event undisclosed USTs are found, project site would be under the regulatory authority of the SFDPH-Environmental Health-Local Oversight Program (LOP) for the investigation and clean up of leaking underground storage tanks, all analytical data will be forwarded to the LOP. A "Notice of Completion" will not be issued for any area of the project site where soils contamination is documented. Rather, a "Remedial Action Completion Certification" (aka "certificate of closure" or "case closure") will be issued upon the site being remediated to the satisfaction of the LOP with the concurrence of the RWQCB. If the HMUPA inspector requires that an Unauthorized Release (Leak) Report is submitted to LOP due to holes in previously undiscovered USTs or because of evident odor or visual contamination, or if analytical results indicate there are elevated levels of contamination, then site remediation may involve additional investigation and cleanup of the soil and groundwater as directed by the LOP. In order to receive a case closure for this site from the Local Oversight Program, all pertinent investigation and remediation must be completed to the satisfaction of the LOP that any residual petroleum hydrocarbon contamination in the soil and/or groundwater will not pose a threat to the public health and safety and the environment. In addition for future site development, the site may be required to meet residential land use Environmental Screening Levels (ESLs) for soil and groundwater (RWQCB Region 2), and may require vapor sampling to ensure that residences will not be exposed to elevated vapor levels as to be determined by the LOP. The building permit cannot be issued until the Project receives either case closure or the LOP allows conditional development of the site with ongoing investigation/remedial activities.

### *Mitigation Measure M-2: Testing for and Handling of Contaminated Soil*

**Step 1: Soil Testing.** A report on the soil testing for lead and a fee of \$592 in the form of a check payable to the San Francisco Department of Public Health (DPH) shall be submitted to the Contaminated Sites Assessment and Mitigation Program, Department of Public Health, 1390 Market Street, Suite 210, San Francisco, California 94102. The fee of \$592 shall cover three hours of soil testing report review and administrative handling. If additional review is necessary, DPH

shall bill the Project Sponsor for each additional hour of review over the first three hours, at a rate of \$197 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the work plan for the soil testing program, prior to implementation, and the report of soil testing to determine whether soils on the project site are contaminated with chemical contaminants at or above potentially hazardous levels.

Prior to project implementation, a consultant shall be hired to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead and petroleum hydrocarbons. The consultant will submit a work plan to the DPH for review and approval prior to performing the soil testing. The consultant shall analyze the soil borings as discrete, not composite samples. The consultant shall prepare a report on the soil testing for lead and petroleum hydrocarbons that includes the results of the soil testing and a map that shows the locations of stockpiled soils from which the consultant collected the soil samples.

***Step 2: Preparation of Site Mitigation Plan.*** Prior to beginning demolition and construction work, the Project Sponsor shall prepare a Site Mitigation Plan (SMP). The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including but not limited to: 1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); 2) the preferred alternative for managing contaminated soils on the site and a brief justification; and 3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the Department of Public Health (DPH) for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file. Additionally, the DPH may require confirmatory samples for the project site.

***Step 3: Handling, Hauling, and Disposal Contaminated Soils.***

(f) specific work practices: The construction contractor shall be alert for the presence of contaminated soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations, including OSHA work practices) when such soils are encountered on the site.

(g) dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after work hours.

(h) surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(i) soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where lead-contaminated soils have been excavated and removed, up to construction grade.

(j) hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at the permitted hazardous waste disposal facility registered with the State of California.

**Step 4: Preparation of Closure/Certification Report.** After excavation and foundation construction activities are completed, the Project Sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The Project Sponsor shall submit a copy of any closure or certification report to the Department of Toxic Substances Control (DTSC) for review. DTSC review would ensure the Project's compliance with existing state and federal regulations handling hazardous materials under DTSC's jurisdictions. The closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, copies of any laboratory reports, shipping and disposal facility documentation, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

***Mitigation Measure M-HZ-3 – Hazards (Decontamination of Vehicles)***

If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.

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**NOISE**

***Mitigation Measure M-NO-1: Interior and Exterior Noise***

1. The Planning Department shall require the preparation of an analysis that includes, at a minimum, a site survey to identify potential noise-generating uses within two blocks of the project site, and including at least one 24-hour noise measurement (with maximum noise level readings taken at least every 15 minutes), prior to completion of the project's entitlement process. The analysis shall demonstrate with reasonable certainty that Title 24 standards, where applicable, can be met, and that there are no particular circumstances about the proposed project site that appear to warrant heightened concern about noise levels in the vicinity. Should such concerns be present, the Department may require the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval

action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained; and

2. To minimize effects on development in noisy areas, for new residential uses, the Planning Department shall, through its building permit review process, in conjunction with noise analysis required above, require that open space required under the Planning Code for such uses be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings, and implementation would also be undertaken consistent with other principles of urban design.

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## IMPROVEMENT MEASURES

### *Improvement Measure I-TR-1: Transportation (Construction Activities)*

Construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. The Project Sponsor will require the construction contractor to limit truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by the San Francisco Municipal Transportation Authority) in order to minimize the disruption of the general traffic flow on adjacent streets during the AM and PM peak periods. The Project Sponsor and construction contractor will meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion and other potential transit and pedestrian circulation effects during construction of the proposed project.

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## G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was sent out on April 29, 2011, to property owners within 300 feet of the project site, adjacent tenants, other potentially interested parties, neighborhood organizations and responsible agencies. One comment was received by a member of the public requesting to be kept on the project's mailing list.

## 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.



Bill Wycko  
Environmental Review Officer

for

John Rahaim  
Director of Planning

DATE July 25, 2012

# I. INITIAL STUDY AUTHORS AND PROJECT SPONSOR

## INITIAL STUDY AUTHORS

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