PRELIMINARY MITIGATED NEGATIVE DECLARATION

Date of Publication of Preliminary Negative Declaration: March 15, 2003

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Tammy Chan **Telephone:** (415) 558-5982

Project Title: 2000.280E-1828 Egbert Avenue
Project Sponsor: San Francisco Self Storage III, LLC
Project Contact Person: Joel Yodowitz (415) 567-9000

Project Address: 1828 Egbert Street
Assessor's Block(s) and Lot(s): Block 5434B/Lot 5
City and County: San Francisco

Project Description:
The proposed project is located at 1828 Egbert Avenue, west of Newhall Street on Assessor's Block 5434B, Lot 5. Subsequent to the issuance of an earlier Final Negative Declaration (FND) for this project, the project was revised. This analysis is for the revised project. The project analyzed in the original FND was the demolition of two vacant buildings and the construction of a four-story 246,000-square-foot-telecommunication switch facility and a three-story 124-space parking garage. The revised project only differs from that analyzed in the FND with respect to the number of diesel generators provided. The revised project proposes 16-diesel-fuel-generators compared to the previously analyzed one generator. The total square footage of the structure has been reduced to 210,102-sq.ft. and 94 parking spaces within the structure, eliminating the 124 space parking garage originally proposed. All 16 generators would provide backup capability to the telecommunications facility. The generators would be located outside the building envelope, 12 of which would be on the roof of the building and the remaining four located at the ground level next to the building. The diesel-fuel-generators would be limited to only operate for reliability testing and for emergency operations. Since the issuance of the FND, the site is no longer within the Planning Commission's adopted Industrial Protection Zone (IPZ) Buffer, but it is now located in the Permanent Industrial Protection Zone, in which industrial uses are principally permitted uses. The project site is also within the Planning Commission's adopted Conditional Use Authorization for Internet Services Exchanges Zoning area. The proposed project is located in an M-1 (Light Industrial) District and within a 65-J Height and Bulk district.

Building Permit Application Number, if Applicable: 200006172939S, 200103245157 and 200104187082

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:

-Over-

Mitigation measures, if any, included in this project to avoid potentially significant effects: Pages 23-26

cc: Project Sponsor
Joel Yodowitz, Reuben & Alter
Dan Sider- SE Team Case Planner
O.Chavez/Bulletin Board
Master Decision File
Distribution List

PROJECT DESCRIPTION

The project site is located at 1828 Egbert Avenue, on Assessor's Block 5434B, Lot 5, which is 87,193 square feet. The site is part of the major City block bounded by Egbert Avenue to the south, Newhall Street to the east, Carroll Avenue to the North, and Phelps Street to the west in a mixed industrial/residential area of San Francisco. Figure 1 depicts the location of the proposed project.

A Final Negative Declaration (FND) for the 1828 Egbert Street project was adopted on June 26, 2000. Subsequent to the issuance of the FND, the project was revised. The original FND analyzed the demolition of two vacant buildings and the construction of a four-story 246,000-square-foot-telecommunication switch facility and a three-story 124-space parking garage. The project also proposed one diesel generator to be placed on the Egbert Street side of the property. The proposed project was approved in May 2001 and would occur in two phases. The project sponsor has completed Phase 1 of their project, which includes the demolition of the structures on site, construction of 124,633 sq.ft. of telecommunication space, 79 parking spaces and one freight loading space. The parking requirement was reduced from the originally proposed 124 parking spaces to 94 parking spaces because of the reduction in project size. The 94 parking spaces would be provided inside the structure. Phase 2 of the project would consist of the build-out of the remaining telecommunication space, for a total of 210,102 sq.ft. Phase 2 of the project was analyzed in the original FND and no further discussions of its impact would be included in this analysis. However, the project was revised from that analyzed in the FND with respect to the number of diesel generators provided. The revised project proposes 16-diesel-fuel-generators compared to the previously analyzed one generator. This analysis is for the revised project.

The site currently contains a 124,633-sq.ft. telecommunication-switching station with 79 parking spaces that is under construction. Prior to that, the property was occupied by a sausage distribution center until August of 1999. The total proposal would be four-story 210,102-sq.ft. telecommunication-switching facility at approximately 65' in height. The switching facility would involve the installation, storage, and maintenance of telecommunications switching equipment. Development of the site would require excavations of about 2'-6" in some portions and 5' in other portions of the site. Figures 2 - 4 depict the proposed project's overall site plans and schematic elevations of the proposed building.

PROJECT SETTING

The project site is L-shaped. An existing office building situated on the corner of Egbert Avenue and Newhall Street is not part of the project. The zoning on this block of Egbert Avenue is M-1 (Light Industrial) and RH-1 (Residential House District, One-Family). The zoning within one block of the project site (i.e. with an area encompassing nine blocks, with the subject block at the center) is M-1, RH-1, and P (Public). The area to the east and northeast of the property is primarily M-1, to the south, across Egbert Street, is P and RH-1, and the area to the west is mostly RH-1. Much of the adjacent M-1 zoned sites have been developed into residential in recent years, therefore, the buildings in the general area range from one to three stories, some large in scale, with a mix of residential and industrial in character. The area is undergoing renovation as older buildings are demolished and redeveloped. The subject site is also located several blocks east of Highway 101 and is approximately one mile west of the San Francisco Bay within the Bayview/Hunters Point neighborhood.

The site is essentially a level lot with a gradual natural slope to the east towards the San Francisco Bay, with frontage onto Egbert Avenue. The site is bounded by an industrial parcel that is used as office space on the northwest corner of Newhall Street and Egbert Avenue, a deteriorated residential dwelling unit immediately to the west, Newhall Street to the east, an abandoned railroad spur to the north, and Egbert Avenue to the south. The site is bounded on the south, opposite from the subject property, by several warehouse, commercial, and industrial buildings. The area east of Newhall Street was the old Lucky Lager Brewery site. The brewery was demolished and has been redeveloped in the 1990s to approximately 300 single-family residential units. The property immediately north of the project site is a warehouse and parking lot. Other warehouse type commercial facilities exist beyond the abandoned railroad spur to the north. The surrounding neighborhood along this block of Egbert is primarily industrial with some older residential buildings to the west towards Phelps Street.

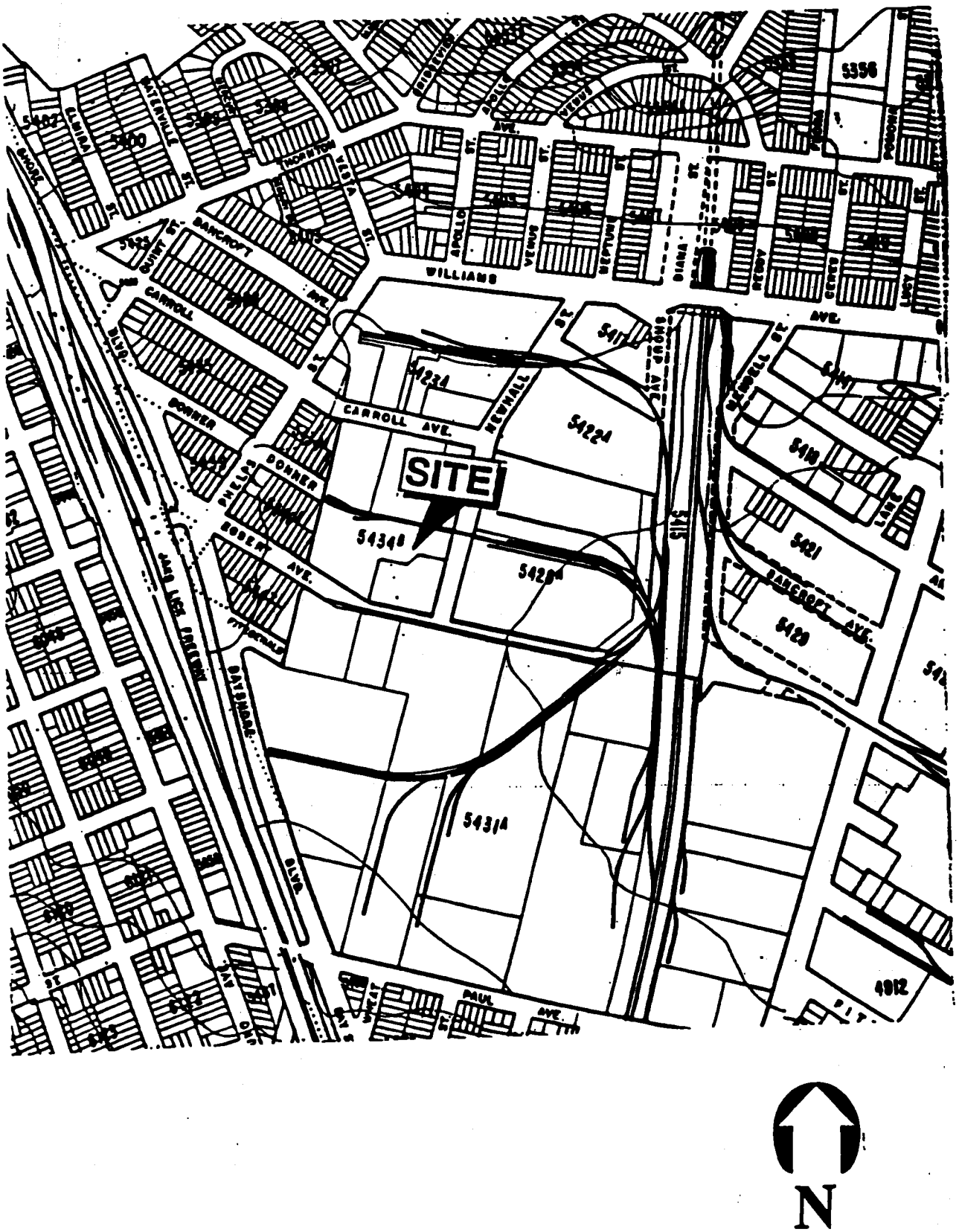
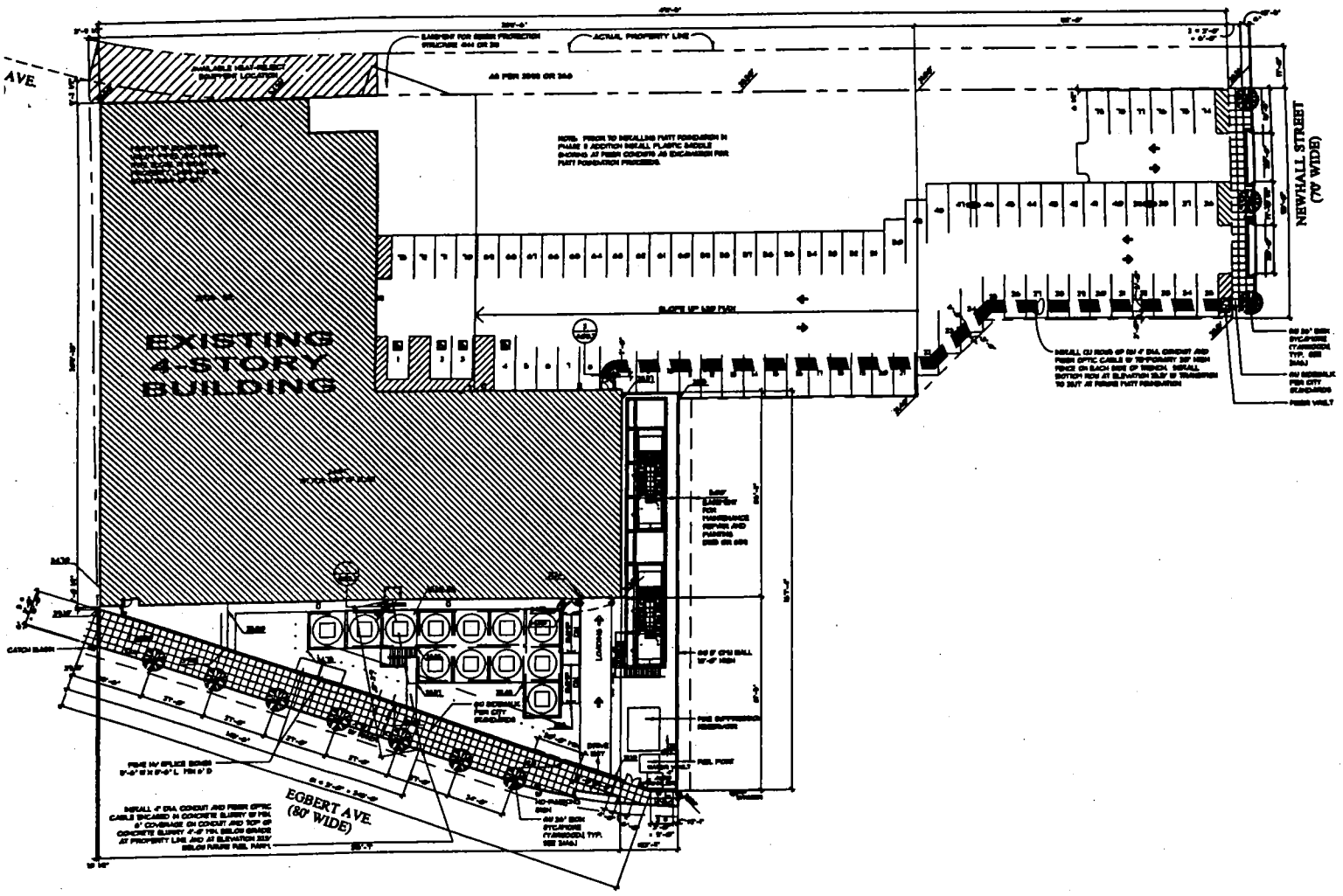


FIGURE 1 - PROJECT LOCATION

Source: San Francisco Planning Department



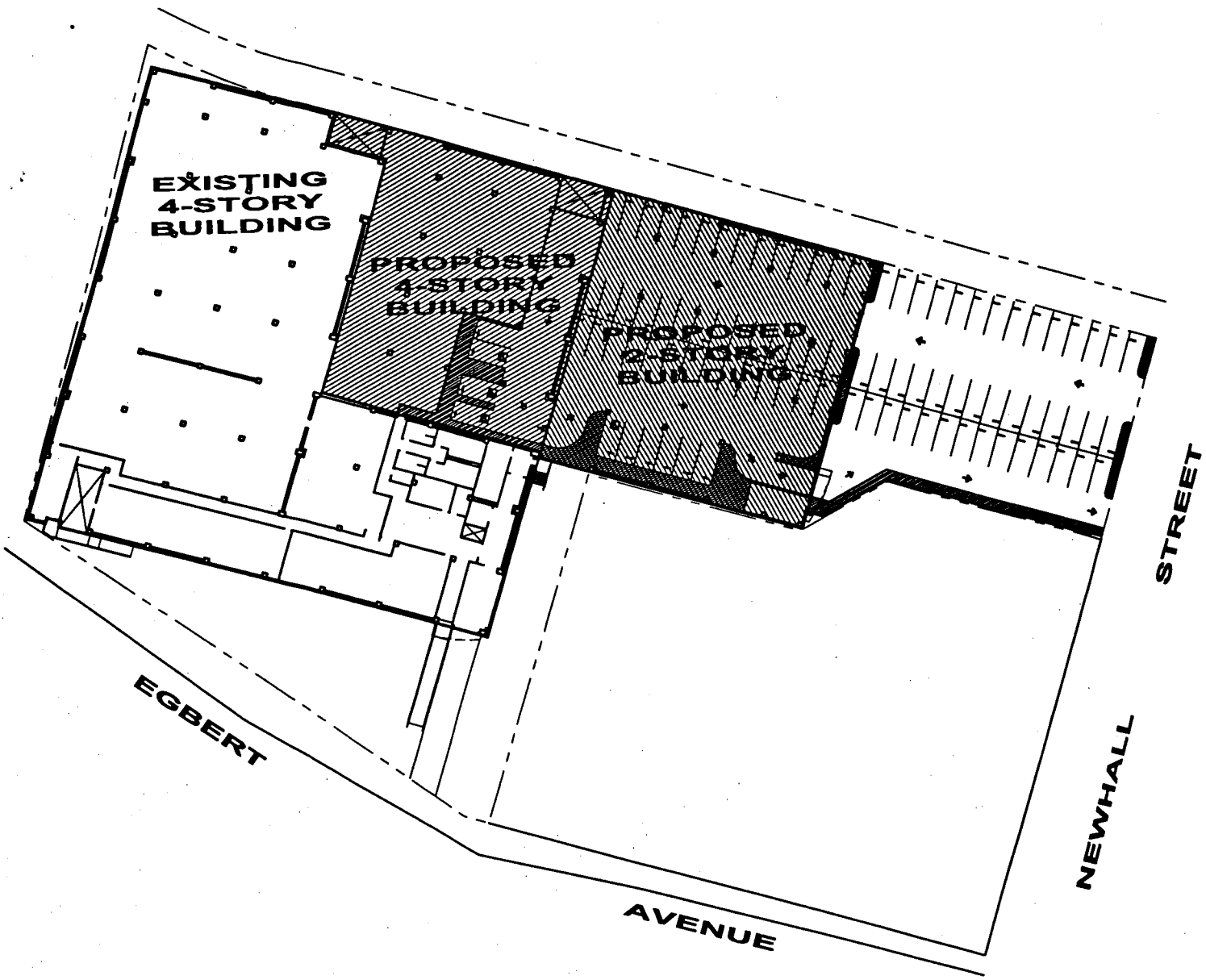
PHASE I SITE PLAN

TRUE NORTH

SCALE: 1"=70'-0"

FIGURE 2 – Phase 1-Site Plan (Under Construction)

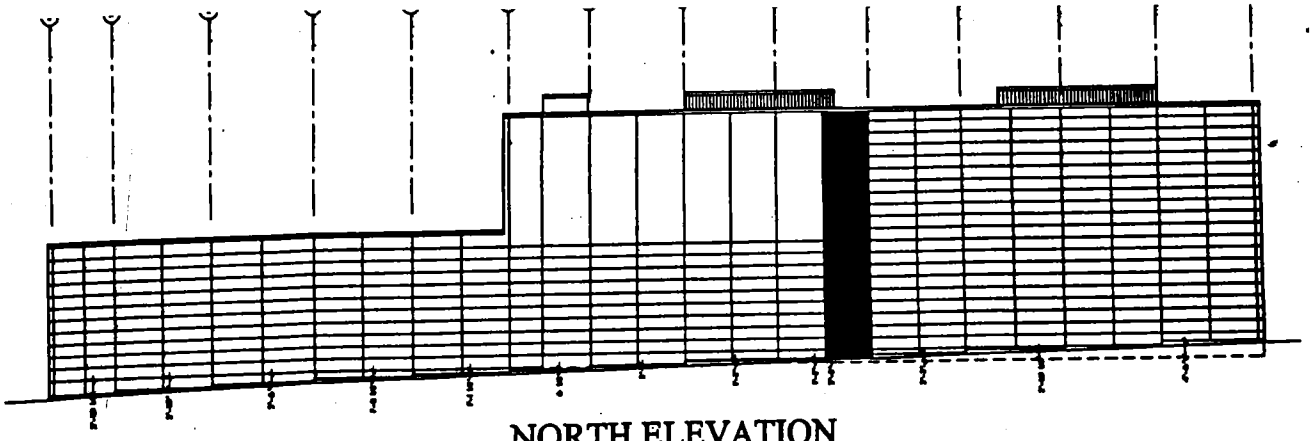
Source: Richard Pollack & Associates



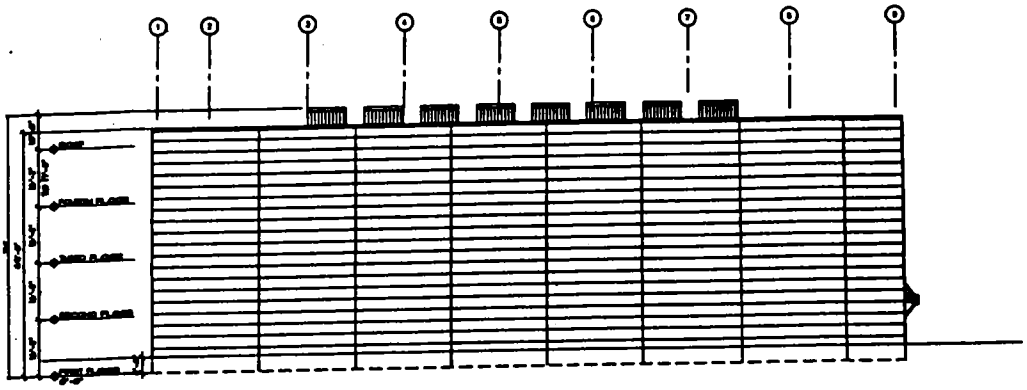
PHASE II SITE PLAN

FIGURE 3 – Phase 2 Site Plan (Yet to be Built)

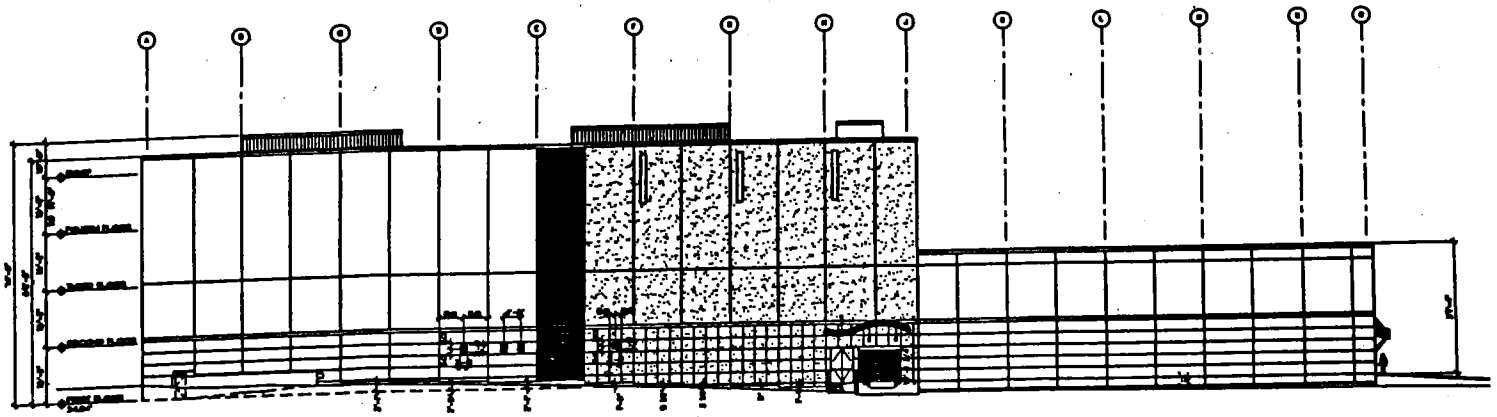
Source: Richard Pollack & Associates



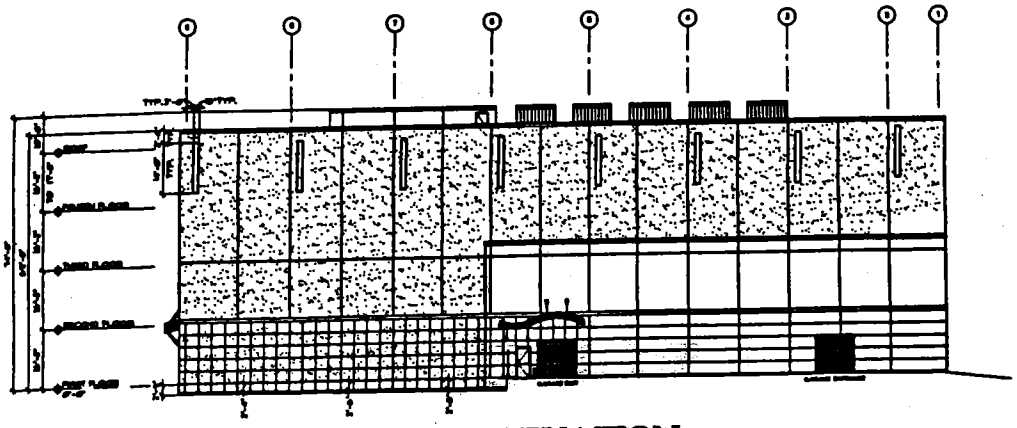
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

FIGURE 4 – Schematic Elevations

Source: Richard Pollack & Associates

INITIAL STUDY CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS	Not Applicable	Discussed
1) Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_	✓
2) Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	✓	✓

The San Francisco City Planning Code, which incorporates by reference of the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. The Planning Department may not issue permits to construct new buildings (or to alter or demolish existing ones) unless either the proposed project conforms to the Code, or it grants an exception pursuant to provisions of the Code.

The project site is located in an M-1 (Light Industrial) zoning district in the Bayview/Hunters Point neighborhood. This site is also within a 65-J height and bulk district where heights up to 65 feet may be permitted. The height of the proposed building would comply with the 65-foot height limit. The proposed ten-foot- mechanical equipment and penthouses are permitted exemptions from the height limit pursuant to Planning Code Section 260(b)(1)(A). Bulk restrictions include a maximum building length of 250 feet and a maximum diagonal length of 300 feet. These restrictions would only apply if portions of the buildings exceeded 40 feet in height from the base of the buildings. The proposed construction of the new structures would be in conformance with the bulk requirement.

Under the proposed use, the building would be occupied primarily by telecommunications switching equipment. Since the site would predominately be equipment storage, the use would be most accurately classified as storage or warehouse space, which is a permitted use in this zoning district. The site is within the Planning Commission's adopted Permanent Industrial Protection Zone.

On June of 2002, permanent legislation requiring conditional use authorization for internet services exchanges was approved by Mayor Brown following action by the San Francisco Board of Supervisors. In order to secure conditional use authorization, specific findings are required regarding a project's compatibility with the neighborhood's scale and intensity of uses, appropriate screening of rooftop equipment, minimization of pollutant emissions associated with back-up power systems, and use of efficient energy technology including consideration of recapture of waste heat or the use of fuel cells or co-generation. The revised project could potentially require a conditional use authorization if the increased number of diesel generators is determined by the Department to be an enlargement or intensification of the previously approved used.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, which directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project at 1828 Egbert Avenue would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the General Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation

and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. 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.

In reviewing the building permit for the proposed project, the Planning Department would make the necessary findings of consistency with the Priority Policies.

B. POTENTIAL ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked "No", indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" 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 Guidelines For Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1) Land Use. Could the project:	Yes	No	Discussed
(a) Disrupt or divide the physical arrangement of an established community?	_	✓	✓
(b) Have any substantial impact upon the existing character of the vicinity?	_	✓	✓

The proposed project would represent continuation of ongoing change in land use on the project site from a 124,633-sq.ft. telecommunication switch facility to the full build-out of the facility of 210,102 sq.ft. with 16-diesel generators. The proposal would not change the light industrial character of the site. Warehouse and industrial uses are permitted land uses in the M-1 zoning district and would not be substantially or demonstrably incompatible with the existing nearby residential, commercial, and industrial land uses in the dense urban area.

The 16 diesel generators would be consistent with the industrial characteristic of the neighborhood. Figure 5 shows the aerial view of the project site, adjacent to other large industrial parcels along with residential uses in the immediate project vicinity. Use of the project site for light industrial uses is consistent with the predominant zoning and uses in the surrounding area. Some residential uses are adjacent to the long-standing pattern of industrial uses. The proximity of industrial and residential uses has co-existed for many decades in this neighborhood. The proposed project would not alter this pattern of mixed uses and would therefore not constitute a substantial change upon the existing character of the project vicinity.

Figure 5- Aerial View of Subject Property and Other Telecom Sites Source: AWR Engineering Group

2) Visual Quality. Could the project:	Yes	No	Discussed
(a) Have a substantial, demonstrable negative aesthetic effect?	_	✓	✓
(b) Substantially degrade or obstruct any scenic view or vista now observed from public areas?	_	✓	✓
(c) Generate obtrusive light or glare substantially impacting other properties?	_	✓	✓

The visual character of the site would change with the completion of the new building. The new building would be more modern, taller, bulkier, and larger than most other buildings in the immediate project area, however, the project would not have a substantial, demonstrable negative aesthetic effect. The proposed 16 fuel generators would be located outside the building envelope. Twelve of the generators would be located on the roof of the building and the remaining four would be located at the ground level next to an interior corner of the building. The generators located on the roof would be placed in such a way so that it would have limited visibility from the streets. The generators located on the ground level would be on the Egbert Street side of the project, however, they would be setback from the property line. The project sponsor plans to landscape the project site along Egbert Street; therefore, the ground level generators would not cause substantial demonstrable negative aesthetic effect. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Thus, the project would not result in the production of additional glare affecting other properties. The project's visual impacts would therefore not be substantial.

3) Population. Could the project:	Yes	No	Discussed
(a) Induce substantial growth or concentration of population?	_	✓	✓
(b) Displace a large number of people (involving either housing or employment)?	_	✓	✓
(c) Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_	✓	✓

The 16 proposed generators would not in itself induce substantial growth of concentration of population. Since the site is currently under construction, no job or housing displacement would occur with project implementation. Project sponsor expects the telecommunication switching facility would employ 24 to 32 employees in total, for all four floors.[1] Projects of similar uses have been reported of having employment density at a rate of one job per 4,000 to 5,000 sq.ft. Conservatively assuming one job per 4,000 sq.ft, the proposed project at 210,102 sq.ft. could expect approximately 53 jobs. The 53 possible employees would cause a negligible increase in housing demand.

4) Transportation/Circulation. Could the project:	Yes	No	Discussed
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	_	✓	✓
(b) Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	_	✓	✓
(c) Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	_	✓	✓
(d) Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	_	✓	✓

Bayshore Boulevard is located one block west of the project site. The Transportation Element of the General Plan designates Bayshore Boulevard as a Major Arterial. Bayshore Boulevard is also included in the designated Congestion Management Network and the Metropolitan Transportation System. In addition, the Transportation Element identifies Bayshore Boulevard as a Secondary Transit Street in the Transit Preferential Streets network.

[1] Estimated telecommunication switching employee figure provided by the project sponsor at approximately 6 to 8 employees per floor.

Traffic

Using the more conservative number in the population section, the proposed project could have approximately 53 employees. Based on an industrial or manufacturing daily trip rate of 4.5 trips per employees, a total of 239 daily person trips would be generated by the project. Due to the nature of the proposed use, relatively few visitor trips would be expected to be generated. Of the 239 daily person trips, 30 would occur during the P.M. peak hour (4:30 to 5:30 P.M.). Of the 30 P.M. peak hour person trips, 20 would be vehicular trips with an average occupancy of 1.23 persons per automobile, six would be transit trips and three trips by other means that include walking, bicycling and motorcycles. This is assuming that all trips would be new. The trip generation of the proposed project was calculated using information in the October 2002 *Transportation Impact Analysis Guidelines for Environmental Review:* developed by the Planning Department. The estimated project generated increase of about 15 automobiles added to the traffic flow in the project area during the P.M. peak hour would not be a significant traffic increase relative to the existing capacity of the local street system. Although the proposed project would add a small increment to the cumulative long-term traffic increase on the local roadway network, the change in area traffic as a result of the project would be undetectable to most drivers.

Transit

The six anticipated peak hour project trips utilizing public transit would be distributed among several nearby transit lines. There are five local MUNI lines within three blocks of the project site, 9 (San Bruno), 9AX (San Bruno A Express), 9X (San Bruno Express), and 54 (Felton). In addition, the 15 (Third) is located 6 blocks from the project site. The project would not cause a substantial increase in transit demand that could not be accommodated by the existing transit capacity.

Parking

There was ample on-street parking available along the side streets during the weekday afternoon that the Planning Department staff visited the project site. Based on the San Francisco Planning Code Section 151, Table 151, which requires storage facilities to provide one parking space for each 2,000 square feet of occupied floor area, a project of approximately 179,031 sq.ft.[2], would require a total of 89 off-street parking spaces, in addition to four handicap accessible spaces. The 94 parking spaces proposed would satisfy Planning Code requirements. Based on the October 2002 *Transportation Impact Analysis Guidelines for Environmental Review*, the parking demand for an industrial building of 179,031 sq. ft. would be 203 parking spaces. But based on the 53 expected employees for the proposed telecommunication switching facility, the demand, including visitor trips, would be about 51 spaces. Due to the proposed use and the potential number of employees to the site, the 94 parking spaces proposed should be able to accommodate the demand. To be conservative if all 53 employees drive and only adjusting for an auto occupancy rate of 1.23 persons per auto[3], the demand would be 43 spaces. The demand of 43 spaces could be reduced given that there are other modes of transportation that was not taken into account. The primary pedestrian and vehicular access would be from Newhall Street, with one loading bay and secondary entrances along Egbert Avenue. The project's impact on area parking availability (under the assumption that telecommunication switching station would generate a peak parking demand of about 51 spaces for the entire facility) would also not be substantial. The parking demand for the proposed project would not substantially alter the existing parking conditions in the area. The 94 parking spaces proposed would substantially exceed the project's estimated parking demand.

[2] Parking and loading areas totaling 31,071 sq.ft. was deducted from the gross building square footage of 210,102 sq.ft. The net square footage used for parking calculations is 179,031 sq.ft.

[3] Per Work Trips to Super District 3

Loading

The number of required off-street freight loading spaces per Planning Code Section 152 would be one loading space for the proposed project. The project would provide one off-street loading space, accessed from Egbert Avenue. Egbert Avenue is approximately 80'-wide. Due to the width of Egbert Avenue, trucks accessing project site and adjacent sites should not affect traffic circulation or disrupt traffic flow. During peak demand, an estimated two trucks would be generated by the proposed project, requiring one truck to wait for a loading space to open. This would impact Egbert Avenue where the truck would most likely wait. Due to the width of Egbert Avenue, traffic flow along Egbert Avenue, should not be impeded due to the relatively low service-call and deliveries expected for the proposed project, the effect on traffic flow would be considered less-than-significant

Pedestrian and Bicycle Conditions

Sidewalks on Newhall Street and Egbert Avenue have substantial excess capacity at present. Pedestrian activity should not increase substantially as a result of the project, and not to a degree that could not be accommodated on local sidewalks or that would result in safety concerns. In the vicinity of the project site, bicycle facilities have been established on Bayshore Boulevard (#25-bicycle route). The proposed project would not interfere with bicycle access. No bicycle parking spaces are required pursuant to Planning Code Section 155.4, and none are proposed.

Construction Impacts

Construction of the proposed project could potentially affect traffic and parking conditions in the vicinity during the construction period. 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. However, these effects, although a temporary inconvenience to local residents and workers, would not substantially change the capacity of the existing street system or considerably alter the existing parking conditions.

5) Noise. Could the project:	Yes	No	Discussed
(a) Increase substantially the ambient noise levels for adjoining areas?	_	✓	✓
(b) Violate Title 24 Noise Insulation Standards, if applicable?	_	✓	✓
(c) Be substantially impacted by existing noise levels?	_	✓	✓

The existing noise environment at the project site is relatively quiet. Truck and auto traffic along Bayshore Boulevard is the predominant noise source. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

The project consists of telecommunication equipment storage. Twelve diesel generators would be installed on the roof of the structure and enclosed in individual containers that are specifically designed for acoustical attenuation. The generators would be shielded from the surrounding neighborhood with a parapet wall, so that horizontal projection of the noise towards any property line would be reduced. The other four generators would be placed on the Egbert Street side of the property. These generators would also be packaged in a sound attenuation unit. Diesel particulate filters would be present on each unit and would be integrated into the mufflers on each unit, further reducing the noise of these generators. The noise from the generators are not expected to reach noise levels that would exceed decibel guidelines. San Francisco's noise ordinance limits noise levels from standby emergency equipment to 70dBA at the property boundary line. The owner's lease would require each generator to have an acoustical enclosure that restrict noise levels below 70 dBA at the property line. Testing would be confined between 8:00 A.M. to 5:00 P.M. Monday through Friday. Thus, neither the proposed on-site uses nor the emergency generators would be expected to generate significant noise impacts.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 P.M. and 7:00 A.M., unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. During the construction period for the proposed project, construction noise and possibly vibration could be considered an annoyance by occupants of the nearby properties.

The Department of Building Inspection (DBI) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 A.M. to 5:00 P.M.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. The increase in noise in the project area during project renovation would not be considered a significant impact of the proposed project because the construction noise would be temporary and restricted in occurrence and level, as the contractor would be obliged to comply with the City's Noise Ordinance.

6) Air Quality/Climate. Could the project:	Yes	No	Discussed
(a) Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	_	✓	✓
(b) Expose sensitive receptors to substantial pollutant concentrations?	_	✓	✓
(c) Permeate its vicinity with objectionable odors?	_	✓	_
(d) Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	_	✓	✓

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. Three potential sources of air quality impacts were evaluated under these criteria to determine whether or not the project's air quality impacts may be significant. For the 1828 Egbert Avenue proposed project, these sources include soil excavation, vehicular emissions, and diesel generators emission.

Soil Excavation

The limited soil movement for foundation excavation and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. In order to reduce or avoid the quantity of dust generated during site preparation and construction, the project sponsor has agreed to implement Mitigation Measure 1 listed in the Mitigation Measures section of this Negative Declaration.

Vehicular Emissions

The other concern is related to the exhaust of vehicles traveling the freeway to the west of the site. The emissions from the traffic could also affect air quality due to the presence of carbon monoxide and gasoline additives such as MTBE. For vehicular emission, the BAAQMD has established thresholds based on the number of vehicle trips generated by the project which the Air District considers capable of producing air quality problems. The project would not exceed this minimum standard. Therefore, no significant air quality impacts due to vehicular emissions would be generated by the proposal. This site would not be affected any differently than any other site adjacent to the elevated freeway and the associated health risks are commonly accepted and not considered significant.

Project Specific Air Quality Impacts Related to Emergency Generators

Diesel emergency generators could potentially be another source of air pollution as they contain exhaust systems. The generators would be tested periodically and would be designed to meet BAAQMD standards. Potential air quality impacts from diesel generators are criteria pollutants, such as oxides of nitrogen, carbon monoxide, sulfur dioxide, hydrocarbons, particulate matter, and toxic air contaminants from diesel particulates.

The proposed generators for the proposed project would be required to secure BAAQMD permits. To secure a permit, the generators would be required to meet Best Available Control Technology (BACT) requirements and risk management criteria. The project sponsor has submitted a permit application package to BAAQMD, including a demonstration that the proposed generators employ BACT and all available risk reduction measures as well as an air toxics assessment that demonstrates that the potential emissions from the project generators would be less than the regulatory threshold for significance.

A maximum of 16, 2-megawatt emergency generators would be located on the project site. The reliability testing for each of the diesel generator would be limited to 800 engine hours per year for the site, 50 hours per engine per year for all 16 engines. Under the conditions of the pending BAAQMD permit, the 16 generators would be limited to no more than 100 hours per year per engine and no more than 736 hours per year for combined engines, 46 hours per year for each of the 16 engines for reliability testing. When interruptions to electrical service occur, the emergency generators would be used to produce temporary power at the 1828 Egbert facility. The extent of emergency generation is estimated at ten hours per year. This estimate is based on the historical reliability of Pacific Gas & Electric. A maximum of 12 engine generators, one for each tenant, will be utilized during an emergency. The other four generators serve only as back up for several of the office spaces.

The proposed generators incorporate several air quality mitigation measures. Conclusions are based on BAAQMD air quality standards. Some of the mitigation measures meet BACT requirements imposed for BAAQMD permitting. Additional mitigation measures are also proposed which provide control beyond that required by BACT requirements. Mitigation measure #2 describes mitigation measures related to testing and use of the emergency generators. As reported in *Cumulative Air Pollution Impact Report for Diesel Engine Generators Located at 1828 Egbert Avenue and Surrounding Telecom Facilities*, (AWR Engineering Group, April 2002) the full extent of average annual use of the emergency generators would likely be within the annual total of hours encompassed for testing purposes for BAAQMD permitting requirements and also utilized for the supplemental air quality analysis conducted for the San Francisco Planning Department's Environmental Review process. The report is available by appointment for review as part of the project file at the Planning Department, 1660 Mission Street, San Francisco.

Air Quality Impacts

Based on the specifications identified in Mitigation Measure #2, the following emissions of criteria pollutants would be generated from the project's emergency generators:

- NO_x (Oxides of Nitrogen as precursor of Ozone) = 61.8 lbs/day or 12.4 tons/year;
- Hydrocarbons = 2.02 lbs/day or 0.41 tons/year;
- PM_{10} (Particulate Matter) = 0.07 lbs/day or 0.014 tons/year.

Thus, emissions from the project's emergency generators would be below the CEQA thresholds of significance established by the BAAQMD for each of these criteria pollutants of 80 lbs/day and 15 tons/year.

Cumulative Air Quality Impacts and Carcinogenic Risk and Results of Emergency Generators

The air quality analysis also included a health risk assessment of toxic air contaminants associated with diesel particulates. The health risk assessment methodology was based on guidance from the BAAQMD and employed an assumption that the exposed residential receptor breathes at one location for 24 hours per day, 365 days per year for a 70-year lifespan. To identify the zone of impact of the cumulative projects, all receptors are considered to be

residential, rather than workplace receptors. This is the worst-case scenario assumption that may have the effect of over-predicting the size of the zone of impact. Cumulative risk analysis was performed in response to concerns of the potential for excessive carcinogenic health risk from multiple telecommunication facilities constructing similar sources in the same geographical area. Specially, three facilities in addition to the Egbert Avenue Project have proposed telecommunication centers in the neighborhood of the proposed site. All of these facilities have proposed emergency diesel generators and will be required to meet the BAAQMD permit requirement. The cumulative risk assessment considered the impacts of the 1828 Egbert Avenue facility and in addition considers the impacts from the following other facilities nearby:

- An existing telecommunication center at 200 Paul Avenue. At full build-out this facility will include 22 generators, each with diesel particulate filters and elevated exhaust stacks.
- A proposed telecommunications center at 400 Paul Avenue with a total of 17, 2-megawatt generators.
- A proposed telecommunications center at 5700 Third Street with 17, 2-megawatt generators.

Emission impacts occur downwind of each facility, and since the prevailing winds are from the west, the highest impacts are found to the east of the facilities. The carcinogenic risk based on the contribution from the 1828 Egbert Avenue project would be .06 per million at the most impacted residential receptors. In summary, the cumulative maximum risk assessment for the four projects is 2.48 per million which is less than the threshold of significance for toxic emissions from a single facility of 10 per million.

Non-Carcinogenic Health Risk

In addition, the air quality analysis considered chronic non-carcinogenic health risks from diesel particulates. A maximum cumulative diesel particulate concentration of .00827 micrograms per cubic meter was identified at the closest potential receptor. This concentration is much lower than the 5 micrograms per cubic meter established by the California Air Resources Board and used by the BAAQMD in its CEQA Guidelines as a threshold of significance as part of its Risk Management Policy for contaminants.

Summary

In summary, the air quality impacts from the proposed generators are not significant. The proposed project would employ several mitigation measures that exceed the minimum requirements for BACT. Emissions of NO_x, hydrocarbons, and PM_{10} are less than established significance thresholds. Air toxics risk, both from the proposed project and cumulative projects, would be less than 10 per million, the significance threshold used by the BAAQMD. Non-carcinogenic health impacts would also be less than the significance threshold used by BAAMQD.

In conclusion, the air quality impacts of the 1828 Egbert Avenue project alone, including consideration of emissions from increased vehicular traffic, soil excavation, and emergency generators, as well as the cumulative air quality impacts of this project in combination with emergency generators from other existing and proposed telecommunications facilities in the vicinity would be less-than significant

Alternatives

Although the backup generators would not result in a significant air quality impact with implementation of mitigation measure #2, the project sponsor has considered alternatives to the use of diesel generators for emergency power. Alternatives were judged to be either impractical at this time or a greater source of air emissions. For example, on-site construction of cogeneration facilities, which capture the heat generated by the production of electricity for reuse in absorption chillers to cool the telecommunications and/or data equipment, may be a viable alternative to reliance on the California electrical power grid. Air quality analysis for cogeneration facilities which was conducted for a large internet center proposed in San Jose, however, indicated that substantial increases in localized air quality impacts would result. Another alternative to deal with emergency power needs may be emergency generators

powered by natural gas rather than diesel fuel. Use of natural gas for emergency generators would substantially reduce emissions of NO_x and produce negligible amounts of PM_{10} but would increase the generation of carbon monoxide. Among the practical disadvantages of natural gas-powered emergency generators are that they do not produce power with the stable voltage and frequency which is needed for internet service exchanges in the first five to ten minutes after being started. Some other reliable, clean energy source would be required to bridge the delay gap associated with emergency generators powered by natural gas in order to address the quick reliability needs of internet services exchanges and server farms. Natural gas generators also produce less power output than equivalently sized diesel generators and require much greater space for fuel storage tanks. (San Jose Planning Department, *FEIR Revisions to the Text of the Draft EIR for US Dataport*, March 2001.)

Shadow

Section 295 of the San Francisco Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform to Section 295, a shadow fan analysis was prepared by the Planning Department when the project was originally proposed in June of 2000. The analysis determined that the project shadow would not shade public areas subject to Section 295. (A copy of the shadow fan analysis is available for review by appointment at the Planning Department at 1660 Mission Street.) Because of the proposed building height and the configuration of existing buildings in the vicinity, the net new shading which would result from the project's construction would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas.

7) Utilities/Public Services. Could the project:	Yes	No	Discussed
(a) Breach published national, state or local standards relating to solid waste or litter control?	_	✓	_
(b) Extend a sewer trunk line with capacity to serve new development?	_	✓	_
(c) Substantially increase demand for schools, recreation or other public facilities?	_	✓	_
(d) Require major expansion of power, water or communications facilities?	_	✓	✓

The current power usage is minimal since the project is under construction. The telecommunications users would require water for cooling purposes but would not require large amounts of water for cooling and would not substantially deplete water resources because there would be a relatively small number of employees. The fuel in the fuel tanks would only be used for emergency power generation purposes and testing.

PG & E has provided the building with four megawatts of medium voltage primary power. As tenants occupy the building, the usage would gradually increase. However, based on the telecommunication industry's present economic condition, the project sponsor estimates that it would be at least five years or longer before sufficient tenant demand exists to utilize the present electrical capacity available at the project site and in San Francisco. Thus, over the next several years, coincident with potential constraints on the state's additional electrical capacity, the project's energy needs would be modest and could be met by existing transmission and generation resources.

The resolution of these broader electrical generation and transmission issues are central to implementation of the proposed closure of the Hunters Point Power Plant. San Francisco has an agreement with PG & E to shut down the Hunters Point Power Plant when comparable generation is provided elsewhere in the City. Closure of the Hunters Point Power Point will be based on assessments by the California Independent System Operator's (ISO)[4] and by

[4] Based on an analysis of existing system constraints and future needs, the ISO has determined that some transmission expansion and/or increased capacity in San Francisco would be needed to reliably serve future load growth. The ISO's projections assumed three percent annual load growth for San Francisco, even though load growth has actually only averaged 0.8percent/year over the past decade. The ISO analysis concluded that its preferred transmission upgrade options

negotiations between the City of San Francisco and the current owners of the Hunters Point and Potrero Power Plants. Meeting the City's twin objectives to close the Hunters Point Power Plant and ensure reliable electrical capacity will require evaluation of the interrelationships between power production facilities outside and within San Francisco as well as transmission facility capabilities. Other factors, including the size of the largest single local generating unit and other system stability concerns, also affect electrical capacity in San Francisco.

In summary, the project's electrical power needs would be expected to be modest over the next several years and could be satisfied based on the existing transmission and capacity available at the project site and in San Francisco. If the project's demand were to increase by 2010, enhancements in transmission capabilities to the project site would be necessary. Over the same period, improvements in electrical transmission and capacity available to San Francisco are planned to be in place. Implementation of these improvements is likely to be determinative regarding closure of the Hunters Point Power Plant. Likewise, the cumulative projected electrical demand of the proposed project and other similar facilities in the area are within the ISO future demand estimates. Thus, there would be no substantial or significant environmental impact related to utilities or public services.

8) Biology. Could the project:	Yes	No	Discussed
(a) Substantially affect a rare or endangered species of animal, plant or the habitat of the species?	_	✓	✓
(b) Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_	✓	_
(c) Require removal of substantial numbers of mature, scenic trees?	_	✓	_

The site is within a developed area of the City, and does not provide habitat for any rare or endangered plant or animal species. No other important biological resources are likely since the site has been disturbed by humans for many years.

9) Geology/Topography. Could the project:	Yes	No	Discussed
(a) Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	_	✓	✓
(b) Change substantially the topography or any unique geologic or physical features of the site?	_	✓	_

The following geology discussion was analyzed in the previously adopted FMND and is included below for informational purpose only. The site is currently under construction and the 16 diesel generators proposed would not change the recommendations and conclusion of the previous document.

The project site is in a Special Geologic Study Area as shown in the Community Safety Element of the San Francisco Master Plan. This map indicates areas in which one or more geologic hazards exist. The project site is located in an area subject to moderate ground shaking from earthquakes along the San Andreas (Map 2) and Northern Hayward (Map 3) Faults and other faults in the San Francisco Bay Area. The project site is not located in an area of potential liquefaction (Map 4). A large earthquake in San Francisco may cause movement of active slides and could trigger new slides similar to those that have already occurred under normal conditions. The project site is located in a general area subject to potential landslide hazard (Map 5).

A geotechnical consultant (Earth Mechanics Consulting Engineers) conducted a geotechnical investigation of the proposed project and prepared a geotechnical investigation report for the proposed building pursuant to the DBI requirement described above *(Geotechnical Investigation at 1828 Egbert Avenue, San Francisco, California, November 1999).* In the report, the consultant indicates that the project site is suitable for the proposed construction

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would provide sufficient capacity to meet loads at least ten percent higher than it anticipates, even with retirement of the Hunters Point Power Plant.

from a soil and foundation engineering standpoint, provided that the recommendations presented in the report are incorporated into the design and construction of the proposed structure. The consultants conducted a geotechnical reconnaissance of the property lot and reviewed the subsurface data from exploratory borings drilled to a maximum depth of 16-1/2 feet below the ground surface. The consultant encountered sand with varying amounts of clay to the maximum depth of 16-1/2 feet. The site was blanketed by medium dense clayey sand that was underlain by medium dense poorly graded sand with clay. Dense to very dense clayey sand was encountered in the lower portions of the borings. Groundwater has been measured at nearby sites at levels ranging from 3.5 feet to 11 feet below ground surface. The geotechnical report states that groundwater was observed in the borings at a depth ranging from 11 to 13 feet below the ground surface. Development of the site would require excavations of about 3' 6" in some portions and 9' 11" in other portions of the site, which might include the potential of encountering groundwater. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the S.F. Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

The detailed recommendations contained in the report included but are not limited to: conducting site preparation and grading, seismic design, spread footing foundations, retaining walls, slab-on-grade floors, and surface drainage. The consultant recommends stripping less than two inches of upper soils, over-excavation and compaction of fill, temporary slopes and shoring, underpinning to adequately support the adjacent structures, drilled piers or deepened spread footings will reduce the potential for settlements as the ground thaws, slab-on-grade be at least six inches in thickness and reinforced with 1/2 inch diameter steel bars placed no more than 18 inches in both directions. The geotechnical consultant is to monitor all critical activities during the proposed construction process. Special inspection will be required by the City of San Francisco, Bureau of Building Inspection during these and other phases of construction. The project sponsor has agreed to design and construct the proposed project according to the recommendations in the geotechnical investigation report. A copy of this report is on file and is available by appointment for public review as part of the project at the Department of City Planning, 1660 Mission Street, San Francisco.

To ensure compliance with all San Francisco Building Code provisions regarding structural safety, the final building plans for the proposed project would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. If the need were indicated by available information, DBI would require that a site-specific soil report be prepared by a California-licensed geotechnical engineer prior to construction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

10) Water. Could the project:	Yes	No	Discussed
(a) Substantially degrade water quality, or contaminate a public water supply?	_	✓	_

(b)	Substantially degrade or deplete ground water resources, or interfere substantially with groundwater recharge?	_	✓	_
(c)	Cause substantial flooding, erosion or siltation?	_	✓	_

11)	Energy/Natural Resources. Could the project:	Yes	No	Discussed
(a)	Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_	✓	✓
(b)	Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_	✓	_

The function of internet services exchanges and server farms are to pool facilities in order to satisfy demand driven by the services provided. Alternatively, these functions could be provided in a decentralized fashion at the sites where demand is generated. In either instance, the energy consumption demand would be comparable. If decentralized facilities were used, individual clients of internet services exchanges or server farms would be required to locate servers, routers, and other equipment on their premises. This would involve additional costs to these clients but would probably not result in less energy use, since the public would still expect to use the on-line services provided by banks, service-sector businesses, as well as "dot.com" companies. Much of the energy demand at internet services exchanges and server farms would be likely to be concentrated near fiber optic lines, rather than be dispersed, even if facilities such as those proposed by the project sponsor did not exist. The availability of internet services exchanges and server farms may generate some new demand, but the incremental amount cannot be reliably calculated or estimated.

The proposed project would include implementation of various energy efficiency measures. All State of California Title 24 Energy Standards would be met. In addition, the project's building envelope has been designed to reflect heat away from the building. Features designed to minimize solar gain from the sun include lack of exterior glazing in concert with thick exterior concrete walls and use of a light colored (white) roofing surface. The project sponsor has also identified and would encourage tenant use of several specific interior-cooling systems which would reduce energy consumption and tenant energy costs. Opportunities for implementation of measures to enhance efficient use of energy may also be greater at consolidated facilities, such as those proposed by the project sponsor, compared to the inherent inefficiencies if similar services were provided at a large number of small, decentralization facilities. Therefore the pooling of facilities would not likely materially affect overall energy consumption nor encourage the wasting of energy resources and would not be a significant environmental impact.

12)	Hazards. Could the project:	Yes	No	Discussed
(a)	Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_	✓	✓
(b)	Interfere with emergency response plans or emergency evacuation plans?	_	✓	_
(c)	Create a potentially substantial fire hazard?	_	✓	_

The following hazardous material discussion was analyzed in the previously adopted PMND and is included below for informational purpose only. The site is currently under construction and the 16 diesel generators proposed would not change the recommendations and conclusion of the previous document.

A Phase I Environmental Site Assessment (ESA) of the project site was conducted by an independent consultant EnviroNet Consulting, March 17, 1999. The Phase I ESA was conducted to identify possible environmental concerns related to on-site or nearby chemical use, storage, handling, spillage, and/or on-site disposal, with particular focus on potential degradation of soil and groundwater quality.

The Phase I ESA indicates that the site is situated on shallow clayey sands, dominated by poorly graded sand and silty sand. The groundwater at the site is very shallow. Groundwater has been measured at nearby sites at levels

ranging from 3.5 feet to 11 feet below ground surface. The geotechnical report states that groundwater was observed in the borings at a depth ranging from 11 to 13 feet below the ground surface. Dewatering is recommended and is addressed in the geology/topography section of this report. It is believed that the land was undeveloped until around 1941, when the site was first developed by Kraft Cheese Company. Kraft occupied the site until 1981. Bay Area Inspection Service occupied the property after Kraft, doing business as a salvage and transportation business. The last tenant to occupy the site was Swiss American Sausage Company which processed, stored, and transported packaged meats. Sanborn Maps indicate that the auto-repair shop, the smaller of the two buildings on the site, was constructed after 1950 and that expansions to the main building occurred sometime between 1950 and 1966. Currently the site is unoccupied. A copy of the Phase I ESA is available for review by appointment as part of the project file at the Planning Department, 1660 Mission Street.

The Maher Ordinance is a San Francisco Regulation which requires certain environmental actions for various sites but those primarily "Bayward of the high-tide line". The site is not within the limits of the ordinance.

The project site is located in a general area of the City where past industrial land uses and debris fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residues in local soils and groundwater. Potentially hazardous levels of total and/or soluble lead have been found in soils as a result of soil testing at other sites in the project area. The San Francisco Department of Public Health (DPH) considers soils with a total lead concentration of over 50 parts per million (ppm) to be potentially hazardous.

Records indicate that two 2,000-gallon underground storage tanks were removed by H & H Environmental Services from the site and a certificate of completion was issued by DPH on April 10, 1990. According to the letter no additional investigation or remediation was required. Traces of xylenes and ethyl benzene were detected in the soil samples at the time of tank removal but the levels detected indicate that there is no significant threat to the environment. Records also suggest that vehicle repair and maintenance occurred in at least the small building on the project site in the past. Therefore, soils contaminated with petroleum hydrocarbons, lead, and other hazardous materials associated with auto repair may exist on the project site. The site immediately to the north is an abandoned railroad spur. Soil immediately around railroad spurs are typically impacted with petroleum hydrocarbons due to standard railroad practice. Platform electrical transformers and poles were noted on the site or near the site by the consultants. The transformers are not in use and are disconnected. P.G. & E plans to remove them sometime 2003.[5]

The Phase I investigation examined the history of use on the project site and area for potential sources of hazardous substances as a result of activities on and off the site that may have involved handling, storage, or disposal of hazardous substances that would affect the quality of soils or groundwater. The Phase I ESA found several nearby addresses on the databases reviewed. There were a total of 58 cases with possible releases of chemicals of environmental concerns that were identified within the area of the search. Of the 58 cases, 51 of them were not considered to have impacted the site because of their distance (approximately one-eighth mile or greater) from the site, and/or their relative location down-gradient (southeast) and cross-gradient from the site. Of the remaining 7 cases, 6 were not considered to have an impact on the site because of their no further action (NFA) status, de-listed status, or because no violations were listed. The nearest underground storage tank (UST) located at the former Lucky Lager Brewery at 2601 Newhall Street, was closed in October 1997. The former Lucky Lager Brewery site has since been developed into a residential development and no longer poses a significant threat to the environment or to the public health.

The San Francisco Public Health Department also recommends the excavated soil from the proposed site be tested for nickel and asbestos prior to disposal.[6] Based on site inspection, agency files, and aerial photos, the Phase I

[5] Per phone conversation with project sponsor.

[6] Per phone conversation on June 1, 2000 with Stephanie Cushing, Senior Environmental Health Inspector at the Department of Public Health- Bureau of Environmental Health Management

investigation concluded that the site has not been impacted by any evidence or indication of significant environmental contamination and that no further investigation was warranted. However, due to the history of lead contaminated soil in industrial areas and due to past auto repair activity, Mitigation Measure #3 is included to reduce or avoid a potential public health hazard from exposure to petroleum hydrocarbons and lead as a result of disturbing soil contaminated with these hazardous materials during excavation and other construction activities on the project site.

Magnetic Field Measurements and Health Concerns

Concerns have been expressed in the past regarding potential electrical interference problems and health implications associated with the proposed internet service exchange use in the vicinity of residential neighborhoods. Within internet services exchanges, transformers are grounded and enclosed. Power distribution within conduits, electrical cords, and power packs within servers are subject to regulation by code and Federal Communications Commission (FCC) rules. This means that any electromagnetic interference that might affect cell phones, televisions, or other equipment in proximity to the uses is minimized. If interference were to occur, data equipment (monitors) within the facilities would be first equipment to be affected.

One industry representative conducted field measurements of power frequency (60 Hertz) magnetic fields at sidewalk locations outside several existing San Francisco telecommunication and internet services facilities, including the existing facilities at 1828 Egbert Avenue. (Enertech Consultants, *60-Hertz Magnetic Field Measurements for Cardiff Mason Development Telecommunications Centers*, February 2001) The typical range of magnetic field 20 feet from the proposed site at 1828 Egbert Avenue ranged from 0.7 to 1.3 mG. At other locations, measured magnetic field levels typically ranged from 0.7 to 3 milligauss (mG), with peaks of about 38 to 49 mG above underground PG & E utility vaults or below overhead electrical distribution and MUNI lines. In Santa Clara, two comparable telecommunications buildings were measured (Exodus and Globix on Mission College Boulevard). At these Santa Clara sites, measured magnetic field levels typically ranged form about 0 to 1.5 mG, with peaks of about 24 to 37 mG walking near PG & E pad-mounted electrical transformers. These measurements were found to be comparable to measurements around other buildings, including City Hall, the San Francisco State and Federal Buildings.

There are no power-frequency electric magnetic field standards for the state of California. Although there are no federal health standards in the United States specifically for 60-Hertz magnetic fields, two organizations have developed guidelines and both of these guidelines are much higher than levels measured at the proposed telecommunications site or at measured public locations surrounding existing telecommunications centers. Localized sources, such as transformers, electrical switchgear, and other electrical sources that are common to all buildings are comparable to those used in telecommunications buildings. Magnetic field measurements along the perimeters of existing telecommunication buildings indicate that field levels outside the building are typically below the threshold for television and monitor interference.

13) Cultural. Could the project:	Yes	No	Discussed
(a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group; or a paleontological site except as a part of a scientific study?	_	✓	✓
(b) Conflict with established recreational, educational, religious or scientific uses of the area?	_	✓	_
(c) Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	_	✓	_

The existing building on the site is a new structure under construction and is not of historic architectural merit. Therefore, there would be no effect on historic architectural resources. Development of the site would require excavations of about 3' 6" in some portions and 9' 11" in other portions of the site. Since the project would not

involve extensive excavation, the project would be unlikely to disturb subsurface cultural resources, historic, or prehistoric, should such resources exist on or near the project site.

Factors considered in order to determine the potential for encountering archaeological resources include location, depth and amount of excavation proposed, as well as any existing information about known resources in the area. The project site is in an area where no significant archaeological resources have been identified, and where some previous site-disturbance may have taken place (for street grading and for construction of former buildings). Nonetheless, the excavation and foundation design proposed as part of the project may impact unknown subsurface features/resources. For this reason, the project sponsor has agreed to implement Mitigation Measure 4, to avoid adverse effects on historic resources.

C. OTHER. Could the project:	Yes	No	Discussed
Require approval and/or permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies?	_	✓	_

Cumulative Impacts

The proposed project would not considerably contribute to any cumulative significant environmental effects in the project area. The intensification of warehouse uses in an area that is already characterized by mostly other warehouse and industrial uses would not significantly impact the existing land use and neighborhood character. This area is a mixture of warehouse, old industrial, other mix of commercial uses, and residential districts nearby. The proposed warehouse use to house a telecommunication switching station would be generally consistent with the commercial uses surrounding the site. The demolition and new construction would not be entirely new uses in this area nor would it be substantially out of character with the mixed use nature of the area. The diversity in commercial uses already constructed or being considered would constitute a small, but growing land use relative to the general urbanized mixed-use neighborhood.

No significant cumulative traffic impacts in the area would be expected. As stated in the Transportation section, the proposed project is estimated to generate about 30 net new p.m. peak hour vehicle trips which would be an insignificant contribution to future cumulative traffic. The propose project would not contribute to the impacts to the overall transportation system in a measurable way, and the magnitude of its transportation impacts would be well within the growth forecasts utilized for the *Final Environmental Impact Statement for the Third Street Light Rail Project (1999).*

As discussed in the Air Quality section, project-specific as well as cumulative air quality impacts were analyzed. Project specific and cumulative impacts would be within the BAAQMD standards for criteria pollutants and within established standards for carcinogenic and non-carcinogenic health risk.

As discussed in the Utilities/Public Services and Energy/Natural Resources, the proposed facility at mature levels of use would consume substantial amounts of energy but also include various energy efficient features. During both its initial years of operation and with implementation of full operations later in this decade, the levels of energy consumption at the project site and at similar facilities in the vicinity and citywide would be within existing and projected future demand within San Francisco and could be satisfied based on identified enhancements to capacity and transmission capabilities.

Conclusion

The proposed project is consistent with all applicable zoning controls. The proposed project would not require any special authorizations from any other departments or agencies. In response to mailed notification regarding the proposed project, concerns were expressed regarding the height and bulk of the proposed building and parking. These

issues have all been discussed above, by topic, and no significant adverse environmental impacts have been identified. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the San Francisco Planning Department, there is no substantial evidence that the project would have a significant effect on the environment.

D. MITIGATION MEASURES	Yes	No	N/A	Discussed
1) Could the project have significant effects if mitigation measures are not included in the project?	✓	—	—	✓
2) Are all mitigation measures necessary to eliminate significant effects included in the project?	✓	—	—	✓

The following mitigation measures are necessary to avoid potential significant effects of the project:

1. Construction Air Quality

The project sponsor would require the contractor(s) to spray the site with water during construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand, or other such material; and sweep surrounding streets during construction at least once per day to reduce particulate emissions.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulate and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Air Quality Impacts of Emergency Generators

In addition to the use of low particulate emission engine, the following operations and equipments are proposed as part of the project and would be implemented to meet as conditions of BAAQMD BACT requirements for emergency generators.

- The engines will be limited to only operate for reliability testing and for emergency operations. Emergency operation is limited to periods when the primary source of electrical power (the local utility grid) fails. The generators would not be used for load shedding.

- Reliability testing of the diesel engines will be limited to 736 hours per year for combined engines (46 hours per year for each of the 16 engines). The number of hours for reliability testing for each emergency generator would be limited to an average of 46 hours per year or an annual cumulative total of 736 hours for the 16 generators.

- Each engine will be EPA- and CARB-certified to be a low particulate emitting engine.

- Each engine will be EPA-certified to be a low-hydrocarbon emitting engine.

- Each engine will be EPA-certified to be a low carbon monoxide emitting engine.

- Each engine will be equipped with a turbocharger, low temperature after-cooling, and variable timing (Nox emission control measures).

- Each engine will be fueled with very-low sulfur (15 ppm sulfur) diesel fuel. This measure would reduce emissions of sulfur dioxide, would improve the performance of the diesel particulate filters, and would result in reduced diesel particulate emissions.

- Each engine will be equipped with a diesel particulate filter (DPF) equipped with a pre-heater to reduce emissions by 85%.

- Emergency use of each generator would be limited to an annual average of ten hours per year for the 16 generators over the life of the proposed project. This estimate is based on the historical reliability of PG & E. A maximum of 12 engine generators will be utilized during emergency generation. Based on this restrict, the extent of average annual use of the generators for both emergencies and testing would be limited to conform with the AWR Engineering Group report, "*Cumulative Air Pollution Impact Report for Diesel Engine Generators for 1828 Egbert Avenue*, April 2002, which was prepared in conjunction with this environmental document. Any future modifications affecting the combined average annual levels of use for the generators shall require a modification of any conditional use permit issued to authorize the 1828 Egbert Avenue project and they shall require resubmittal for a modified source permit for the BAAQMD.

3. Contaminated Soil

Step 1: Determination of Presence of Lead-Contaminated Soils

Prior to approval of a building permit for the project, the project sponsor shall hire a consultant to collect soil samples (borings) from areas on the site in which soil would be disturbed and test the soil samples for total lead. The consultant shall analyze the soil borings as discrete, not composite samples.

The consultant shall prepare a report on the soil testing for lead 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.

The project sponsor shall submit the report on the soil testing for lead and a fee of $425 in the form of a check payable to the San Francisco Department of Public Health (SFDPH), to the Hazardous Waste Program, Department of Public Health, 101 Grove Street, Room 214, San Francisco, California 94102. The fee of $425 shall cover five 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 five hours, at a rate of $85 per hour. These fees shall be charged pursuant to Section 31.47(c) of the San Francisco Administrative Code. DPH shall review the soil testing report to determine to whether soils on the project site are contaminated with lead at or above potentially hazardous levels.

If DPH determines that the soils on the project site are not contaminated with lead at or above a potentially hazardous level (i.e., below 50 ppm total lead), no further mitigation measures with regard to lead-contaminated soils on the site would be necessary.

Step 2: Preparation of Site Mitigation Plan:

If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the DPH shall determine if preparation of a Site Mitigation Plan (SMP) is warranted. If such a plan is requested by the DPH, the SMP shall include a discussion of the level of lead 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 DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 3: Handling, Hauling, and Disposal of Lead-Contaminated Soils

(a) specific work practices: If based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated with lead at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such 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 lead-safe 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 a 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 closure/certification report shall include the mitigation measures in the SMP for handling and removing lead-contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

4. Archaeology

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

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall

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

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

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

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

E. MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1) Does the project 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 pre-history?	_	✓	_
2) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	✓	_
3) Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	_	✓	_
4) Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_	✓	_

While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgment of the Department of City Planning, there is no substantial evidence that the project could have a significant effect on the environment.

F. ON THE BASIS OF THIS INITIAL STUDY

__ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

✓ 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 the mitigation measures, numbers 1 - 4, in the discussion have been included as part of the proposed project. A 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.

DATE: 3/11/03

Paul Maltzer
Environmental Review Officer
for
Gerald G. Green, Director of Planning