Draft

800 PRESIDIO AVENUE (BOOKER T. WASHINGTON COMMUNITY CENTER) MIXED-USE PROJECT

Environmental Impact Report

Planning Department Case No. 2006.0868E
State Clearing House No. 2008032037

Draft EIR Publication Date: June 23, 2010
Draft EIR Public Hearing Date: August 5, 2010
Draft EIR Public Comment Period: June 23, 2010 through August 10, 2010

Written comments should be sent to:
Environmental Review Officer | 1650 Mission Street, Suite 400 | San Francisco, CA 94103

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TO: Distribution List for the 800 Presidio Avenue (Booker T. Washington Community Center) Mixed Use Project EIR

FROM: Bill Wycko, Environmental Review Officer

SUBJECT: Request for the Final Environmental Impact Report for the 800 Presidio Avenue (Booker T. Washington Community Center) Mixed Use Project (Case No. 2006.0868E)

This is the Draft of the Environmental Impact Report (EIR) for the 800 Presidio Avenue (Booker T. Washington Community Center) Mixed Use Project. A public hearing will be held on the adequacy and accuracy of this document. After the public hearing, our office will prepare and publish a document entitled "Comments and Responses," which will contain a summary of all relevant comments on this Draft EIR and our responses to those comments, along with copies of the letters received and a transcript of the public hearing. The Comments and Responses document may also specify changes to this Draft EIR. Public agencies and members of the public who testify at the hearing on the Draft EIR will automatically receive a copy of the Comments and Responses document, along with notice of the date reserved for certification; others may receive such copies and notice on request or by visiting our office. This Draft EIR, together with the Comments and Responses document, will be considered by the Planning Commission in an advertised public meeting, and then certified as a Final EIR if deemed adequate.

After certification, we will modify the Draft EIR as specified by the Comments and Responses document and print both documents in a single publication called the Final Environmental Impact Report. The Final EIR will add no new information to the combination of the two documents except to reproduce the certification resolution. It will simply provide the information in one rather than two documents. Therefore, if you receive a copy of the Comments and Responses document in addition to this copy of the Draft EIR, you will technically have a copy of the Final EIR.

We are aware that many people who receive the Draft EIR and Comments and Responses document have no interest in receiving virtually the same information after the EIR has been certified. To avoid expending money and paper needlessly, we would like to send copies of the Final EIR, in Adobe Acrobat format on a compact disk (CD), to private individuals only if they request them. Therefore, if you would like a copy of the Final EIR, please fill out and mail the postcard provided inside the back cover to the Major Environmental Analysis division of the Planning Department within two weeks after certification of the EIR. Any private party not requesting a Final EIR by that time will not be mailed a copy.

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SUMMARY

A. Introduction

This is a Draft Environmental Impact Report (EIR) for the 800 Presidio Avenue (Booker T. Washington Community Service Center) Mixed-Use Project, prepared in accordance with the California Environmental Quality Act (CEQA). The project sponsors, Booker T. Washington Community Service Center (BTWCSC), in association with the Mayor's Office of Housing, proposes to demolish and replace the existing BTWCSC, located at 800 Presidio Avenue, with a new mixed-use building. The proposed project would contain a larger community center on the southern portion of lot (along the Presidio Avenue frontage) and an affordable residential component on the northern portion of the lot (at the corner of Presidio Avenue and Sutter Street). The project site comprises a single parcel at 800 Presidio Avenue, on a block bounded by Presidio Avenue to the west, Sutter Street to the north, Lyon Street to the east, and Post Street to the south, in San Francisco's Western Addition neighborhood.

Currently, the site is occupied by a 12,600-square-foot community center building (not including the adjacent surface parking area), which is a two-story, wood-frame structure constructed in 1952. BTWCSC has operated the existing community center since this time. The building is about 20 feet tall to the apex of the roof along Presidio Avenue, and about 45 feet tall to the apex of the roof along the rear façade, due to the topography of the site which slopes downward from west to east. According to the project sponsor, the existing structure can no longer accommodate the community and recreational programs envisioned by the BTWCSC due to outdated technology, non-compliance with disabled access standards, and excessive maintenance costs.

The project lot is located within a RM-1 (Residential-Mixed, Low Density) zoning district and a 40-X (40-foot height limit, no bulk limit) height and bulk district.

B. Project Description

The proposed project would be constructed within one structure that would be divided into two distinct volumes which express their intended uses, residential and community center. The two volumes would be connected by a circulation core that would contain stairwells and elevators. The residential component including below ground parking would be positioned north of the circulation element, while the community center component would be positioned south of the circulation element. Each component is described below.

Community Center

The proposed new community center would encompass approximately 19,000 square feet, including a gymnasium. This would be a net increase of approximately 6,400 square feet from the size of the existing community center which is 12,600 square feet in size. The community center would be located within a dedicated part of the building on the south portion of the project parcel with its primary façade and pedestrian entrance on Presidio Avenue. On the basement (lowest) building level, the community center would contain a fitness room, after school space, childcare space, youth radio production space as well as rest room and storage facilities. Due to the site's slope, this level would be situated roughly 12 feet below the Presidio Avenue street grade and fully above grade along the Sutter Street elevation. This level would also include access to the 5,810-square-foot rear yard open space, which would contain dedicated childcare play areas and a playground, all of which would be accessible to Center patrons.

On the ground floor (Presidio Avenue) level, the community center would contain a lobby, administrative and program offices and program spaces. The ground level would have two pedestrian access points along Presidio Avenue. One access point to the shared community center/residential lobby would be positioned in the northern portion of this part of the building and a second access point intended for community center patrons would be positioned in the southern portion of the building (along Presidio Avenue). Levels two, three and four of the community center portion of the building would contain the gymnasium. The gymnasium would encompass about 6,890 square feet of space, and would include a basketball court positioned in an east-west orientation (parallel with Sutter Street) with seating areas located on a mezzanine level (third floor) along the north wall of the gymnasium, seating would be accessible from the third floor. The gymnasium would encompass three vertical stories and, with the exception of the seating at the mezzanine level, the interior ceiling height would be approximately 28.5 feet. The Community Center and Residential Component would share the parking garage and bicycle parking areas. The Community Center would have a height of about 40.5 feet measured from its Presidio Avenue street frontage.

Residential Component

The project's residential component and a basement-level garage would be situated in the northern portion of the project site, at the corner of Presidio Avenue and Sutter Street. The project would provide 47 dwelling units, including up to 24 units for transitional aged youth (18-24), including emancipated foster youth[1] over the age of 18, and 23 units available to both individuals and families earning up to 60 percent average median income (AMI). Entrance for residents would be provided via the main circulation core located mid-way along the building's Presidio Avenue facade.

The basement level of the building would contain a garage, which would include 22 parking spaces, 16 arranged in a tandem configuration and six additional spaces parallel to each other along the garage's east wall. The Community Center and the Residential Component would share the parking

[1] Emancipated foster youth are youth that have aged-out of county-funded foster care services. These youth will receive support services aimed at ensuring a successful transition from foster care to adult independent living.

garage and bicycle parking areas. A secured space for up to 16 bicycles, a garbage room, and utility rooms would also be located on the basement level. Vehicular access to the garage would be via a new curb cut and driveway on Sutter Street.

The residential units would be located above the basement level, distributed among the five residential floors (ground level through level five). The studio, one-bedroom and two-bedroom dwelling units would range between about 435 and 915 square feet in area and would be oriented in a double-loaded corridor arrangement, with rooms located along both sides of a linear hallway.

The project would have approximately 5,810 square feet of common onsite open space in the three-tiered rear yard, including landscaped areas and a playground. Another 4,033 square feet of open space, containing hardscaped and vegetated areas, would be provided on top of the community center portion of the building, totaling approximately 9,843 square feet of open space throughout the site.

The project construction would occur in four overlapping phases lasting approximately 18 months. If all development entitlements have been granted, project construction could begin in the second half of 2012.

Project Approvals

The following approvals are being sought for the proposed project:

Planning Commission

- EIR Certification and Environmental Findings.
- General Plan and Priority Policy conformity findings.
- Approval of Conditional Use authorization for a building greater than 40 feet in a residential zone.

Board of Supervisors

- Approval of a *Planning Code* amendment to establish Section 249.32, the "Presidio-Sutter Special Use District (SUD)."

Department of Parking

- Approval for curb or street modifications, including proposed on-street loading spaces.

Other Approvals

The project would also require demolition and building permits, which would require review and approval by the Planning Department and Department of Building Inspection.

C. Summary of Impacts and Mitigation Measures

This EIR analyzes the potential effects of the 800 Presidio Avenue project, as determined in the Notice of Preparation of an Environmental Impact Report (NOP), issued March 8, 2008 (Appendix A of this EIR). This EIR finds that proposed project would have one potentially

significant impact on the environment that cannot be mitigated to a less-than-significant level: impacts to historic architectural resources resulting from the demolition of the existing building. Project impacts on other environmental topics would not be significant, or would be less-than-significant effects with implementation of mitigation measures included in the Table S-1 below and agreed to by the project sponsors.

D. Significant Environmental Impacts That Cannot Be Avoided in the Project Is Implemented

The impacts that would be considered significant and unavoidable with the implementation of the proposed project are impacts CP-1 and CP-5, which identify project-level and cumulative impacts to historic architectural resources. As stated in Chapter IV, the demolition of the BTWCSC building would constitute a significant, adverse impact to a historic resource because it would demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR. Mitigation measures to reduce the impacts to the BTWCSC building (Mitigation Measure M-CP-1), described in Chapter IV, would be implemented, but they would not reduce this impact below the level of significance. Therefore, this project level impact would be considered significant and unavoidable, regardless of mitigation measures that may lessen its severity.

E. Significant Irreversible Environmental Changes That Would Result if the Proposed Project Is Implemented

The project would commit future generations to an irreversible commitment of energy, primarily in the form of fossil fuels (unless substantially replaced at some point in the future) for heating and cooling of the building, for automobile and truck fuel, and for energy production for lighting, computers, and other equipment in the community center and residential units. The project would also require an ongoing commitment of potable water for community center users and residences. Additionally, the project would use fossil fuel during demolition of the existing community center in construction of the proposed project. Construction would also require the commitment of construction materials, such as steel, aluminum, and other metals, concrete, masonry, lumber, sand and gravel, and other such materials, as well as water.

The Mayor's Office of Housing (MOH) would require that the project achieve a level of green building standards called Built It Green which uses a basic point threshold, or it may use the Enterprise Green Building program. The project would therefore be expected to use less energy and water over the lifetime of the proposed building than the existing structure, and would not use energy or water in a wasteful manner. For example, credits for LEED Silver certification could be achieved by using recycled, regional, or renewable materials in construction. Other credits could be obtained by including natural daylighting in the community center design, which would reduce the total overall energy demand of the building.

TABLE S-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
1. SIGNIFICANT IMPACTS			
D. Cultural Resources			
CP-1: The proposed demolition of the existing Booker T. Washington Community Services Center, an historical resource under CEQA, would result in a significant impact to cultural resources.	Potentially Significant	**Mitigation Measure M-CP-1:** HABS-Level Recordation. A common strategy for the mitigation of historical resources that would be lost as part of the proposed project is through documentation and recordation of the resource(s) prior to their demolition using historic narrative, photographs and/or architectural drawings. While not required for state or local resources, such efforts often comply with the federal standards provided by the National Park Service's Historic American Building Survey (HABS). As such, the project sponsor shall document the existing exterior conditions of the Booker T. Washington Community Center according to HABS Level II documentation standards. According to HABS Standards, Level II documentation consists of the following tasks: • *Drawings*: Existing drawings, where available, should be photographed with large format negatives or photographically reproduced on mylar. • *Photographs*: Black and white photographs with large-format negatives should be shot of exterior of the Booker T. Washington Community Center, including a few shots of this building in its existing context. Historic photos, where available, should be reproduced using large-format photography, and all photographs should be printed on archival (acid-free) fiber paper. Some historic photos of the site are known to exist, as they were cited in the HRER. • *Written data*: A report should be prepared that documents the existing conditions of the Booker T. Washington Community Center, as well as the overall history and importance of this African-American institution within San Francisco. Much of the historical and descriptive data used in preparation of the HRER can be reused for this task. Documentation of the Booker T. Washington Community Center shall be submitted to the following four repositories:	Significant and Unavoidable

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
1. SIGNIFICANT IMPACTS (cont.)			
D. Cultural Resources (cont.)			
CP-1 (cont.)		• Documentation report and one set of photographs and negatives shall be submitted to the History Room of the San Francisco Public Library. • Documentation report and one set of photographs and negatives shall be submitted to Booker T. Washington Community Center. • Documentation report and xerographic copies of the photographs should be submitted to the Northwest Information Center of the California Historical Resources Information Resources System. • Documentation report and xerographic copies of the photographs should be submitted to the San Francisco Planning Department for review prior to issuance of any permit that may be required by the City and County of San Francisco for demolition of Booker T. Washington Community Center.	
CP-5: The proposed demolition of the BTWCSC would have a significant cumulative impact on historic architectural resources within the context of the Western Addition neighborhood.	Potentially Significant	**Mitigation Measure M-CP-1** would not reduce the potentially significant cumulative impacts of the proposed project to a less-than-significant level.	Significant and Unavoidable
2. LESS-THAN-SIGNIFICANT IMPACTS			
A. Land Use			
LU-1: The proposed project would have a less-than-significant impact on the existing character of the project site and vicinity and would not physically divide an established community**.**	Less than Significant	None required.	Less than Significant
LU-2: The proposed project would not conflict with an adopted land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)	Less than Significant	None required.	Less than Significant

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
A. Land Use (cont.)			
LU-3: The proposed project, in combination with other planned and foreseeable future developments and projects, would not have a cumulatively considerable effect on land use.	Less than Significant	None required.	Less than Significant
B. Aesthetics			
AE-1: Implementation of the proposed project would alter the visual character of the project site and the immediate vicinity.	Less than Significant	None required.	Less than Significant
AE-2: Implementation of the proposed project would alter public views of and through the project site from public vantage points.	Less than Significant	None required.	Less than Significant
AE-3: Implementation of the proposed project would alter public views of and through the project site from certain private vantage points.	Less than Significant	None required.	Less than Significant
AE-4: The proposed project would increase light and glare at the project site.	Less than Significant	None required.	Less than Significant
AE-5: The implementation of the proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in a less-than-significant cumulative impact to visual resources.	Less than Significant	None required.	Less than Significant
C. Population and Housing			
PH-1: The project would neither induce substantial population growth, displace existing housing or people, nor create substantial demand for additional housing, either individually or cumulatively.	Less than Significant	None required.	Less than Significant

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
D. Cultural and Paleontological Resources			
CP-2: Project excavation could result in extensive physical effects on any archeological deposits that may be present beneath the surface of the project site.	Potentially Significant but Mitigable	**Mitigation Measure M-CP-2:** Archaeological Testing. Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5 (a) and (c). ***Archeological Testing Program.*** The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to	Less than Significant

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
D. Cultural and Paleontological Resources (cont.)			
CP-2 (cont.)		evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA. At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either: A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or B. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible. ***Archeological Monitoring Program***. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions: • The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation,	

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
D. Cultural and Paleontological Resources (cont.)			
CP-2 (cont.)		foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource; • The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits; • The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis; • If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.	

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
D. Cultural and Paleontological Resources (cont.)			
CP-2 (cont.)		Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO. ***Archeological Data Recovery Program*.** The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical. The scope of the ADRP shall include the following elements: • *Field Methods and Procedures*. Descriptions of proposed field strategies, procedures, and operations. • *Cataloguing and Laboratory Analysis*. Description of selected cataloguing system and artifact analysis procedures. • *Discard and Deaccession Policy*. Description of and rationale for field and post-field discard and deaccession policies. • *Interpretive Program*. Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.	

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
D. Cultural and Paleontological Resources (cont.)			
CP-2 (cont.)		• *Security Measures*. Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • *Final Report*. Description of proposed report format and distribution of results. • *Curation*. Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities. ***Human Remains and Associated or Unassociated Funerary Objects.*** The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. ***Final Archeological Resources Report.*** The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data	

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
D. Cultural and Paleontological Resources (cont.)			
CP-2 (cont.)		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. 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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.	
CP-3: The proposed project has no potential to affect any paleontological resources as none would be present beneath the surface of the project site.	No Impact		
CP-4: Due to the site's proximity to a former cemetery, project excavation could disturb human remains including those which may be interred outside of a formal cemetery	Potentially Significant but Mitigable	See **Mitigation Measure M-CP-2: Archaeological Testing**, above.	Less than Significant
E. Transportation			
TR-1: Traffic generated by the proposed project would not substantially increase vehicle delays at local intersections.	Less than Significant	None required.	Less than Significant
TR-2: Traffic generated by the proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not substantially increase vehicle delays at local intersections.	Less than Significant	None required.	Less than Significant
TR-3: Transit ridership generated by the proposed project would not result in unacceptable levels of transit service, or cause a substantial increase in delays or operating costs.	Less than Significant	None required.	Less than Significant

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
E. Transportation (cont.)			
TR-4: The proposed project would not would result in overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.	Less than Significant	None required.	Less than Significant
TR-5: The proposed project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.	Less than Significant	None required.	Less than Significant
TR-6: Loading activity associated with the proposed project would not disrupt traffic flow on area streets.	Less than Significant	None required.	Less than Significant
TR-7: The proposed project would not result in inadequate emergency access.	Less than Significant	None required.	Less than Significant
F. Noise			
NO-1: The proposed project would not result in traffic volumes that would result in potentially significant project-generated traffic noise.	Less than Significant	None required.	Less than Significant
NO-2: Activities related to demolition, excavation, site clearance, and project construction at the project site would temporarily increase noise in the site's vicinity and expose nearby residential uses to temporary and intermittent construction noise. **NO-3:** The proposed project would increase ambient noise levels in the immediate vicinity due to mechanical noise and increased activity on the site but not to levels considered significant.	Less than Significant	None required.	Less than Significant
G. Air Quality			
AQ-1: Project construction would not conflict with air quality plans, violate air quality standards, or expose sensitive receptors to substantial pollutant concentrations, either individually or cumulatively.	Less than Significant	None required.	Less than Significant

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
H. Greenhouse Gas Emissions			
GH-1: The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	Less than Significant	None required.	Less than Significant
GH-2: The proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	Less than Significant	None required.	Less than Significant
I. Wind and Shadow			
WS-1: The proposed project would not alter wind in a manner than would substantially affect public areas.	Less than Significant	None required.	Less than Significant
WS-2: The proposed project would not create new shadow in a manner that would substantially affect outdoor recreation facilities or other public areas.	Less than Significant	None required.	Less than Significant
J. Recreation			
RE-1: The proposed project would not result in the physical deterioration of existing recreational resources. (Less than Significant)	Less than Significant	None required.	Less than Significant
K. Utilities and Service Systems			
UT-1: The proposed project would not require or result in the construction of substantial new wastewater treatment or storm water facilities, or exceed the wastewater treatment requirements of the Regional Water Quality Control Board.	Less than Significant	None required.	Less than Significant
UT-2: The proposed project would not require or result in the construction of substantial new water treatment facilities, and would have sufficient water supply available from existing entitlements.	Less than Significant	None required.	Less than Significant
UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate solid waste generated by the project, and would comply with federal, state, and local statutes and regulations related to solid waste.	Less than Significant	None required.	Less than Significant

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
L. Public Services			
PS-1: The proposed project would not result in the need for new or physically altered police protection.	Less than Significant	None required.	Less than Significant
PS-2: The proposed project would not result in the need for new or physically altered fire protection facilities.	Less than Significant	None required.	Less than Significant
PS-3: The proposed project would not result in the need for new or physically altered school.	Less than Significant	None required.	Less than Significant
M. Biological Resources			
BR-1: The proposed project would not result in a substantial adverse effect on any protected species, habitat, or sensitive natural community; or conflict with an adopted habitat conservation plan.	Potentially Significant but Mitigable	Mitigation Measure M-BI-1: Breeding Birds. If active construction work (i.e., demolition, ground clearing and grading, including removal of site vegetation) is scheduled to take place during the non-breeding season (September 1 through January 31), no mitigation is required. If such construction activities are scheduled during the breeding season (February 1 through August 31), the following measures will be implemented to avoid and minimize impacts on nesting raptors and other protected birds: No more than two weeks before construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 250 feet of the construction site where access is available. If active nests of protected birds are found during preconstruction surveys, a no-disturbance buffer will be created around active nests during the breeding season, or until it is determined that all young have fledged. Typical buffers include 250 feet for non-raptor nesting birds (e.g., shorebirds, waterfowl, and passerine birds). The size of these buffer zones and types of construction activities restricted in these areas will be based on existing noise and human disturbance levels in the project area. If preconstruction surveys indicate that protected bird nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation will be required. If	Less than Significant

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
M. Biological Resources (cont.)			
BR-1 (cont.)		construction commences during the non-breeding season and continues into the breeding season, birds that nest adjacent to the project area could acclimate to construction activities. However, surveys of nesting sites will be conducted and no-disturbance buffer zones established around active nests as needed to prevent impacts on nesting birds and their young.	
BR-2: The proposed project would not conflict with local policies and ordinances protecting biological resources.	Less than Significant	None required.	Less than Significant
N. Geology and Soils			
GE-1: The proposed project would not expose people or structures to adverse effects resulting from geology, seismicity, or soils.	Less than Significant	None required.	Less than Significant
O. Hydrology and Water Quality			
HY-1: The proposed project would not result in adverse flooding effects.	Less than Significant	None required.	Less than Significant
HY-2: The proposed project would not substantially degrade water quality or contaminate a public water supply.	Less than Significant	None required.	Less than Significant
HY-3: The proposed project would not 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.	Less than Significant	None required.	Less than Significant
HY-4: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge.	Less than Significant	None required.	Less than Significant
HY-5: The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.	No Impact	None required.	

TABLE S-1 (Continued)
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Level of Significance	Mitigation Measures	Level of Significance with Mitigation
2. LESS-THAN-SIGNIFICANT IMPACTS (cont.)			
P. Hazards and Hazardous Materials			
HZ-1: The proposed project would not expose the public to hazardous building materials.	Less than Significant	None required.	Less than Significant
HZ-2: Project demolition would not result in an inadvertent release of mercury and PCBs that could expose construction workers, occupants, or visitors to these substances.	Potentially Significant but Mitigable	**Mitigation Measure M-HZ-2:** Hazardous Building Materials. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.	Less than Significant
HZ-3: The proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan. (Less than Significant)	Less than Significant	None required.	Less than Significant
Q. Mineral and Energy Resources			
MN-1: The proposed project would not result in the loss of any known mineral resource.	No Impact	None required.	
MN-2: The proposed project would not result in wasteful energy consumption.	Less than Significant	None required.	Less than Significant
MN-3: The proposed project would not result in cumulative impacts to mineral or energy resources.	Less than Significant	None required.	Less than Significant
R. Agricultural and Forest Resources			
AG-1: The proposed project would not convert farmland to non-agricultural use or conflict with existing agricultural zoning or a Williamson Act contract, conflict with zoning for forest land, result in the loss of forest land to non-forest use, or involve any other changes that would convert farmland to non-agricultural use or convert forest land into non-forest use.	No Impact	None required.	

F. Areas of Controversy to Be Resolved

On the basis of public comments on the Notice of Preparation (NOP), potential areas of controversy and unresolved issues for this project include traffic congestion and parking impacts, height and bulk of the proposed structure, which is above what is currently permitted by existing zoning regulations, the modern design of the proposed building contrasting with the more traditional architectural character of the neighborhood, and removal of vegetation and open space.

G. Summary of Alternatives

1. No Project Alternative

This alternative would entail no changes to the project site. The existing 12,600-square-foot BTWCSC structure would remain at the project site, in addition to the six off-street tandem parking spaces just south of the existing building and the landscaped area in the rear of the building. The community center would continue to hold its existing programs within the existing structure, as under current conditions. Furthermore, the BTWCSC would continue to perform minimal maintenance to the building for safety and security purposes. Without further improvements, portions of the existing structure would continue to remain unusable due to their poor condition, including the basement-level program rooms which are prone to flooding.

In the future, additional and more extensive maintenance may be conducted to the interior of the existing building, should additional funding become available to support such work. Any modifications or improvements would be undertaken in a way that would preserve the historic integrity of the building.

Under the No Project Alternative, the significant impacts associated with historic resources would not occur. In addition, the project's less-than-significant impacts related to transportation, air quality, noise, and aesthetics would not occur. Other less-than-significant impacts of the proposed project identified in Chapter IV of this EIR would also not occur.

2. Code Compliant Alternative

This alternative would be developed to address and comply with provisions for RM-1 use districts and 40-X Height and Bulk district. As such, the Code Compliant Alternative would not require an amendment to the Planning Code to establish a "Presidio-Sutter Special Use District (SUD)" and could be constructed as-of-right. This alternative would be a mixed-use development similar to the proposed project, including a community center and gym for the BTWCSC and residential units. However, instead of separating the community center and residential uses into two distinct building volumes, as proposed by the project, this alternative would instead construct a single building mass containing community center uses on the basement and ground floor, with 30 affordable residential units above, on floors two through four.

This alternative would be four stories or 40 feet in height along Presidio Avenue, meeting the 40-X Height and Bulk District limit on the subject property. This alternative would also provide on-site parking for 59 automobiles in a two-level, below-ground parking garage accessed from Sutter Street. A double-height gymnasium would be constructed on the first and second floors. Other community center uses would be located on floors one and two. A child care center would be provided on the first basement level.

This alternative would not result in any significant impacts to land use, plans, or policies. The Code Compliant Alternative would be consistent with most of the Planning Code requirements, including those that pertain to permitted uses, minimum lot size, height and bulk limits, set backs, and parking. However, given that the subject property is over a half-acre in area, the sponsor would seek a Planned Unit Development (PUD) authorization to implement the Code Compliant Alternative for the modifications to unit density, rear yard configuration, dwelling unit exposure, and open space. Overall, the Code Compliant Alternative would be more consistent with Planning Code requirements and objectives than the proposed project, in that its program could be achieved in a manner that would not require a height reclassification or other modifications on the subject property.

As with the proposed project, the visual quality impacts associated with the Code Compliant Alternative would also be characterized as less than significant, although they would be further reduced under this alternative as compared to the project due to the lower building height (40 feet vs. 55 feet). This alternative would also have similar (though of lesser magnitude) less-than-significant traffic impacts under project or cumulative scenarios. In terms of historic resources, the Code Compliant Alternative would demolish the existing structure on the project site, thereby resulting in impacts to historic resources that are similar to the proposed project. All other impacts of the proposed project that were found to be less than significant, or less than significant with mitigation.

Alternatives considered but rejected from further consideration in this EIR include a preservation alternative and an adaptive reuse alternative. These alternatives would avoid the impacts to historic resources but would not meet the project objectives and/or would be impractical from a design and construction standpoint. Therefore, aside from the No Project Alternative, no feasible project alternatives were identified that would reduce the significant impacts of the proposed project to a less-than-significant level.

H. Environmentally Superior Alternative

Code-Compliant Alternative has been identified as the environmentally superior alternative. This alternative, however, would not mitigate the project-related significant impact to historic architectural resources to a less-than-significant level, since the existing structure on the site would be demolished. However, the Code Compliant Alternative would further reduce some of the project's less-than-significant impacts that pertain to the project's visual effects, land use compatibility and neighborhood character, and parking deficiencies.

CHAPTER I
Introduction

The project sponsors, Booker T. Washington Community Service Center (BTWCSC) in association with the Mayor's Office of Housing, has submitted an environmental review application to the San Francisco Planning Department to redevelop an approximately 22,360-square-foot site located at 800 Presidio Avenue, at the corner of Presidio Avenue and Sutter Street. The project includes the demolition and replacement of the existing 12,600-square-foot BTWCSC with a larger new community center with mixed-income residential units above. The completed project would encompass approximately 70,000 square feet of space on six levels. Due to the site's slope, five levels would be above grade and one level would be below the site's Presidio Avenue level, for a height of approximately 55 feet from Presidio Avenue. The project is referred to throughout this document as the "800 Presidio Avenue project" or "the project."

A. Environmental Review

The San Francisco Planning Department, serving as Lead Agency responsible for administering the environmental review for the proposed rezoning and mixed-use development project, prepared a Notice of Preparation and found that preparation of an environmental impact report (EIR) was needed. The California Environmental Quality Act (CEQA) requires that before a decision can be made to approve a project that would pose potential adverse physical effects, an EIR must be prepared that fully describes the environmental effects of the project. The EIR is a public information document for use by governmental agencies and the public to identify and evaluate potential environmental impacts of a project, to recommend mitigation measures to lessen or eliminate significant adverse impacts, and to examine feasible alternatives to the project. The information contained in the EIR is reviewed and considered by the Lead Agency prior to a decision to approve, disapprove, or modify the 800 Presidio Avenue (Booker T. Washington Community Center) Mixed-Use project.

CEQA requires that the Lead Agency shall neither approve nor implement a project unless the project's significant environmental effects have been reduced to a less-than-significant level, essentially "eliminating, avoiding, or substantially lessening" the expected impact, except when certain findings are made. If the Lead Agency approves a project that will result in the occurrence of significant adverse impacts that cannot be mitigated to less-than-significant levels, the agency must state the reasons for its action in writing, demonstrate that its action is based on the EIR or other information in the record, and adopt a Statement of Overriding Considerations.

The CEQA Guidelines, Section 15382, define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the

area affected by the project ....” Therefore, in identifying the significant impacts of the project, this EIR concentrates on its substantial physical effects and on mitigation measures or project alternatives to avoid, reduce, or otherwise alleviate those effects.

The project sponsor filed an application on October 12, 2006, for the environmental evaluation of the proposed 800 Presidio Avenue project. On March 8, 2008, the Planning Department sent a Notice of Preparation (NOP) to governmental agencies and organizations and persons interested in the project. The NOP is included as Appendix A of this EIR. The NOP requested agencies and interested parties to comment on environmental issues that should be addressed in the EIR. The comment letters received in response to the Initial Study and the NOP are available for review as part of Case File No. 2006.0868E. The environmental issues raised in the comment letters are summarized below, and are addressed in Chapter IV of this EIR:

- The proposed project would not conform to zoning code in terms of size, mass, height, and density, and will, therefore, violate the General Plan and Zoning Code; (Land Use)
- The proposed rezoning of the project site to a special use district in order to accommodate the project may encourage future developments in the neighborhood to build without any consideration for zoning limits; (Land Use)
- The height and bulk of the proposed building would reduce light and air to the surrounding structures; (Land Use)
- The rear yard, as proposed, is insufficient and should instead take up a larger portion of the parcel; (Land Use)
- The neighborhood is predominantly Victorian and Edwardian in its architectural character – the design of the proposed project would be out of character in the given context; (Land Use, Aesthetics)
- The height of the proposed building is too tall, particularly in light of the fact that it is on top of a hill, and has the potential to reduce access to private and public vistas; (Aesthetics)
- Demolition of the existing building would destroy a building considered to be a historical resource; (Historic Architectural Resources)
- Traffic congestion in the project area and, especially, parking availability, are already constrained and would get worse if the proposed project were implemented; (Traffic and Circulation)
- The project would result in shadow and wind effects; (Wind and Shadow)
- The construction phase of the proposed project would impact adjacent properties through excavation and demolition; (Geology and Soils)
- The proposed project would increase noise that would have negative impact on surrounding residents and pets; (Noise)
- The proposed project would increase density in the area, which would have an impact on the existing sewage system; and (Utilities and Service Systems)
- The proposed project would result in the removal of mature trees and other vegetation, which would affect aesthetic quality of the area. (Biological Resources and Aesthetics)

The City has considered the public comments made by the public in preparing the Draft EIR for the proposed project.

B. Purpose of This EIR

This EIR is intended as an informational document, that in and of itself does not determine whether a project will be approved, but aids the planning and decision-making process by disclosing the potential for significant and adverse impacts. In conformance with CEQA, California Public Resources Code, Section 21000 *et. seq.*, this EIR provides objective information addressing the environmental consequences of the project and identifies possible means of reducing or avoiding its potentially significant impacts.

Specific technical studies prepared for the environmental analysis of the 800 Presidio Avenue project include a transportation study by Environmental Science Associates (2010); historical resources background reports by Preservation Architecture (2007); a Historical Resources Evaluation Response prepared by the San Francisco Planning Department (2008); a Phase I Environmental Site Assessment by AllWest (2007); and a Geotechnical Investigation by Treadwell & Rollo (2008). These technical studies are detailed data reports and are available for review with the San Francisco Planning Department, in Case File No. 2006.0868E.

The state CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 *et. seq.*) help define the role and expectations of this EIR as follows:

> **Information Document.** An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency (Section 15121(a)).
>
> **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information, which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (Section 15151).

C. Organization of the Draft EIR

This Draft EIR has been organized as follows:

> **Summary.** This chapter summarizes the EIR by providing a concise overview of the project, including the project description, the environmental impacts that would result from the project, mitigation measures identified to reduce or eliminate these impacts, and alternatives to the proposed project.
>
> **Chapter I, Introduction.** This chapter (above) and the contents herein, includes a discussion of Environmental Review, a summary of the comments received on the scope of the EIR, and the organization of the EIR.

Chapter II, Project Description. This chapter discusses the project objectives, provides background data on the project location, describes the operational and physical characteristics of the project, and identifies required project approvals.

Chapter III, Plans and Policies. This chapter provides a summary of the applicable plans, policies, and regulations of the City and County of San Francisco (City), and regional, state, and federal agencies that have policy and regulatory control over the project site and discusses the proposed project's consistency with those policies.

Chapter IV, Environmental Setting and Impacts. This chapter describes the project's existing setting, environmental impacts, and cumulative impacts. Each environmental topic is discussed in a separate section within this chapter.

Chapter V, Other CEQA Considerations. This chapter presents any growth-inducement effects that would result from the proposed project, recapitulates the significant environmental effects that cannot be mitigated to a less-than-significant level, presents significant irreversible changes that would result if the project is implemented, and presents any areas of controversy left to be resolved.

Chapter VI, Alternatives. This chapter presents alternatives to the proposed project, including a No Project Alternative, a Code Compliant Alternative, and two preservation alternatives that were considered but rejected from further consideration.

Appendices. This section includes the project's Notice of Preparation of an Environmental Impact Report.

D. Public Participation

The state CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code encourage public participation in the planning and environmental review processes. The City will provide opportunities for the public to present comments and concerns regarding the CEQA and planning process. These opportunities will occur during a public review and comment period and public hearings before the San Francisco Planning Commission and the San Francisco Historic Preservation Commission. Written public comments may be submitted to the Planning Department during the specified public review and comment period (indicated on the cover of this DEIR), and written and oral comments may be presented at public hearings concerning the project.

CHAPTER II
Project Description

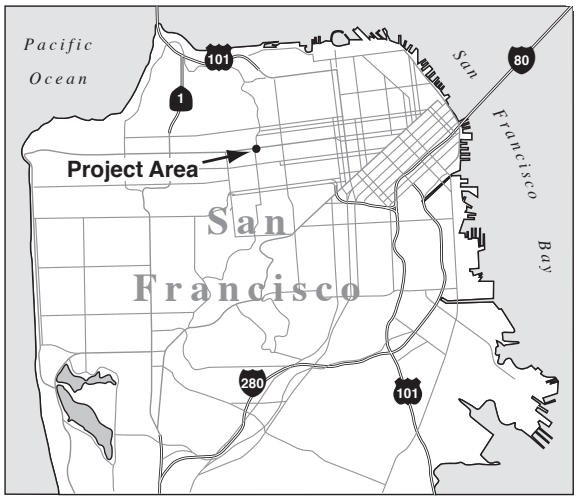
A. Project Overview

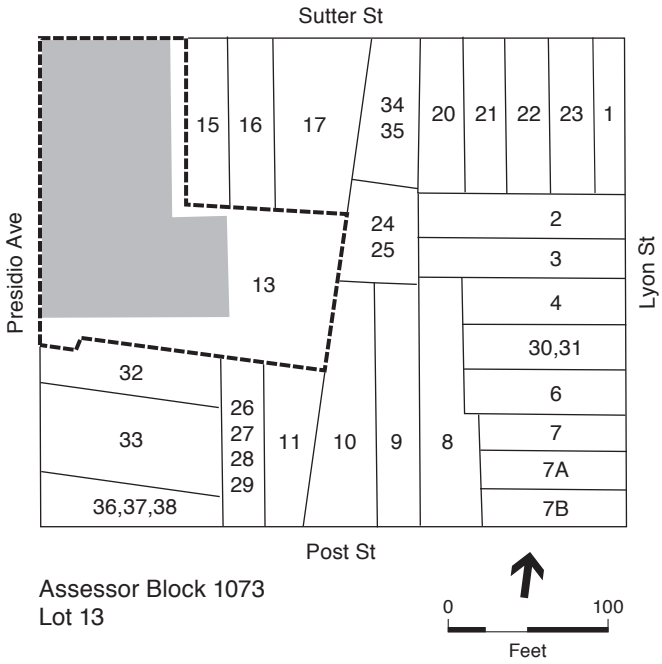
The approximately 22,360-square-foot, L-shaped project site (Assessor's Block 1073, Lot 13) is located on the block bounded by Presidio Avenue to the west, Sutter Street to the north, Lyon Street to the east, and Post Street to the south (see **Figure 1**). The project sponsors, Booker T. Washington Community Service Center (BTWCSC), in association with the Mayor's Office of Housing, propose to demolish and replace the existing 12,600-square-foot BTWCSC, located at 800 Presidio Avenue, with a new mixed-use building. The proposed project would contain a larger new community center on the southern portion of lot (along the Presidio Avenue frontage) and mixed-income residential component on the northern portion of the lot (at the corner of Presidio Avenue and Sutter Street). A basement-level parking garage would contain 22 parking spaces. The completed project would encompass approximately 70,000 square feet of space on six levels. Due to the site's slope, five levels would be above grade and one level would be below the site's Presidio Avenue level, for a height of approximately 55 feet.

The proposed project would be constructed within one structure that would be divided into two volumes which express the intended use within each volume (residential and community center/ gymnasium). The two building volumes would be connected by a circulation core that would contain stairwells and elevators. The residential component (including parking) would be positioned north of the circulation space, while the community center component would be positioned south of the circulation space.

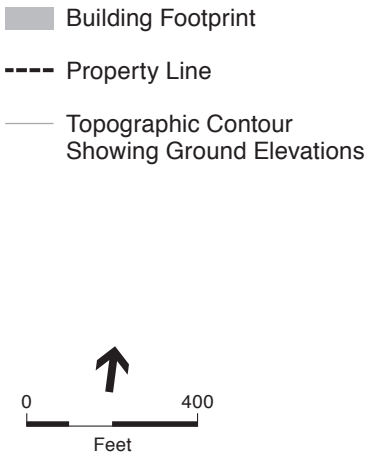
The proposed community center space would include meeting rooms, counseling rooms, a gymnasium, and other community and recreational space to accommodate the center's current and future programs and would encompass approximately 19,000 square feet of space, or 6,400 square feet more than the existing community center. The residential component of the project would consist of 47 dwelling units, including up to 24 units that would be designated affordable rental housing for transitional aged youth (ages 18-24), including emancipated foster youth[1] (earning up

[1] For purposes of this EIR, emancipated foster youth are defined as youth over 18 years of age that have aged-out of county-funded foster care services. These young people will receive support services aimed at ensuring a successful transition from foster care to adult independent living.





Assessor Block 1073
Lot 13



SOURCE: ESA

800 Presidio Avenue . 206386

Figure 1
Project Location

TABLE 1
PROJECT CHARACTERISTICS

Use	Area (square feet)
Residential	35,600
Community Center (including gym)	19,000
Other areas (Utilities, Circulation, Storage, Parking, etc.)	15,222
Total	**69,822**
Dwellings (up to 24 designated for emancipated foster youth)	
Studios	24
One-Bedroom	7
Two-Bedroom	16
Total	**47**
Other	
Parking Spaces	22 (2 car share organization)
Rear Yard	5,810 sf
Residential Rooftop Open Space	4,033 sf
Height of Building (from Presidio Avenue)	55 feet (residential component) 40.5 feet (community center component)
Number of Stories	5 (residential component from Presidio Avenue) 6 (residential component from rear yard)

SOURCE: Brand + Allen Architects, November 30, 2009

to 60 percent of average median income, or AMI).[2] The remaining 23 dwellings would be a combination of studio, one and two bedroom units available to both individuals and families earning up to 60 percent AMI.

Parking for 22 vehicles (including two vehicles from a car share organization) as well as 16 secured bicycle parking spaces would be provided in a basement garage, which would be accessible via a proposed curb cut on Sutter Street. The project site is within the RM-1 Zoning District and a 40-X Height and Bulk District.

The project would require a reclassification of the subject property's existing height and bulk district by the Board of Supervisors, as the proposed building would be 55 feet in height along Presidio Avenue, 15 feet taller than is currently permitted. Accordingly, the project sponsors are seeking to amend the Planning Code by establishing Section 249.32, the "Presidio-Sutter Special Use District (SUD)." The SUD would increase the height limit of the project site from 40 to 55 feet, and reduce the parking requirements as well as to modify unit density, open space, dwelling unit exposure, and rear yard setback requirements mandated by *Planning Code* in an

2 According to the Mayor's Office of Housing, 60 percent of the AMI for a single person in 2009 is $40,650. For more information, refer to Mayor's Office of Housing website, accessible at http://www.sfgov.org/site/uploadedfiles/moh/Rent_Levels/MOH2008AMI_IncomeLimits-CCSFonly.pdf

RM-1 district. The establishment of the SUD would require approval from the San Francisco Board of Supervisors, upon the recommendation of the Planning Commission.

Currently, the site is occupied by a 12,600-square-foot community center building (not including the adjacent surface parking area), which is a two-story, wood-frame structure constructed in 1952. Because the project site slopes eastwardly from a high point along Presidio Avenue, a partially subgrade ground floor is located at the eastern side of the building, and is not visible from Presidio Avenue. The existing building is constructed in a mid-century modernistic style with slight *Art Moderne* details. A painted mural depicting persons engaged in sports and recreational activities is located along the Sutter Street façade. A barrel arch roof extends approximately ten feet above the cornice line along Presidio Avenue. The building is about 20 feet tall to the apex of the roof along Presidio Avenue, and about 45 feet tall to the apex of the roof along the rear façade, due to the topography of the site which slopes downward from west to east. Seven mature street trees are planted adjacent to the building on the Presidio Avenue side and partially obstruct the view of this façade.

Project Location

As noted above, the project site is located on the block bounded by Presidio Avenue to the west, Sutter Street to the north, Lyon Street to the east, and Post Street to the south. The site comprises a single parcel at 800 Presidio Avenue in San Francisco's Western Addition[3] neighborhood. The subject property has a 175-foot frontage on Presidio Avenue and an 84-foot frontage on Sutter Street, and is immediately bordered by residential uses along its southern and eastern sides. Residential uses are also located to the north across Sutter Street from the proposed project. Across Presidio Avenue and just west of the project site is the San Francisco Municipal Railway's (MUNI) Presidio Yard bus storage depot, which extends from Geary Boulevard in the south to Euclid Avenue in the north. Aside from the flat topography of the bus depot parcel, the local topography generally slopes eastward from an elevation peak of approximately 310 feet San Francisco City Datum[4] (SFD) one block west along Masonic Avenue, to an approximate elevation of 210 feet SFD at the intersection of Sutter and Lyon Streets. The project site's topography is about 250 feet SFD along its Presidio frontage and approximately 35 feet lower (approximately 215 feet SFD) along its rear property line.

The project lot is located within a RM-1 (Residential-Mixed, Low Density) zoning district and a 40-X (40-foot height limit, no bulk limit) height and bulk district. The RM (Residential, Mixed) District is designed to accommodate a mixture of houses and apartment buildings of generally low densities and a variety of building forms and sizes. The majority of buildings are no greater than 35 feet in width and are typically 40 feet or less in height. In addition to residential uses, the RM district also allows residential care facilities, child care facilities, group housing and religious orders. Supportive nonresidential uses, including community centers, are also permitted in this zoning district with Conditional Use authorization.

3 According to local convention, the neighborhood is also referred to as "Lower Pacific Heights."

4 San Francisco City Datum (SFD) establishes the City's zero point for surveying purposes at approximately 8.6 feet above the mean sea level established by 1929 U.S. Geological Survey datum.

Project Components

The project sponsors, Booker T. Washington Community Service Center in association with the Mayor's Office of Housing, propose to demolish the existing community center and construct a larger five-story (above grade) structure that would combine 47 residential units and community-serving uses on the site. Each of these components is described below.

Community Center

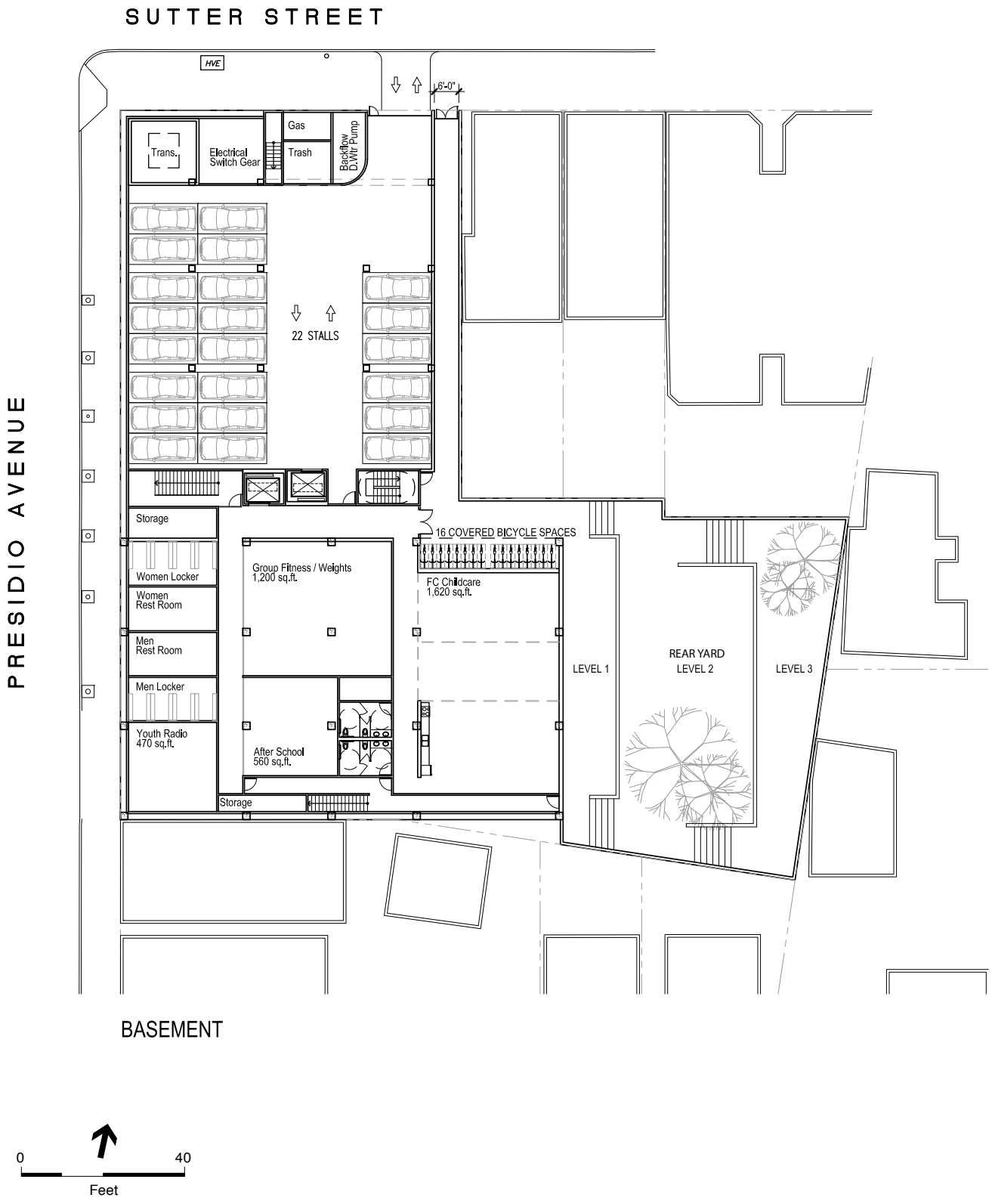
The existing community center on the site is approximately 12,600 square feet in size. It has been in operation for approximately 58 years by the BTWCSC and, according to the project sponsor, provides services such as educational enrichment, crisis intervention, and job training to approximately 400 youths from various parts of the city. According to the project sponsor, the existing structure can no longer accommodate the community and recreational programs envisioned by the BTWCSC due to outdated technology, non-compliance with disabled access standards, and excessive maintenance costs.

The proposed new community center would encompass approximately 19,000 square feet, including a gymnasium. This would be a net increase of approximately 6,400 square feet from the size of the existing community center. The community center would be located within a dedicated part of the building on the south portion of the project parcel with its primary façade and pedestrian entrance on Presidio Avenue (see **Figures 2** through **8**).

On the basement (lowest) building level, the community center would contain a fitness room, after school space, childcare space, youth radio production space as well as rest room and storage facilities. Due to the site's slope, this level would be situated roughly 12 feet below the Presidio Avenue street grade and fully above grade along the Sutter Street elevation. This level would also include access to the 5,810-square-foot terraced rear yard open space, which would contain dedicated childcare play areas and a playground, all of which would be accessible to Center patrons.

On the ground floor (Presidio Avenue) level, the community center would contain a lobby, administrative offices, a computer training room, and after-school services rooms. The ground level would have two pedestrian access points along Presidio Avenue. One access point to the shared community center/residential lobby would be positioned in the northern portion of this part of the building and a second access point intended for community center patrons would be positioned in the southern portion of the building (along Presidio Avenue).

Levels two, three and four of the community center portion of the building would contain the gymnasium. The gymnasium would encompass about 6,890 square feet of space, and would include a basketball court positioned in an east-west orientation (parallel with Sutter Street) with seating areas located on a mezzanine level (third floor) along the north wall of the gymnasium (seating would be accessible from the third floor). As noted earlier, the gymnasium would encompass the equivalent of three vertical stories, with the exception of the seating at the mezzanine level. The interior ceiling height would extend approximately 28.5 feet.



SOURCE: Brand + Allen Architects, Inc

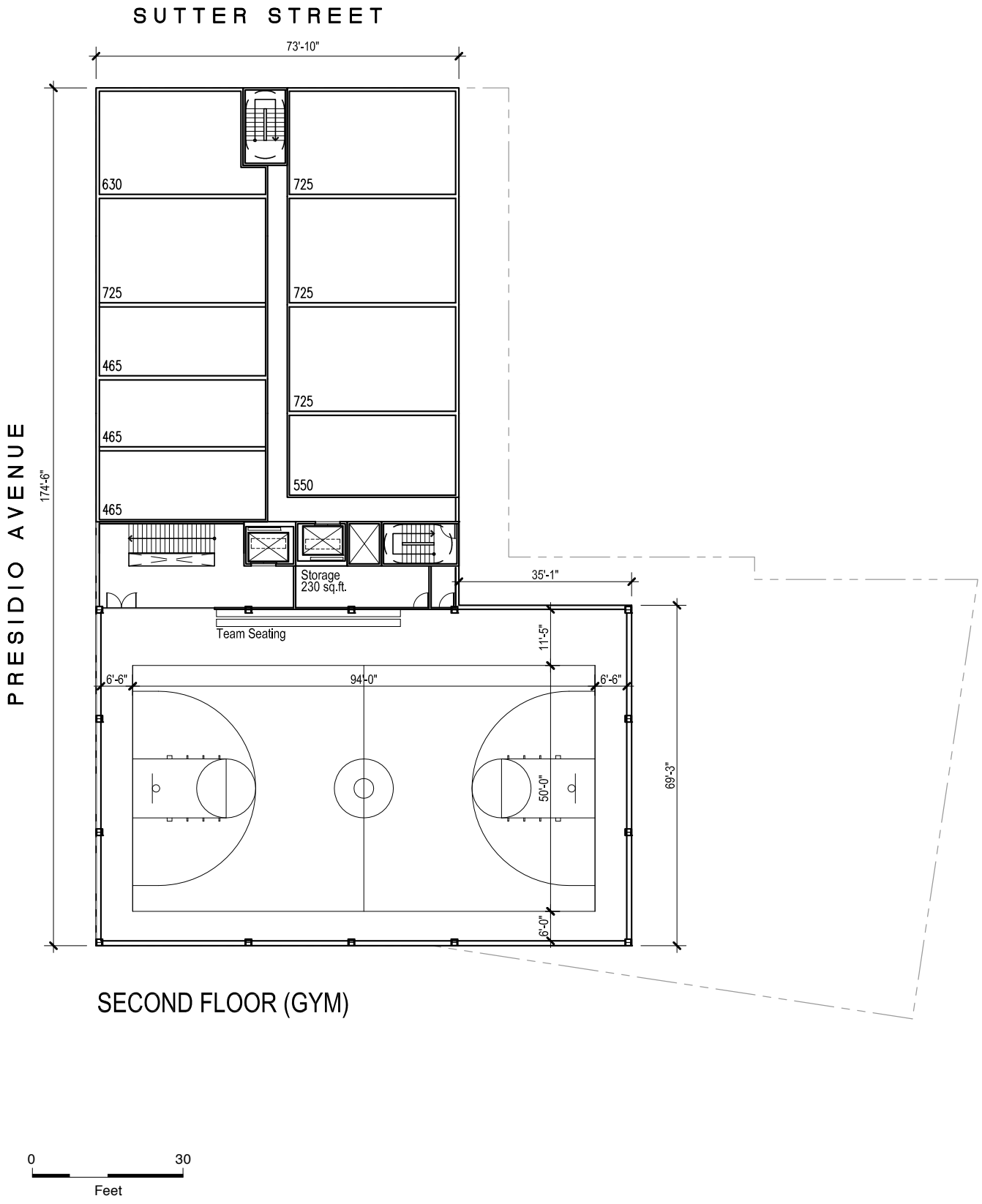
800 Presidio Avenue . 206386

Figure 2
Basement Level Plan

SOURCE: Brand + Allen Architects, Inc

800 Presidio Avenue . 206386

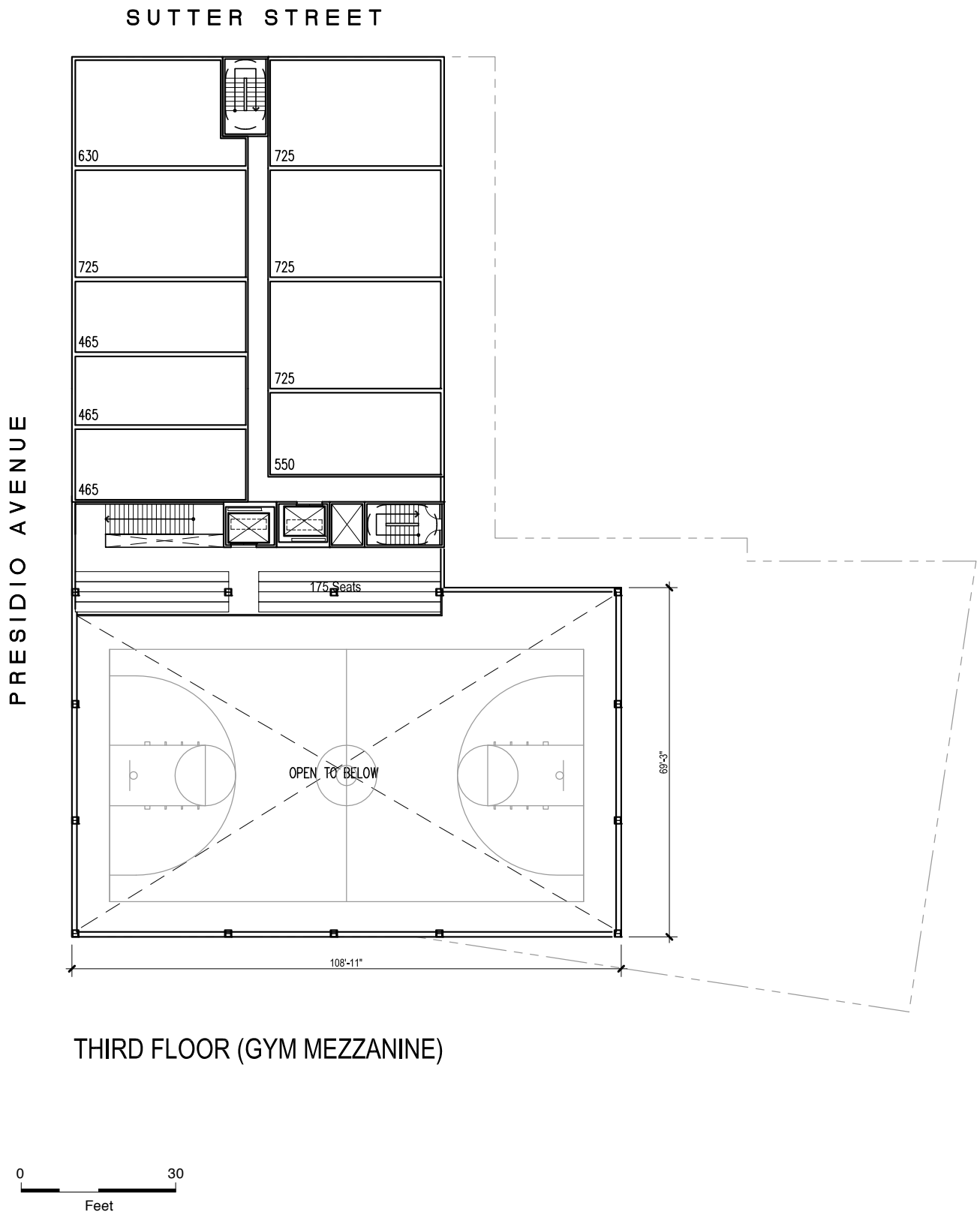
Figure 3
Ground Floor Plan



SOURCE: Brand + Allen Architects, Inc

800 Presidio Avenue . 206386

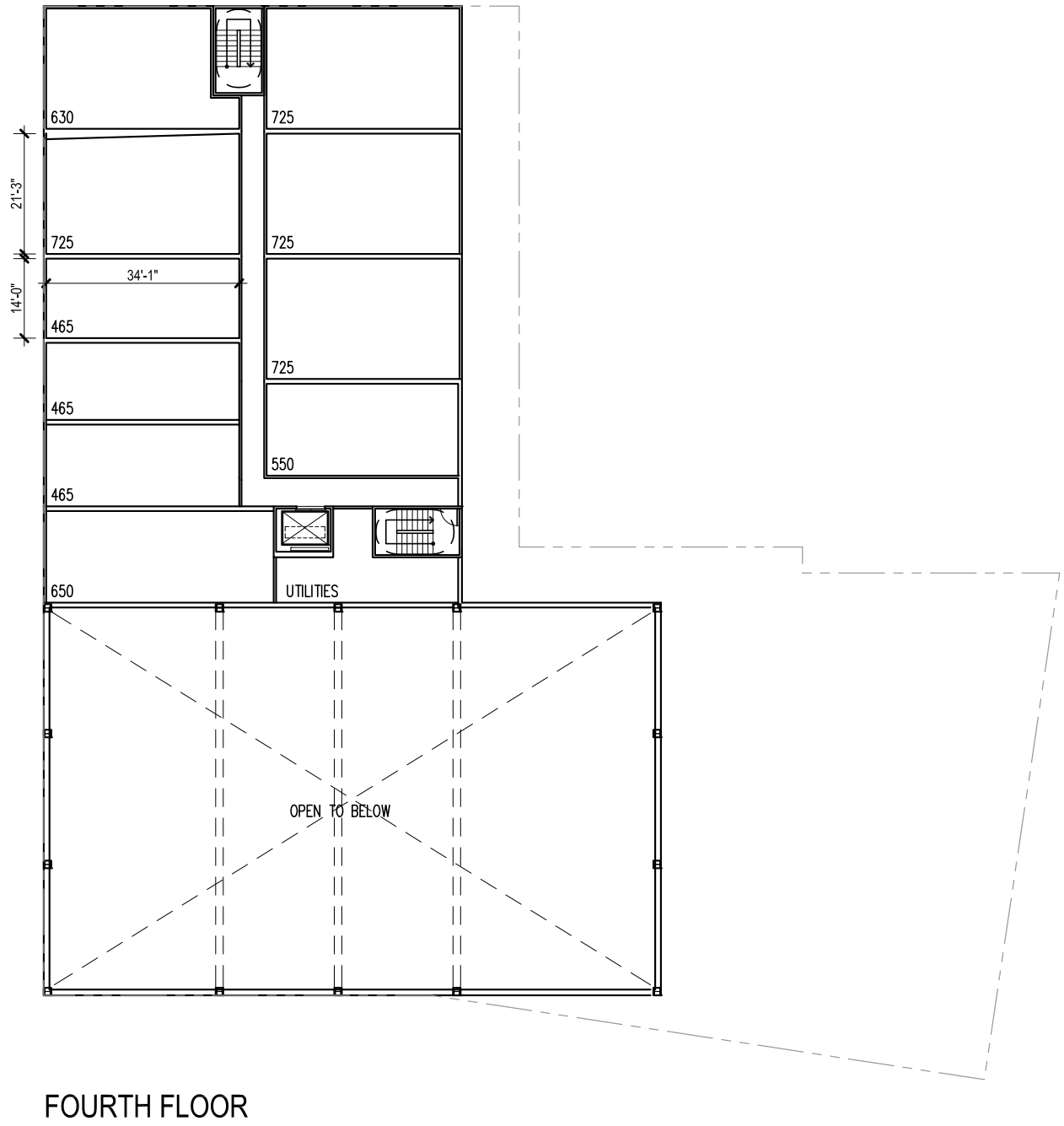
Figure 4
Second Floor (Gymnasium) Plan



800 Presidio Avenue . 206386

SOURCE: Brand + Allen Architects, Inc

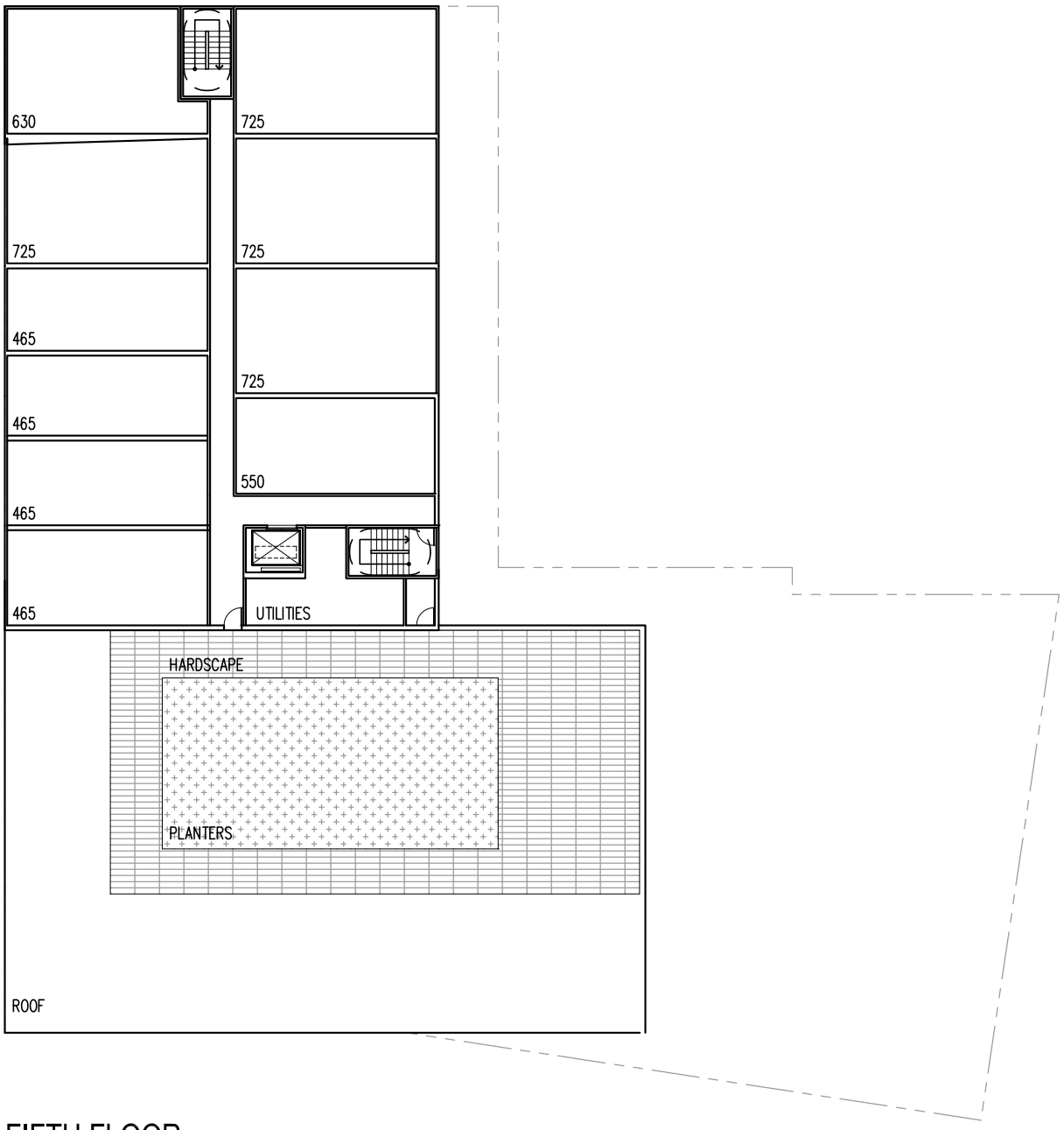
Figure 5
Third Floor (Gymnasium Mezzanine) Plan



800 Presidio Avenue . 206386

SOURCE: Brand + Allen Architects, Inc

Figure 6
Fourth Floor Plan



FIFTH FLOOR

0 30
Feet

800 Presidio Avenue . 206386

SOURCE: Brand + Allen Architects, Inc

Figure 7
Fifth Floor Plan

Note: Building heights are measured from the mid-point of the street, per Planning Code

SOURCE: Brand + Allen Architects, Inc

800 Presidio Avenue . 206386

Figure 8
Elevations

Residential Uses

The project's residential component and a basement-level garage would be situated in the northern portion of the project site, at the corner of Presidio Avenue and Sutter Street. As previously noted, the project would provide 47 dwelling units, including up to 24 units that would be designated affordable rental housing for emancipated foster youth over the age of 18, and 23 units available to both individuals and families earning up to 60 percent AMI. Entrance for residents would be provided via the main circulation core located mid-way along the building's Presidio Avenue facade.

The basement level of portion of the building would contain a garage, which would include 22 parking spaces, 16 arranged in a tandem configuration and six additional spaces parallel to each other along the garage's east wall. A secured space for up to 16 bicycles, a garbage room, and utility rooms would also be located on the basement level. Vehicular access to the garage would be via a new curb cut and driveway on Sutter Street.

The residential units would be located above the basement level, distributed among the five residential floors (ground level through level five). The studio, one-bedroom and two-bedroom dwelling units would range between about 435 and 915 square feet in area and would be oriented in a double-loaded corridor arrangement, with rooms located along both sides of a linear hallway. The project's residential component would have a height of 55 feet measured from its Presidio Avenue street frontage.

Open Space

The project would have approximately 5,810 square feet of common onsite open space in the three-tiered terraced rear yard, including landscaped areas and a playground. Another 4,033 square feet of open space, containing hardscaped and vegetated areas, would be provided on top of the community center portion of the building, totaling approximately 9,843 square feet of open space throughout the site. The rear yard open space would be intended for community center uses while the rooftop open space would be intended to serve the site's proposed residential units.

Parking and Loading

The project site currently contains six off-street tandem parking spaces for community center use, accessed from Presidio Avenue. The proposed project would provide 22 off-street parking spaces including two for a car share organization, which would be intended for both community center and residential use (7 dedicated parking spaces for the community center and 15 spaces for residential uses). There would be a net increase of 16 parking spaces as compared to existing conditions. As discussed above, the 22 parking spaces would be provided in the partially below-grade garage, accessible from Sutter Street (see **Figure 2**). The project also proposes the conversion of two on-street general use parking spaces on Presidio Avenue (closest to the corner of Sutter Street) for use as loading spaces through establishment of a curbside white zone.

Anticipated Construction Schedule

The project construction would occur in four overlapping phases lasting approximately 18 months. Project construction could begin in the second half of 2012. The duration for each construction phase would occur as follows: demolition/excavation (2 months); foundation/ podium construction (4 months); superstructure construction (6 months); and interior/finish work (6 months). The project would excavate approximately 4,500 cubic yards of soil to a maximum depth of five feet below ground surface (bgs) to accommodate the basement floor.

B. Project Setting

The project site is located in San Francisco's Western Addition/Lower Pacific Heights neighborhood. The site vicinity is primarily residential, but also contains some public, commercial, and retail uses. Residential uses occupy all of the lots on the project block (other than the project site) and most lots on surrounding blocks, with the exception of the block across Presidio Avenue from the project site, where the bus storage depot of the San Francisco Municipal Railway (MUNI) Presidio Yard is located. Residential uses in the project area range from single-story, single-family homes to four-story multi-family buildings, many of which were constructed in architectural styles typical for the late nineteenth and early twentieth centuries. Building heights are variable, but most are approximately 15 to 45 feet in height. The predominant scale in the project site vicinity is two- to three-stories. The residential building adjacent to the project site on the east is one-story.

Residential uses surround the subject property to the north (across Sutter Street), south and east. To the south is a two-story multi-family building, to the east is a one-story single-family home and across Sutter Street, to the north, is a 45-foot-tall multi-family building. Across Presidio Avenue and west of the project site is the MUNI Presidio Yard, which extends from Geary Boulevard in the south to Euclid Avenue in the north. The southern portion of the yard is occupied by a 50-foot-tall bus repair building and the northern section of the lot (the portion directly across the street from the project site) contains a paved parking lot which is used for bus parking and maintenance.

Commercial uses within a two-block radius of the site include a ground-floor retail establishment on the corner of Sutter and Lyon Streets (one block east of the project site) as well as the City Center shopping center located on the block bound by Geary Boulevard, Masonic Avenue, and O'Farrell and Lyon Streets (two blocks south of the project site), which contains retail uses such as Office Depot and Payless Shoe Source. The Love Chapel Church, located on the corner of Sutter and Lyon Streets (one block east of the project site), is the nearest institutional use to the project site other than MUNI yard. The Jewish Community Center (JCC) is located at the corner of California Street and Presidio Avenue (three blocks north of the project site). The site is also located within five blocks of the UCSF Laurel Heights Campus, Kaiser Permanente Medical Center, Trader Joe's supermarket, and the Laurel Village shopping area.

Open spaces in the vicinity include the Laurel Hill Playground (an approximately 1.5-acre public playground located near the intersection of Collins Street and Euclid Avenue, about three blocks

west of the project site); the Bush and Broderick Mini-park (a 0.2-acre public park located on Bush Street, between Broderick and Baker Streets, about three and a half blocks northeast of the project site); the Presidio Library Mini-park (a 0.3-acre public park located on Sacramento Street, between Lyon and Baker Streets, about five and a half blocks north of the project site); the Clay Street Mini-park (a 0.1-acre public park located on Clay Street, between Lyon and Baker Streets, six and a half blocks north of the project site); and Presidio Heights Playground (an approximately 0.4-acre public playground located near the intersection of Walnut and Laurel Streets, six blocks northwest of the project site).

C. Project Sponsor's Objectives

The project sponsors, BTWCSC in association with the Mayor's Office of Housing, propose a mixed-use project including an enlarged community service center and mixed-income residential units which would both continue the mission of the BTWCSC and provide a new housing, particularly affordable housing, in close proximity to educational institutions, employment, and transit.

Objectives of the BTWCSC:

- To continue and expand community center uses at the project site.
- To replace the existing dilapidated building at the project site with a new, larger community center facility that could provide and expand on the types of services currently offered at the BTWCSC.
- To create a mixed-use project that contains a diverse mix of affordability levels, services and programs that will help meet the needs of underserved, and often overlooked, populations in the City of San Francisco, including emancipated foster youth and low-income residents.
- To construct a building that is modern yet respectful of the architectural character of the neighborhood and provides a substantial amount of at grade rear yard open space.
- To provide moderate-density, affordable housing near existing public transit, thereby implementing mixed-income housing objectives articulated in the General Plan.
- To increase the supply of affordable rental housing in a high land cost area through new construction.
- To create jobs for the local construction workforce.
- To create a building that accommodates the spatial needs of BTWCSC while being consistent with the overall scale and character of the surrounding neighborhood.

D. Project Approvals

The project, as proposed, would require approval from the San Francisco Board of Supervisors, upon the recommendation of the Planning Commission, to amend the Planning Code by establishing Section 249.32, the "Presidio-Sutter Special Use District (SUD)." The intent of the SUD would be to provide housing and services for households of low and moderate income, housing designed to meet the needs of emancipated foster youth, affordable family housing, and a community center that provides services for San Francisco and the neighborhood. The SUD seeks to:

- allow a greater residential density than is allowed under the current RM-1 zoning;
- eliminate minimum parking requirements;
- allow a modified rear yard configuration;
- allow for the project's common open spaces as proposed;
- allow for greater onsite dwelling unit density than allowable in the RM-1 use district; and,
- reclassify the existing height and bulk district from the existing 40-X to 55-X, as proposed.

The proposed project would require a Conditional Use authorization by the Planning Commission for a proposed building greater than 40 feet in a residential use district (Section 253). The project would require a height reclassification (text and map amendments) to allow for the building's proposed 55-foot height. The proposed project would also require demolition and building permits, which would require review and approval by the Planning Department and the Department of Building Inspection. Curb or street modifications, including proposed driveway/garage access and on-street loading spaces, would require approval by the Department of Parking and Traffic and Department of Public Works.

CHAPTER III
Compatibility with Existing Plans and Policies

This chapter describes the project's potential conflicts, if any, with applicable plans and policies, including objectives and policies of the *San Francisco General Plan*. This chapter also discusses the project's compliance with *San Francisco Planning Code*, which implements the *General Plan.* Where potential conflicts are identified that could result in physical effects on the environment, the reader is directed to analysis of those effects in Chapter IV, Environmental Setting, Impacts, and Mitigation Measures.

A. San Francisco General Plan

The *San Francisco General Plan* contains 10 elements (Commerce and Industry, Recreation and Open Space, Residence, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that provide goals, policies, and objectives for the physical development of the city. In addition, the General Plan includes specific area plans that outline goals and objectives for specific geographic planning areas. The project site is not within an adopted area plan.

The *San Francisco General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. Any physical environmental impacts that could result from such conflicts are analyzed in this EIR. The compatibility of the project with *General Plan* policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project. Objectives and policies that may conflict with the proposed project are listed below.

Residence Element

Objective 2 To increase substantially the supply of housing without overcrowding or adversely affecting the prevailing character of existing neighborhoods.

Policy 2.1 Set allowable densities in established residential areas at levels which will maintain neighborhood scale and character.

Policy 2.4 Adopt specific zoning districts which conform to the generalized residential land use and density plans.

Transportation Element

Objective 12 Relate the amount of parking in residential area to the capacity of the City's street system and land use patterns.

Policy 12.1 Regulate off-street parking in new housing so as to guarantee needed spaces without requiring excesses. (Encourage low auto ownership in neighborhoods that are well served by transit and are convenient to neighborhood shopping.)

Policy 12.3 Protect residential neighborhoods from the parking impacts of nearby traffic generators.

Urban Design Element

Policy 1.1 Recognize and protect major views in the city, with particular attention to those of open space and water.

Policy 2.4 Preserve notable landmarks and areas of historic, architectural or aesthetic value, and promote the preservation of other buildings and features that provide continuity with past development.

Objective 3 Moderation of major new development to complement the city pattern, the resources to be conserved, and the neighborhood environment.

Policy 3.2 Avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance.

Policy 3.5 Relate the height of buildings to important attributes of the city pattern and to the height and character of existing development.

Policy 3.6 Relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction.

B. Planning Code

The *San Francisco Planning Code* (*Planning Code*), which incorporates by reference the City's Zoning Maps, implements the *General Plan* and governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*, or a zoning reclassification of the site (amendment to the Code) is made.

Use Districts

The project site is within a RM-1 (Residential-Mixed, Low Density) zoning district.[1] Areas designated as RM-1 districts are generally characterized by dwellings, both houses and apartment buildings, and are often located within a short distance of shopping facilities and transit lines. These districts typically have a large number of apartment buildings, covering a range of unit

[1] *Planning Code* Sec. 206.2.

sizes and building types. In general, however, the pattern of 25-foot to 35-foot building widths, moderate scale of development, and low unit density is maintained. Buildings in these districts typically range from two to four stories, contain separate unit entrances, and rarely exceed 40 feet in height. Public structures (such as the proposed community center) and residential uses are principally permitted within the RM-1 district, although the proposed project would exceed allowable densities at RM-1 districts. Certain uses are conditionally permitted in the RM-1 Zoning District, such as schools, childcare, social services, religious institutions, parking, open recreation and horticulture, and public facilities and utilities.

As shown in **Figure 9**, Existing Zoning Districts on page III-4, the properties to the north of the project site are within RM-1 (Residential, Mixed District, Low Density), RM-2 (Residential, Mixed District, Moderate Density), RH-2 (Residential House District, Two-Family), RH-3 Districts (Residential House District, Three-Family); zoning to the west of the project site includes P (Public Use District), RH-2 (Residential, House District, Two-Family) and RH-3 Districts (Residential House District, Three-Family); zoning to the east includes RH-3 (Residential House District, Three-Family) and RM-1 Districts (Residential, Mixed District, Low Density); and zoning to the south includes RH-3 (Residential House District, Three-Family), RM-1(Residential, Mixed District, Low Density), and NC-3 Districts (Moderate-Scale Neighborhood Commercial).

Density

Planning Code Sec. 209.1 prescribes a density of three dwelling units per lot or one dwelling unit per 800 square feet of lot area for lots within RM-1 districts. As such, the 22,360-square-foot lot would be able to accommodate a maximum of 28 units. Since the proposed project would develop 47 dwelling units on the site, it would exceed the maximum density limits established by *Planning Code* Sec. 209.1.

Height and Bulk Districts

The project site is within a 40-X height and bulk district (see **Figure 10** on page III-5). This district allows a maximum building height of 40 feet, and has no bulk limit. Properties in the project vicinity (several blocks to the east, north, and south of the project block, with some exceptions) are also in the 40-X height and bulk district, with properties further to the south in the 50-X and 60-E height and bulk districts. Properties that front Geary Boulevard from the south, including The City Center shopping center, are in the 80-D height and bulk district.[2]

The proposed project would not conform to the height requirements of the 40-X height and bulk district, since the residential component of the proposed project would be 55 feet in height along the Presidio Avenue façade. The height of the community center component, at 40 feet to roofline, would be within the 40-X height and bulk requirements (the additional one half foot that extends beyond the roofline to the top of the rooftop features would be exempt from the height limits per Planning Code Section 260 (b)(1)(A)).

[2] Bulk designations impose limits on plan dimensions above certain heights.

Residential Districts

RH-2 Residential Two-Family
RH-3 Residential Three-Family
RM-1 Residential Low Density
RM-2 Residential Moderate Density

Project Site

Neighborhood Commercial Districts

NC-3 Moderate-Scale Neighborhood Commercial

Public

P Public

0 400
Feet

SOURCES: San Francisco Planning Department; ESA

800 Presidio Avenue . 206386

Figure 9
Existing Zoning Districts

SOURCES: San Francisco Planning Department; ESA

800 Presidio Avenue . 206386

Figure 10
Existing Height and Bulk Districts

Parking and Loading

Planning Code Sect. 151 requires 62 parking spaces to accommodate the proposed project (47 spaces for the residential units, and 15 spaces for the community center/gymnasium facility). In addition, Planning Code Sect. 155(i) requires one handicapped space for each 25 parking stalls provided, or two such spaces under the required 62-stall parking supply. Because the project sponsor is proposing to provide 22 on-site shared parking spaces, the project would therefore not meet the requirements of *Planning Code* Sect. 151.

Street Trees

Planning Code Sect. 143 (b) would require that nine trees be planted along the Presidio Avenue façade and seven trees be planted along the Sutter Street façade (consistent with the requirement that calls for a minimum of one 24-inch box tree be planted for each 20 feet of frontage of the property along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree). The project sponsor proposes to plant seven trees along the Presidio Avenue façade and none along the Sutter Street facade. Therefore, the project would not conform to the requirements of *Planning Code* Sect. 143 (b).

Other Planning Code Requirements

The proposed project's consistency with other applicable *Planning Code* requirements is summarized in **Table 2**, below. While the project would be consistent with some requirements, such as lot size and set-backs, it would not be consistent with others, including the Floor Area Ratio (FAR) Requirement (Sec. 124), the Rear Yard Requirement (Sec. 134), the Usable Open Space Requirement (Sec. 135), or the Unit Exposure requirement (Sec. 140 (a) (2)).

Inclusionary Affordable Housing Program

Based on the Residential Inclusionary Affordable Housing Program contained within the *Planning Code*, the City requires that projects of more than five units make a certain percentage of the units affordable (or pay an in-lieu fee, which goes to a City fund disbursed for construction of affordable housing), and the City also imposes a housing fee on non-residential development of 25,000 square feet or more, which also goes towards development of affordable housing. Because all of the proposed dwelling units would be considered affordable housing units (available only to those earning up to 60 percent of the AMI) and because the proposed community center would be less than 25,000-square feet in size, the project would comply with the City-mandated affordable housing program.

TABLE 2
PROJECT CONSISTENCY WITH APPLICABLE ZONING CODE REQUIREMENTS

Zoning Provision	Requirement for RM-1 Zoning District/40-X Height and Bulk District	Proposed Project
Permitted Uses (Sec. 206.2)	Apartments, houses, child care, public structure or use of non-industrial character	Consistent. Proposes residential and public uses.
Height and Bulk (Article 2.5)	40 foot height limit, no bulk limit.	Not consistent. The residential component of the project would be 15 feet taller than permitted. (To be addressed through the SUD.)
Parking (Sec. 151)	Residential: one per unit; Stadium or Sports Arena: 1 for each 15 seats	Not consistent. 62 parking spaces would be required for the proposed project. 22 parking spaces provided. (To be addressed through the SUD.)
Loading (Sec. 152)	None required.	Consistent.
Street Trees (Sec. 143)	A minimum of one 24-inch box tree must be planted each 20 feet of building frontage along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree.	Not consistent. Nine trees would be required along Presidio Avenue, with 7 trees proposed. Four trees would be required along Sutter Street, none proposed.
Maximum Density (Sec 209.1)	Three dwelling units per lot or one dwelling unit per 800 sf of lot area. A maximum of 28 units are permitted.	Not consistent. The lot is 22,360 square feet in size. Therefore, a maximum of 28 units are permitted. 47 units are proposed. (To be addressed through the SUD.)
Minimum Lot Size (Sec. 121)	Width: 25 ft Area: 2500 sf	Consistent.
Rear Yard Requirement (Sec. 134)	45 percent of lot depth, except of reductions based upon average of adjacent buildings; if averaged, last 10 ft. is limited to height of 30 ft. and a minimum of 25 percent of lot depth, but not less than 15 feet	Not consistent. Project would extend 24 feet into the rear yard, past the footprint of the existing building. (To be addressed through the SUD.)
Usable Open Space Requirement (Sec. 135)	100 sf per unit if private; common space substituted must be 1/3 greater.	Consistent. Approximately 6,250 sf required, 9,843 sf proposed (4,033 sf of common rooftop open space for residences and 5,810 sf of common rear yard open spaces for community center)
Unit Exposure (Sec. 140 (a) (2))	Dwelling unit windows must face a public street, alley, side yard or rear yard or an open area at least 25 feet in each direction.	Not consistent.16 units would not meet this requirement**.** (To be addressed through the SUD.)
Setbacks (Sec. 132(d)(1))	For corner lots, a front setback area shall be required only along the street or alley elected by the owner as the front of the property. Along such street or alley, the required setback for the subject lot shall be equal to ½ the front setback of the adjacent building.	Consistent. The adjacent building along Presidio Avenue is built to lot line; thus, no set back is required.

Proposed Special Use District

The project, as proposed, would require approval from the San Francisco Board of Supervisors, upon the recommendation of the Planning Commission, to amend the Planning Code by establishing Section 249.32, the "Presidio-Sutter Special Use District (SUD)." The Presidio-Sutter SUD is intended to provide "housing and services for households of low and moderate income, housing designed to meet the needs of emancipated foster youth, and a community center that provides services for San Francisco and the neighborhood." The SUD would increase the height limit of the project site from 40 to 55 feet, and reduce the parking requirements as well as

to modify unit density, open space, dwelling unit exposure, and rear yard setback requirements mandated by *Planning Code* in an RM-1 district.

The project as proposed is not consisted with the provisions set forth by the *Planning Code* for the RM-1 zoning district. The granting of the SUD, however, would address these inconsistencies by amending the *Planning Code*. An amendment of the *Planning Code*, does not, in itself, indicate a significant effect on the environment under CEQA. However, the proposed SUD has been analyzed in this EIR to the extent that it could result in significant adverse physical land use changes at the site or in its vicinity in this section, as described above. Visual changes and other potential physical effects of the proposed project are analyzed in Chapter IV of this document.

The physical environmental impacts of the proposed "Presidio-Sutter SUD" on the massing and character of the building and the change and intensity of uses at the site are described in the Land Use and Visual Quality sections of Chapter IV of the EIR. To the extent that potential adverse physical land use changes to neighborhood character or adverse physical environmental effects would occur as part of the project's establishment of the SUD, such impacts are discussed in this chapter of the EIR under all relevant subsections (i.e., traffic, historic architectural resources, etc.).

Accountable Planning

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Sec. 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing; (4) discouragement of commuter automobiles; (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness; (7) landmark and historic building preservation; and (8) protection of open space. The Priority Policies, which provide general policies and objectives to guide certain land use decisions, contain some policies that relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any of these policies with the exception of Policy (2), since it would alter the existing character of the neighborhood, and Policy (7), as it would demolish a structure considered to be a historic resource for purposes of environmental review (see Chapter IV.D for more information).

Prior to issuing a permit for any project that requires an EIR under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that 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 evaluating *General Plan* consistency of the project and reviewing the building permit application for the proposed project, the Planning Commission and/or Planning Department will consider whether, on balance, the proposed project is consistent with the Priority Policies.

C. The Sustainability Plan

In 1993, the Board of Supervisors established the Commission on San Francisco's Environment, charged with, among other things, drafting and implementing a plan for San Francisco's long-term environmental sustainability. The notion of sustainability is based on the United Nations definition that "a sustainable society meets the needs of the present without sacrificing the ability of future generations and non-human forms of life to meet their own needs." The *Sustainability Plan for the City of San Francisco* was a result of community collaboration with the intent of establishing sustainable development as a fundamental goal of municipal public policy (Department of the Environment, 1997).

The Sustainability Plan is divided into 15 topic areas, 10 that address specific environmental issues (air quality; biodiversity; energy, climate change and ozone depletion; food and agriculture; hazardous materials; human health; parks, open spaces, and streetscapes; solid waste; transportation; and water and wastewater), and five that are broader in scope and cover many issues (economy and economic development, environmental justice, municipal expenditures, public information and education, and risk management). Additionally, the Sustainability Plan contains indicators designed to create a base of objective information on local conditions and to illustrate trends toward or away from sustainability. Although the Sustainability Plan became official City policy in July 1997, the Board of Supervisors has not committed the City to perform all of the actions addressed in the plan. The Sustainability Plan serves as a blueprint, with many of its individual proposals requiring further development and public comment.

D. The Climate Action Plan for San Francisco

In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) committing the City and County of San Francisco to a greenhouse gas (GHG) emissions reductions goal of 20 percent below 1990 levels by the year 2012. The resolution also directs the San Francisco Department of the Environment, the San Francisco Public Utilities Commission (SFPUC), and other appropriate City agencies to complete and coordinate an analysis and planning of a local action plan targeting GHG emission reduction activities. In September 2004, the San Francisco Department of the Environment and the SFPUC published the Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions. The Climate Action Plan examines the causes of global climate change and human activities that contribute to global warming and provides projections of climate change impacts on California and San Francisco from recent scientific reports; presents estimates of San Francisco's baseline GHG emissions inventory and reduction targets; describes recommended emissions reduction actions in the key target sectors – transportation, energy efficiency, renewable energy, and solid waste management – to meet stated goals by 2012; and presents next steps required over the near term to implement the Plan. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions are now in progress.

The proposed project includes infill development along transit routes and represents an intensification of existing on-site uses. The proposed project would therefore not obviously conflict with the Climate Action Plan. For more information related to GHG emissions and climate change, see the Air Quality discussion in Chapter IV.

E. Other Plans

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

F. Consistency with Plans and Policies

As noted above, the project, as proposed, would not be consistent with the existing provisions set forth by the *Planning Code* for the RM-1 zoning district. The granting of the SUD would address these inconsistencies by amending the *Planning Code* to establish an SUD on the project site.

In terms of project being in conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted *for the purpose of avoiding or mitigating an environmental effect,* the project would not conflict with any such plan, policy, or regulation. Where possible conflicts between the proposed project and the existing plans and policies may occur, this EIR examines the project’s potential physical effects.

CHAPTER IV
Environmental Setting, Impacts, and Mitigation Measures

This EIR evaluates all topics in the CEQA environmental checklist. However, as allowable under CEQA Guidelines Section 15143, Emphasis, greater consideration may be given to analysis of certain impacts over others, in proportion to their severity and probability of occurrence. The topics that are discussed with greater emphasis in this EIR include Land Use, Aesthetics, Transportation, Circulation and Parking, and Cultural and Paleontological Resources. All other topics are analyzed at a lesser degree of detail, as they are either clearly determined to result in less than significant impacts or have standard mitigation measures that, if implemented, would result in less than significant environmental effects.

In general, CEQA Guidelines discourage the "inclusion of highly technical and specialized analysis and data in the body of an EIR" (Section 15147, Technical Detail). Therefore, this EIR provides only the pertinent information that is required to allow a "full assessment of significant environmental impacts by reviewing agencies and members of the public" (Section 15147). All other technical data can be reviewed at the Planning Department offices in the project's case file (2006.0868E).

Moreover, as described in the Project Description, the proposed project consists of demolition and construction, in addition to a proposed establishment of a Special Use District. Pursuant to Section 15146, Degree of Specificity, of CEQA Guidelines, the degree of specificity employed in this EIR is greater for impacts that would result from anticipated physical activities proposed on the site, since those effects can be predicted with greater accuracy. The impacts that would result from the establishment of the SUD are discussed and analyzed only insofar as they would result in physical impacts that would be anticipated as a result of the proposed rezoning in the context of implementation of the proposed project as described in Chapter II.

A. Land Use

This section presents a discussion of existing land uses and zoning at the project site and vicinity and describes how the proposed project could change the physical arrangement of land uses on the project site, to the extent that such changes could have an adverse impact on the character of the site's vicinity or physically divide the existing community. As indicated in Chapter III, Plans and Policies, the proposed project has the potential to conflict with certain plans and policies, and the extent to which they would potentially adversely affect the physical environment is analyzed throughout this chapter (Chapter IV).

Existing Land Uses

Project Site

The project site is comprised of a single parcel at 800 Presidio Avenue in San Francisco's Western Addition neighborhood.[1] The 22,360-square-foot, L-shaped project site (Assessor's Block 1073, Lot 13) is located on the block bounded by Presidio Avenue to the west, Sutter Street to the north, Lyon Street to the east, and Post Street to the south (see **Figure 1**).

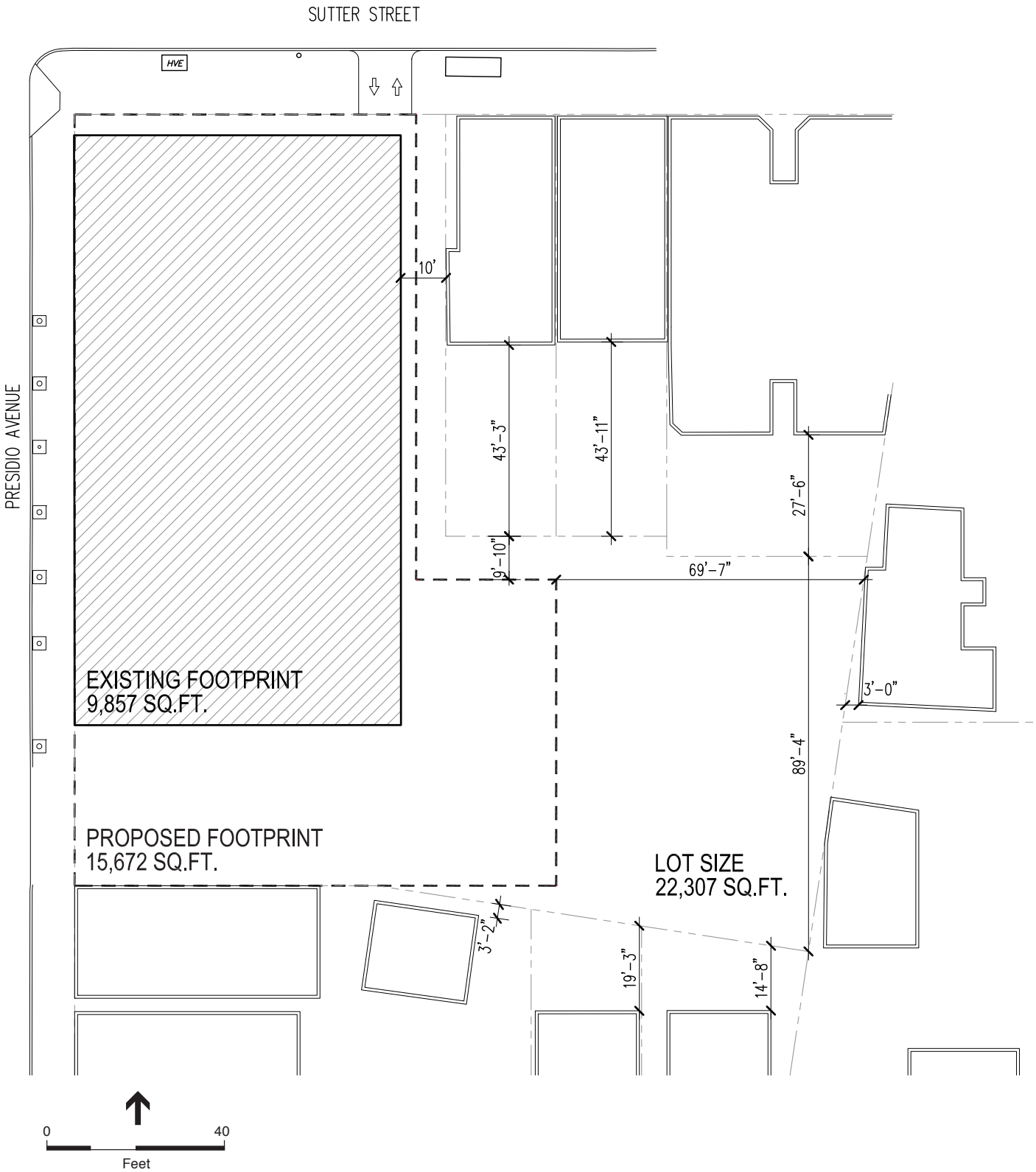
The general project vicinity slopes eastward from a peak of approximately 300 feet above mean sea level (AMSL) one block west along Masonic Avenue, to approximately 200 feet AMSL at the intersection of Sutter and Lyon Streets. Consequently, the project site also slopes eastward, from about 240 feet AMSL along its Presidio Avenue frontage to approximately 35 feet lower (approximately 205 feet AMSL) along its rear property line.

Currently, the site is occupied by a 12,600-square-foot community center building, which is a two-story, wood-frame structure constructed in 1952. Because the project site slopes downward from a high point along Presidio Avenue, the building appears to be one story in height along Presidio Avenue, although a second, partially below grade ground floor is located at the eastern side of the building. A barrel arch roof extends approximately ten feet above the cornice line along Presidio Avenue. The building is about 20 feet tall to the apex of the roof along Presidio Avenue, and about 45 feet tall to the apex of the roof along the rear façade, due to the topography of the site.

The existing building footprint is approximately 9,857 square feet and covers approximately 44 percent of the 22,360-square-foot lot. The remaining approximately 56 percent of the lot is rear and side yard open space. The site's rear yard adjoins the rear yards of many other lots on the project block. Four structures: one single-family home and what appears to be three accessory sheds, are located within this mid-block open space. **Figure 11** identifies existing and proposed lot coverage, as well as the approximate distances between the subject property line and nearby structures on the project block.

The project site is within a RM-1 (Residential-Mixed, Low Density) zoning district and within a 40-X height and bulk district.

[1] According to local convention, the neighborhood is also referred to as "Lower Pacific Heights."



800 Presidio Avenue . 206386

SOURCE: Brand + Allen Architects, Inc.

Figure 11
Lot Coverage and Building Setbacks

Project Area

The project area contains primarily residential uses along with some public, commercial, and retail uses. Residential uses occupy all of the lots on the project block (other than the project site) and most lots on surrounding blocks, with the exception of the block across Presidio Avenue from the project site, where the bus storage depot of the San Francisco Municipal Railway (MUNI) Presidio Yard is located. Residential uses in the project area range from single-story, single-family homes to four-story multi-family buildings, many of which were constructed in architectural styles typical for the late nineteenth or early twentieth centuries. Building heights are variable but most are approximately 15 to 45 feet in height. The predominant scale in the site's vicinity is two- to three-stories (see **Figure 12**, Building Heights on Project Block and Surrounding Facades on page IV-5).

Residential uses surround the subject property to the north, south and east. To the south is a two-story multi-family building, to the east is a one-story single-family home and across Sutter Street, to the north, is a four-story (45 foot) multi-family apartment building. As mentioned above, across Presidio Avenue and west of the project site is the MUNI Presidio Yard, which extends from Geary Boulevard on the south to Euclid Avenue on the north. The southern portion of the yard is occupied by a bus repair building (two and three **s**tories and approximately 45-50 feet in height). The northern section of the lot which is directly across the street from the project site contains a paved parking lot which is used for bus parking and maintenance.

The Love Chapel Church, located on the corner of Sutter and Lyon Streets (one block away), is the nearest institutional use to the project site (besides MUNI). The Jewish Community Center (JCC) is located three blocks north of the project site, at the corner of California Street and Presidio Avenue. The site is also located less than one half mile from the UCSF Laurel Heights Campus, Kaiser Permanente Medical Center (both St. Joseph's campus and main campus), Trader Joe's supermarket, San Francisco Fire Department Station 10, and the Laurel Village shopping area.

Two parks and open spaces are located within quarter mile of the project site, including the Bush and Broderick Mini-park (a 0.2-acre public park located on Bush Street, between Broderick and Baker Streets, about three and a half blocks northeast of the project site) and the Laurel Hill Playground (an approximately 1.5-acre public playground located near the intersection of Collins and Euclid Streets, about three blocks west of the project site).

The net residential density in the project area (approximately one block to the north, east, and south of the project block, comprising Census Block Group 2, Census Tract 154) is about 43.6 dwelling units per acre.[2] The net residential density on the project block (Block 2002, Block Group 2, Census Tract 154) is 34.8 dwelling units per acre.[3]

[2] This is calculated by dividing the total number of housing units within Census Tract 154, Census Block Group 2 (exclusive of streets), which is 619, by the total surface area, which is 14.2 acres.

[3] This is calculated by dividing the total number of housing units on the project block, which is 73, by the surface area of the block, which is 93,087.5 square feet or 2.1 acres.

Graphic intended to illustrate surrounding building heights and not lot coverage.

A residential story equals approximately 10 feet in height.

SOURCE: ESA

800 Presidio Avenue . 206386

Figure 12
Building Heights on Project Block and Surrounding Lots

Impacts

Significance Criteria

A project would have a significant effect on the environment in terms of Land Use if it were to:

- physically divide an established community;
- 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; or
- have a substantial adverse impact on the existing character of the vicinity.

Impact Analysis

Neighborhood Character and Compatibility

Impact LU-1: The proposed project would have a less-than-significant impact on the existing character of the project site and vicinity and would not physically divide an established community. (Less than Significant)

With development of the project, land uses on the project site would change, as would the character of the project site and its immediate vicinity. As discussed in the Project Description (see Chapter II), the project proposes to demolish and replace the existing two-story structure on the site with a five-story mixed use development consisting of a replacement community center with residential units above. The completed project would encompass approximately 70,000 square feet of space on six levels (one partially below grade along Presidio Avenue). The new community center, which would occupy the southern portion of the project parcel, would include a gymnasium (including basketball courts), rear yard, a fitness room, after school space, childcare space, youth radio production space as well as rest room and storage facilities. The project would also introduce a total of 47 dwelling units on 5 levels on the northern portion of the project parcel. Up to 24 of these units would be designated below market rate (BMR) rental housing for transitional youth, including emancipated foster youth, while the remaining 23 dwelling units would be affordable units available to both individuals and families earning up to 60 percent AMI.

The project would construct a new mixed-use building that would have frontages along Presidio Avenue and Sutter Street, similar to the existing community center. Without the existing surface parking lot, the project building would form a continuous (articulated) street wall along the eastern side of Presidio Avenue. The 10-foot separation that currently exists between the existing community center structure and the adjacent building on Sutter Street would be maintained under the proposed project.

Although larger than the existing community center, the new community center would be a continuation of existing institutional and recreational uses on the project site. Because the existing community center is currently compatible with the adjacent residential land uses in the

project vicinity, so too would be the new, larger, community center. While the proposed project would continue the site's recreational and institutional uses, it would also introduce new, multi-family residential uses to a site where none exists currently. The proposed multi-family residential uses would be compatible with the existing single- and multi-family residential uses on the project block and in the project vicinity. As such, the proposed recreational, institutional, and residential uses on the project site would be generally compatible with the existing land uses found in the project vicinity.

No residential uses currently exist on the site. Because the project parcel encompasses roughly 0.5 acres in size (approximately 22,360 square feet), the addition of 47 dwelling units to the project site would increase the density to 94 units per acre. *Planning Code* (in Section 209.1) permits a maximum of one dwelling unit per 800 square feet of lot area in RM-1 district, which would allow for up to 28 dwelling units on the project site. As 47 units are proposed, the project would exceed this allowance by 19 dwelling units. With the exception of lots facing Presidio Avenue, the use district on the project block (and on adjacent blocks to the east) is RH-3. According to *Planning Code* Section 209.1, RH-3 districts allow a maximum dwelling unit density of one unit per 1,000 square feet of lot area with a conditional use approval by the Planning Commission, which would permit about 22 units on a lot the size of the project site. The project would also exceed this maximum dwelling unit density. Based on the above, the residential densities proposed at the project site would be greater than the residential densities permitted by the *Planning Code* on the project site and in the surrounding project vicinity.

As noted above, the net residential density in the immediate project area is approximately 43.6 dwelling units per acre and the net residential density on the project block is about 34.8 dwelling units per acre. With the proposed project, the net residential density of the project area would increase to 46.9 dwelling units per acre (an increase of about 8 percent) and the net residential density of the project block would increase to 57 dwelling units per acre (an increase of about 64 percent).

While the proposed project, through establishment of an SUD, would increase the residential density in the project area and on the project block, this increase alone would not constitute a significant land use impact or have a demonstrable negative effect on the character or quality of the neighborhood, as the proposed project would be typical of the range of residential densities found within in many urbanized portions of the Western Addition, where residential densities can vary greatly from block to block.

The residential density of the proposed project would be roughly similar (less than 10 percent difference) to the residential densities found on the five blocks immediately surrounding the project block. Therefore, while the proposed new residential uses on the project site would be denser than the uses on the project block, the densities would be generally compatible with what is already established in the greater project area, and therefore would not have a demonstrable adverse impact in terms of neighborhood character or compatibility.

The height and bulk of the new building would be noticeably greater than the smaller-scale and predominantly two- to three-story residential buildings on the project block. **Figure 12** on page IV-5 illustrates the generalized heights of the buildings on the project block in terms of building stories, where each residential floor is about 10 feet, and on the surrounding adjacent blocks. The

community center component of the proposed project would be three stories, or approximately 20 feet, taller than the existing adjacent two-story building on Presidio Avenue and the residential component of the proposed project would be five stories taller than the existing adjacent building at 2755 Sutter Street. The construction of a building 15-feet taller than permitted on the corner lot would interrupt the scale that currently exists on the project site and these adjacent lots. However, the articulation of the Presidio Avenue façade of the proposed building into two distinct components (community center and residential), as well as the varying heights of each building component (55 feet for residential and 40.5 feet for community center), would break up the Presidio Avenue street wall and somewhat reduce the 'perceived scale' of the building in the context of the adjacent Presidio Avenue building. Nonetheless, in comparison to the adjacent building on Sutter Street, the relative scale of the proposed project would be noticeably larger.

At 55 feet along the Presidio Avenue façade, the proposed project would not comply with the existing 40-X height and bulk district. Furthermore, it would constitute a departure from the 40-foot height limits that are imposed on residential buildings north of Geary Boulevard.

However, the proposed five-story (above ground) building would be only slightly taller or similar in height to other residential and non-residential buildings in the general project area, which in addition to one- and two-story single- and multi-family homes, includes a four-story multi-family apartment building at the corner of Presidio Avenue and Sutter Street across Sutter Street from the project site (approximately 45 feet in height), the large two- and three-story (high bay) MUNI bus depot across Presidio Avenue from the project site, and in the greater project vicinity on approximately four-story commercial development (The City Center) at the corner of Presidio Avenue and Geary Boulevard two blocks south of the project site, and the approximately eight-story hospital building (Kaiser Hospital, St. Joseph's campus) on the corner of Lyon Street and Geary Boulevard two blocks southeast of the project site.

Therefore, while the new building would be of greater height and bulk than the residential uses immediately surrounding the project site, the project would be generally compatible with the surrounding neighborhood's existing low- to mid-rise character, particularly when viewed within a larger (i.e., neighborhood) context. Furthermore, the project site faces Presidio Avenue, which contains a variety of building types, massings, and heights. As such, the proposed project would not have a demonstrable negative impact on neighborhood character or compatibility.

The project's proposed uses would result in an intensified use on the site as well as an increase in daytime and evening activity on the project block. Since the existing community center is presently used for regular sporting and other events that attract spectators and participants to the site, the net increase of activity associated with the proposed project, while noticeable to the neighbors, would not be anticipated to be significant. Although the number of sporting and community events may increase as compared to existing conditions, the number of attendees would not increase by substantial numbers.[4] The activity associated with the residential uses would also not constitute a significant impact since the project would be constructed in an urban area already surrounded by residential uses of varying sizes and densities.

[4] According to the project sponsor, no more than 200 persons currently attend events at the community center. It is anticipated that this number would increase to no more than 300 persons with project implementation.

In terms of lot coverage, the new structure would have a footprint of about 15,670 square feet covering roughly 70 percent of the project site (as compared to a lot coverage of 44 percent under existing conditions; an increase of about 26 percent). See **Figure 11**. This would reduce rear yard open space from about 56 percent of the lot under current conditions to about 30 percent. Thus, the new building would cover about 26 percent more of the site than is covered by the existing structure. The extension of the community center portion of the building into the site's rear yard would reduce the amount of mid-block open space compared with current conditions, and would be situated closer to the rear or side walls of adjacent, mid-block structures. The introduction of new and larger building mass and consequent reduction in mid-block open space would be most noticeable to about eight surrounding properties adjacent to the site, it would be less apparent in the larger neighborhood context, nor would it physically divide an established community.

In summary, the proposed project would alter the site's exclusively institutional character by redeveloping the community center and by introducing new housing in a transit-oriented residential neighborhood. The project would construct a new building substantially greater in scale and density than what is presently on the site and the immediately adjacent buildings on the project block. However, the project's scale and density would generally be consistent with the surrounding neighborhood and within the range of building heights and sizes found in the larger neighborhood context. Therefore, the project would not have a substantial adverse impact on the existing character of the vicinity, and land use impacts would be less than significant.

Consistency with Applicable Land Use Plans and Policies

Impact LU-2: The proposed project would not conflict with an adopted land use plan or policy adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

As discussed in the Plans and Policies section, the proposed project appears to conflict with polices that call for: preservation of historic residential buildings (General Plan Housing Element Policy 3.6; Priority Policy (7)), because the proposed project would result in demolition of an historic building on the site. Furthermore, it would not be consistent with some of the Planning Code provisions set forth for RM-1 zoning district and 40-X height and bulk district, which would be addressed through establishment of a Special Use District. Most notably, the project would be 15 feet taller than the maximum height allowable on the project parcel. In addition, the project would not meet the Planning Code's requirements for density, floor area ratio ("FAR"), rear yard, parking, unit exposure, and planting of street trees (see discussion in Plans and Policies) which would be addressed through the provisions set forth in a Special Use District proposed for the site.

As discussed above, San Francisco General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. Any physical environmental impacts that could result from such conflicts are analyzed in this EIR. The compatibility of the project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project and any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

Cumulative Impacts

Impact LU-3: The proposed project, in combination with other planned and foreseeable future developments and projects, would not have a cumulatively considerable effect on land use. (Less than Significant)

The cumulative context for the assessment of land use impacts includes all related past, present, and reasonably foreseeable projects in the Western Addition neighborhood. At the time of publication of this EIR, the only reasonably foreseeable project in the project vicinity known to the Planning Department is the potential redevelopment of the Westside Courts housing project, located at 2501 Sutter Street, two blocks east of the project site. Although the San Francisco Housing Authority has filed no formal application for this project with the City, and several development options are being considered, it is likely that this project (which would be a private-public partnership) would include a mix of public housing, affordable housing, and market-rate rentals, as well as a limited number of single-family homes.[5] No specific building massing studies or proposed architectural designs for the potential redevelopment of the Westside Courts have been prepared to date, given the preliminary nature of the proposal.

Section 15145 of CEQA Guidelines (*Speculation)* states that "if, after thorough investigation, a lead agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact." The proposed project, in combination with any proposed redevelopment activities at the Westside Courts site, would not result in cumulatively considerable adverse impacts because the building program associated with the Westside Courts project remains speculative at this time and because the two projects, in combination, would not negatively impact the neighborhood character or disrupt or divide the Western Addition neighborhood. While the Westside Court project may intensify land uses in the project vicinity, potentially resulting in greater residential densities in the project area, this in itself would not constitute a significant cumulative land use impact in combination with the proposed project, as such uses would be constructed within areas that permit and accommodate those uses at a range of densities that are typical for urbanized parts of San Francisco. Therefore, the contribution of the proposed project to the cumulative context is not cumulatively considerable.

Additionally, the Transportation Study prepared for this project considered growth factors that address the proposed project's contribution to areawide growth. Potential cumulative effects related to intensification of land use on traffic and circulation associated with the project Westside Courts are addressed in Chapter IV.E of this EIR.

Based on information available at the time of publication of this EIR, the project, both individually and cumulatively, would not result in adverse land use effects.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

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5 http://westsidecourts.com/, viewed March 23, 2010.

B. Aesthetics

This section discusses the existing visual conditions and urban design context at the project site and in its vicinity, and considers the potential visual effects of the proposed project with respect to visual character, views, and light and glare. This analysis is based on field observations of the project site and vicinity, and project plans. This section also includes photographs of the site presenting existing conditions, and computer-generated visual simulations of project buildings from selected viewpoint locations. The locations of the simulations were selected in consultation with the Planning Department staff and are included in this section to supplement the descriptions of publicly accessible views (**Figures 14** through **17** on pages IV-15 through IV-18, with Viewpoint Location Map on **Figure 13** on page IV-14).

Setting

Visual Character

Visual Character of the Site

The project site is presently occupied by the 12,600-square-foot Booker T. Washington Community Center (Center) structure (a two-story, wood-frame structure constructed in 1951) and a small surface parking area immediately to the south of this structure fronting on Presidio Avenue. The building appears to be a single-story building from Presidio Avenue, but due to eastward slope from a high point along Presidio Avenue, a second, partially submerged ground floor is located at the eastern side of the building, and is fully submerged beneath the Presidio Avenue façade. The existing structure is constructed in a mid-century modernistic style with slight *Moderne* details. A painted mural depicting persons engaged in sports and recreational activities is located along the Sutter Street façade. A barrel arch roof extends approximately ten feet above the cornice line along Presidio Avenue. The building is about 20 feet tall to the apex of the roof along Presidio Avenue, and about 45 feet tall to the apex of the roof along the rear façade, due to the sloping topography of the site. Seven mature street trees are planted adjacent to the building on the Presidio Avenue side and largely obstruct the view of this primary façade. The rear yard, which is not visible from any publicly accessible areas, contains a mixture of mature plantings and concrete patios.

Visual Character of the Surrounding Neighborhood

The visual setting of the project area reflects the visual characteristics of the project area's topography, street grid, and existing uses, which are primarily residential with some commercial, institutional and retail uses scattered throughout. The project area is located in a relatively dense and urbanized portion of central San Francisco's Western Addition neighborhood.

The project block contains primarily single and multi-family residential uses, consistent with the area's zoning. Buildings on the project block range between one and four stories, although the majority of the structures are multi-level buildings, two to three stories tall, or approximately 15 to 45 feet in height (see **Figure 12**, Building Heights on Project Block and Surrounding Lots, page IV-

5). The existing BTWCSC structure on the project site is a departure from the otherwise residential character of the project block and is also larger than the residential buildings on the block.

Residential uses also predominate on the surrounding blocks to the north, east and south of the project block, with some public, commercial, and retail uses also scattered throughout. The area's architectural character is also mixed, with many buildings representing Edwardian, Spanish Revival, Moderne and contemporary styles typical of early to mid-twentieth century residential development in the Western Addition and the surrounding neighborhoods. In terms of typical development pattern on the project block, most buildings are built to the sidewalk edge, although some are set back substantially, including two structures along Post Street (e.g., 2638 and 2608 Post Street), between Presidio Avenue and Lyon Street.

The most visually prominent feature that helps to define the immediate project vicinity is the MUNI Presidio Yard bus storage depot, just to the west of the project site. As noted in the Project Description, the storage depot extends from Geary Boulevard in the south to Euclid Avenue in the north. Directly across Presidio Avenue from the project site is the surface parking lot of the depot bordered by a combination of concrete and metal fences. The lot does not contain any permanent structures nor possess any aesthetically distinctive features. To the south of the parking lot is the depot structure, an unadorned utilitarian two- and three-story (high-bay) structure, approximately 45-50 feet in height. The structure provides a continuous unarticulated streetwall on a portion of the western side of Presidio Avenue. The block containing the depot physically and visually separates the low- to mid-rise predominantly residential uses on and surrounding the project block from other residential uses to the west, which can be viewed from the project site at a substantially higher elevation along Masonic Avenue.

The Laurel Heights neighborhood, a moderately scaled, mixed-use urban neighborhood consisting primarily of residential and neighborhood-serving commercial uses, is located to the north and west of the project site and limited parts of it (along Presidio Avenue) are visible from the project site. This neighborhood is characterized by fairly uniform residential building sizes, the majority of which are in the two- to three-stories range, although in terms of architecture, the buildings vary from one to another, giving this neighborhood a visually distinctive streetscape. The visually prominent structures which lend distinction to the Laurel Heights neighborhood are the two-story fire station on the corner of Euclid Avenue and Bush Street, and the Jewish Community Center and UCSF Laurel Heights campus, both located near the intersection of California Street and Presidio Avenue. Although the public and institutional uses within these buildings are reflected through their diverse building styles, they are modest in height and scale and, therefore, relate easily to the mix of older and contemporary residential buildings in the area. A number of historic older residential homes, centered at Baker and Pine Streets, also add to the unique visual quality of the project vicinity. They are discussed further in Section IV.D, Cultural and Paleontological Resources.

One block the south of the project and beyond a row of low- to mid-rise residential buildings is Geary Boulevard and The City Center shopping center beyond. Geary Boulevard is a heavily traveled thoroughfare which dominates the neighborhood and forms its visual edge. Closest to the project site at the corner of Presidio Avenue, Geary Boulevard exists as a subterranean tunnel with an at-grade intersection above. The City Center shopping center extends for approximately

one block along the southern side of Geary Boulevard and consists of several chain retail establishments, which appear as one large, multi-level concrete structure lacking distinct architectural details.

Public Open Spaces

Public open spaces give a neighborhood its identity and focus, and can provide visual relief from the built environment. Two parks and open spaces are located within ¼ mile of the project site, including the Bush and Broderick Mini-park (a 0.2-acre public park located on Bush Street, between Broderick and Baker Streets, about three and a half blocks northeast of the project site) and the Laurel Hill Playground (an approximately 1.5-acre public playground located near the intersection of Collins and Euclid Streets, about three blocks west of the project site). The project site is not visible from either of these parks due to intervening development, such as the residential apartment buildings on the west side of Masonic Street, just south of Bush Street, and development on the project block, just east of the project site, which obstruct public views of the project site from these nearby parks.

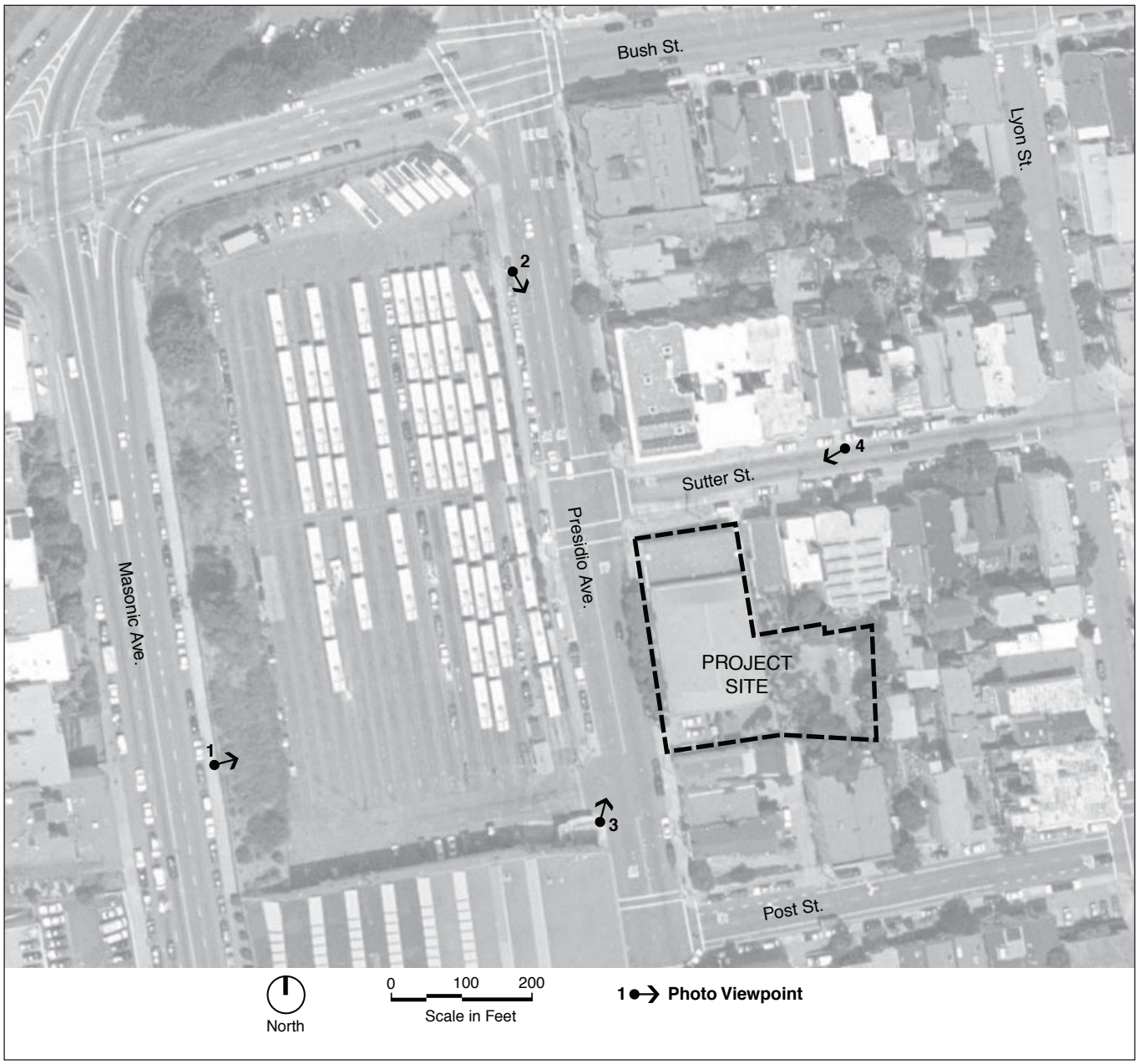
Due to the dense surrounding neighborhood and the sloping topography, the project site is not immediately visible from any other public open spaces in the Western Addition and surrounding neighborhood, such as the Presidio Library Mini-park (about five and a half blocks north of the project site) and the Clay Street Mini-park (about six and a half blocks north of the project site), or areas beyond. Certain portions of the project site may be visible from more elevated public or quasi-public open spaces located to the southwest, such as the University of San Francisco on Fulton Street, about ten blocks southwest from the project site. However, from this distance, the project site is not immediately discernable from its densely built-out, urbanized surroundings.

Views

Views of the Site

Photos are included in this section to demonstrate the publicly accessible short-range, medium-range, and long-range views of the project site, and are indicated on **Figure 13** on page IV-14 Viewpoint Location Map. For purposes of analysis in this EIR, short-range are views from public vantage points of locations to a distance of 0.25 miles; medium-range are views from public vantage points of locations to a distance of 0.25 miles to 0.50 miles; and long-range are views from public vantage points of locations at a distance greater than 0.50 miles. The photographs, and corresponding visual simulations, are presented as **Figures 14** through **17** (Existing and Proposed Views from Viewpoints 1 – 4) on pages IV-15 through IV-18. Although only short-range and medium-range views are shown in visual simulations, long-range views are also discussed below.

The Urban Design Element of the *San Francisco General Plan* classifies some streets with relation to the quality of street views that are available from vantage points along those streets. In the project vicinity, Sutter Street, from Presidio Avenue to Baker Street, is classified as having "Good Quality of Street Views"; Post Street, between Presidio Avenue and Lyon Street is also classified as having



SOURCE: Environmental Vision

800 Presidio Avenue . 206386

Figure 13
Viewpoint Location Map

Existing view from Masonic Avenue looking east

Visual simulation of proposed project

800 Presidio Avenue . 206386

SOURCE: Environmental Vision

Figure 14
Existing and Proposed Views
from Viewpoint Location 1

Existing view from Presidio Avenue looking south

Visual simulation of proposed project

800 Presidio Avenue . 206386

SOURCE: Environmental Vision

Figure 15
Existing and Proposed Views
from Viewpoint Location 2

Existing view from Presidio Avenue looking north


Visual simulation of proposed project

800 Presidio Avenue . 206386

SOURCE: Environmental Vision

Figure 16
Existing and Proposed Views
from Viewpoint Location 3

Existing view from Sutter Street looking west


Visual simulation of proposed project

800 Presidio Avenue . 206386

SOURCE: Environmental Vision

Figure 17
Existing and Proposed Views
from Viewpoint Location 4

"Good Quality of Street Views"; Post Street east of Lyon Street intersection is classified as having "Average Quality of Street Views; " and Geary Boulevard, between Collins Street and Baker Street (several blocks southwest to southeast of the project site) is characterized as having "Important Street View for Orientation," with the segment east of Masonic Avenue also classified as having "Excellent Quality of Street Views."

Presidio Avenue

Given the dense, urban character of the vicinity, and the relatively low-rise character of the buildings on the project site, the existing Booker T. Washington Community Services Center structure is visible primarily from publicly accessible areas, such as sidewalks, immediately adjacent to the project site and from publicly accessible areas approximately one to two blocks from the project site. Available views of the project site from Presidio Avenue are considered short-range and are discussed below. (Views of the project site from Masonic Avenue, which are considered medium-range, are also available and are discussed further below).

Views of the project site from Presidio Avenue, mid-block between Sutter Street and Bush Street, looking south toward the project site are presented in **Figure 15** on page IV-16. From this vantage point, the existing building's northwest corner is visible, including features such as the horizontal bands around the building's parapet, a portion of the Sutter Street façade mural, and a partial profile of the barrel arch roof. The majority of the building's Presidio Avenue façade is obscured in this view by existing street trees. While a portion of the building is visible from this vantage point, the view is largely dominated by the larger four-story residential building across Sutter Street from the project site, by the overhead wires and street poles (utility infrastructure) that exists along Presidio Avenue and Sutter Street and by the Presidio Avenue corridor, terminating in the distance with the view of The City Center at Geary Boulevard.

Views of the project site from the western side of the Presidio Avenue sidewalk (diagonally across from the project site) are illustrated in **Figure 16** on page IV-17. From this vantage point, northeasterly views reveal the existing building's unadorned windowless south façade and portions of the obscured Presidio Avenue façade and portions of the gymnasium's barrel arch roof. The small parking lot to the south of the community center is also visible from this viewpoint. The community center building appears visually distinct within its surroundings, as it is separated from the adjacent building to its south by the small parking lot and because the Presidio Avenue façade is almost completely obscured by mature street trees. However, the street remains a dominant element from this vantage point, given its width and open expanse of asphalt, relatively narrow sidewalks, and vegetated screening along the northern side of Presidio Avenue, as well as a lack of a consistent street wall on the southern side. The existing structure on the project site, as well as the buildings that surround it along Presidio Avenue, blocks any views that might otherwise be available of downtown office buildings or areas beyond to the east.

Sutter Street

Views of the project site are also available from Sutter Street, mid-block between Presidio Avenue and Lyon Street, looking west. This view is presented in **Figure 17** on page IV-18. Looking up toward the project site from a lower elevation along Sutter Street, the building's

Sutter Street façade is visible, including the partially submerged floor along the building's eastern subgrade edge. The building is slightly obscured by a MUNI bus shelter and a street tree in front of the adjacent building. However, most of its features, such as the multi-pane metal sash windows, the exterior wall mural, and side gate entrance are visible. Partially due to the sloping topography and the visual appearance of objects in the distance appearing to be smaller than those in the foreground, the existing community center building appears to be roughly similar in scale with the other surrounding uses, including the one-story single-family home adjacent to the east and the larger three-story residential structure located further to the east. The existing building on the site does not appear prominent from this location; instead, the westerly view toward the site is dominated by the Sutter Street right-of-way, a network of utility poles and wires, and the row of multi-family apartment buildings in the distance along Masonic Avenue.

Masonic Street

A portion of the project site is visible in easterly views from Masonic Street sidewalk, which is at an elevation 25 feet higher than the elevation of the project site (medium-range). This view is presented in **Figure 14** on page IV-15. Views of the project site looking east toward downtown reveal the barrel arch roof of the existing building as its most prominently visible feature, as well as full views of the northern portion of the Presidio Avenue building façade, although the existing building remains an unobtrusive element in the sweeping panoramic views of the downtown skyline from this vantage point. Looking directly at the project site from this location, some of the horizontal bands that encircle the building's parapet are also visible from this mid-range vantage point, although much of the façade is obscured by the existing street trees. In the distance, long-range views of downtown, Russian Hill and Nob Hill are visible above the existing building in the middle of the field of view. Long-range views of the East Bay Hills in the background are visible to the right field of view. The foreground of this view is dominated by the MUNI yard surface parking lot, which contains parked busses, parked automobiles belonging to MUNI employees, and overhead wires, and conveys a somewhat industrial character.

Other views of the project site not depicted in this report are also available from vantage points around the project vicinity, including along other portions of Presidio Avenue, Sutter Street, and Masonic Avenue. The views from these areas would be generally similar to the views described above and would consist of the building's Presidio Avenue or Sutter Street facades, including the view of the roofline and the surrounding vegetation.

Light and Glare

Sources of light and glare in the neighborhood around the project site are generally limited to the interior and exterior lights of buildings and lighting from street lights and to spillover lighting from the MUNI Presidio Yard bus storage depot. These sources of light are typical of those in a developed urban area. In addition, cars and trucks traveling to, from and within Western Addition neighborhood, particularly along Presidio Avenue, represent a source of glare.

Impacts

Significance Criteria

A project would have a significant impact if it would:

- Have a substantial adverse effect on a scenic vista;
- 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;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties.

The significance determination is based on consideration of the extent of change related to project visibility from key public vantage points, presented in the Setting as well as the degree of visual contrast and compatibility in scale and character between proposed project elements and the existing surroundings, and the sensitivity of the affected view. It is also recognized that judgments with regard to visual quality are somewhat subjective in nature, and may differ from person to person, and from viewpoint to viewpoint.

Impacts

Visual Character and Views

Impact AE-1: Implementation of the proposed project would alter the visual character of the project site and the immediate vicinity. (Less than Significant)

As discussed in Chapter II, Project Description, the proposed project would result in the removal of the existing BTWCSC building and its replacement with a new mixed-use structure consisting of a larger community services center on the southern portion of the site and a five-story residential component on the northern portion of the project site.

The proposed mixed-use structure would be constructed in a contemporary architectural style. As noted throughout this EIR, the building would be broken into two volumes, each volume expressing the building's two uses. The residential component of the structure would have a ground floor podium, which would be comprised of hardie plank siding, metal panels, and aluminum frame windows. The façade of the second through fifth floors would be flush with the base along the Presidio Avenue façade. The residential component would be clad in cement plaster and colored metal spandrel panels below the aluminum frame windows. Windows would be vertically stacked along the Presidio Avenue façade and a part of the Sutter Street façade. At the corner, the windows would extend beyond the plaster façade at the Sutter Street side. The

metal cornice would project above the roofline, creating a cap for the building similar to other surrounding buildings in the neighborhood.

The community center component of the building, which would extend to about 40.5 feet in height from Presidio Avenue, would be separated from the residential portion by an approximately 10-foot wide metal panel. The footprint of this portion of the building would extend further east than that of the residential building (see **Figure 2**) and would consist of two stories (one single-height and one double-height) atop a one-story podium. The majority of the west and east facades of the community center portion of the building would be comprised of double-paned glass, with metal paneling to provide some framing and separation. The glass would be partially opaque and would not provide clear views into the interior of this part of the building. The north and south walls would be clad in plaster.

At 55 feet in height along Presidio Avenue, the proposed project would be larger in footprint (by about 63 percent) and taller than the existing structure it proposes to replace (by about 200 percent from Presidio Avenue or about 150 percent from the rear yard). Compared to the existing building on the site, the new building would be more massive and more noticeable on the project site, despite the existing structure's unique roofline and decorative wall murals.

The proposed building would also be taller than the buildings immediately adjacent to it. For instance, the structure just east of the project site at 2755 Sutter Street is a one-story single-family home. Partially due to the topography of the project site, which slopes steeply eastward from its highest elevation along Presidio Avenue, the proposed project would appear bulky when viewed in combination with this structure and somewhat loom above it at the crest of the block. Similarly, the structure just to the north of the project site is a two-story residential building. The project would also appear relatively large when juxtaposed with this building. Although the articulation of the proposed building such that it would appear as two distinct masses would help to break it up into two smaller components than if it contained one continuous street wall along Presidio, the project would nevertheless be noticeably larger and taller than the buildings that border it.

Although clearly larger and taller than other buildings on the project block or in the immediate vicinity, the new structure would be generally consistent with the overall dense and urban visual character currently found in the larger project area. As discussed in the Land Use, Plans, and Policies section, several four-story residential structures exist along Presidio Avenue and Sutter Street. Other relatively large public and retail uses in the project vicinity include the MUNI Presidio Yard bus storage structure and The City Center shopping center at Geary Boulevard and Masonic Street. The proposed new construction would be taller than some of these buildings as well, but the differences in height and size would be less pronounced than with the adjacent structures described above. When considered within the larger context of the project area (extending two block in each direction, for instance), the proposed structure, although taller and more massive than its immediate neighbors, would be generally compatible in scale with many of the buildings in its general vicinity. An increase in building height and massing on the project site would not, by themselves, result in a significant adverse change with regard to visual quality.

In terms of project's impacts on quality of views as characterized by the Urban Design Element of the *San Francisco General Plan*, the proposed project would not be expected to demonstrably diminish the "Good Quality of Street Views" currently available along Sutter (along the site's northern façade) or Post Streets. This is because the proposed building, while larger than the existing building on the site, would be of modern design and consistent with the types of structures that already exist in the project area. The project would not be so large that it would block views substantially enough along Sutter or Post Streets to cause a change their "view quality" classification. The project would also have no effects on views along Geary Boulevard segments classified as having "Important Street View for Orientation" or "Excellent Quality of Street Views" because the site is too far from these segments to cause any noticeable impacts.

Furthermore, the segments of Presidio Avenue and Sutter Street which are near the project site are not identified by the Urban Design Element of the *General Plan* as streets "important to perception of the city" or "streets important for their quality of views."

With implementation of the proposed project, street-level uses near the intersection of Presidio Avenue and Sutter Street would intensify and would generate additional pedestrian traffic ("eyes on the street") as compared to the current conditions. Given the urbanized location of the site with a range of building heights, scales and architectural character, the visual change associated with the proposed project would not substantially degrade the existing visual character of the area.

In terms of vegetation, the proposed project would remove the seven mature street trees that are planted adjacent to the building on the Presidio Avenue side. Seven new street trees would be planted along the site's western edge. While newer plantings would be smaller and have less foliage than the mature street trees they would replace, they would mature over time. Such changes to the existing vegetation would have a less-than-significant affect the existing visual character of the site.

In summary, a new building and the increase in development density and height on the project site, while noticeable from the immediate surrounding context, would not substantially degrade the existing visual character or scenic resources of the site or its surroundings. In addition, the residential character of the building's architectural massing and materials, combined with the proposed setbacks along its eastern and southern elevations would help to break down the building's mass and would generally be compatible in aesthetic character with the adjacent smaller-scale residential uses. As such, no significant impacts to visual character are anticipated.

Impact AE-2: Implementation of the proposed project would alter public views of and through the project site from public vantage points. (Less than Significant)

While aesthetic impacts are inherently subjective, the implementation of the proposed project would alter the existing views from public viewpoints along the sidewalks adjacent to and in the vicinity of the project site, because a new five-story, mixed-use building would be developed on the project site that would replace a smaller two-story recreational building. As described further below, the proposed project would alter some of the existing views available from public areas, such as sidewalks, along Presidio Avenue, Sutter Street, and Masonic Street. However, based on the

classification of these streets in the *General Plan*, such views are not generally considered scenic. While the proposed changes would be noticeably different from the existing structure on the site, changes to existing views would not be considered adverse since the proposed changes would not substantially degrade the quality of views currently experienced by the public. Furthermore, the project would not damage any important scenic resources, as none are present in the project area. A summary of the potential changes to existing public views resulting from implementation of the project is provided below. Visual simulations are provided on pages IV-15 to IV-18.

Presidio Avenue

A simulated short-range view of the site under project conditions from Presidio Avenue, mid-block between Sutter Street and Bush Street, is shown in **Figure 15** on page IV-16. As discussed above, existing views from Presidio Avenue include the existing building's northwest corner and features such as the horizontal bands around the building's parapet, a portion of the Sutter Street façade mural, and a partial profile of the barrel arch roof. The majority of the building's Presidio Avenue façade is obscured in this view by existing street trees. This view is generally dominated by the open expanse of asphalt, with overhead wires and street poles also visible.

With project implementation, the new building would visually define the character of the built environment at this intersection. The features of the building that would be seen from this location are similar to those described above, and would include hardie plank siding, cement plaster, metal spandrel panels, and aluminum frame windows of the residential portion of the building, and the large windows and metal paneling of the community center portion of the building. The proposed building would not obscure the existing views of the Presidio Street corridor, as views of residential buildings south of the project site and The City Center structures would continue to be available. Although the proposed building would be larger than other buildings along Presidio Avenue and would significantly change the appearance of the project site from this vantage point, it would not degrade the quality of this views as compared to what is currently experienced by the general public.

Figure 16 on page IV-17 simulates short-range views of the site under project conditions from the western side of the Presidio Avenue sidewalk (diagonally from the project site). Existing views from this vantage point reveal the existing building's unadorned, windowless south façade and portions of the obscured Presidio Avenue façade and portions of the gymnasium's barrel arch roof. The small parking lot to the south of the community center is also visible from this viewpoint.

With the implementation of the proposed project, the proposed building would be dominate in this view. Features of the new building that would be prominently visible from this location include the architectural separation between the residential and community center components, hardie plank and cement plaster siding, metal panels, aluminum frame windows and the recessed windows on the gym levels. The proposed project would form a gradually escalating street wall on the eastern side of Presidio Avenue when combined with the existing building to the south. The building would appear as the tallest structure along the Presidio Avenue eastern street wall, which would become continuous given the removal of the existing surface parking lot. Medium-range views of the four-story residential building across Sutter Street would continue to be

available. From this location the proposed project would not obscure views of downtown or any other areas of the city, as none are currently available. The proposed project would clearly intensify development at the site as viewed from this location and would substantially change views from this vantage point, but such changes would not be considered substantial or adverse as they would not be degrading or obstructive in nature.

Sutter Street

Figure 17 on page IV-18 simulates short-range views of the site under project conditions from Sutter Street, mid-block between Presidio Avenue and Lyon Street, looking west. Under existing conditions, the building's Sutter Street façade is visible from this vantage point, including the partially submerged floor along the building's eastern subgrade edge. The building is slightly obscured by a MUNI bus shelter and a street tree in front of the adjacent building. However, most of its features, such as the multi-pane metal sash windows, the exterior wall mural, and side gate entrance are visible. The Urban Design Element of the *General Plan* classifies this portion of Sutter Street as having "good" public views.

With the implementation of the proposed project, from this location, the Sutter Street façade and portions of the building's eastern façade would be visible, including windows, colored panels, and the garage entrance as is the case under existing conditions. Only the residential component of the proposed building would be visible, and would appear considerably larger than the one-story residential home adjacent to it to the east. Moreover, due to the Sutter Street's sloping topography, the building would appear even larger against the sky in the background in westerly views when compared with other surrounding structures than is the case under existing conditions; changes in easterly views would be less pronounced given Sutter Street's downward, easterly slope. As under the existing conditions, the proposed project would be built to property line along Presidio and Sutter Streets. The apartment buildings along Masonic Avenue would still be visible in the distance under project conditions. While the building would substantially alter the visual character of the project site and appear considerably larger than the one- and two-story buildings adjacent to it, it would not block any scenic views or degrade any scenic resources as viewed from this location. It would also not reduce the quality of public views along Sutter Street, and the "good" classification would still apply.

Masonic Avenue

Figure 14 on page IV-15 simulates medium-range views of the project site from the Masonic Street sidewalk, one block west of the project site, with the proposed changes illustrated. As discussed above, existing views from Masonic Avenue are mostly limited to the barrel arch roof of the existing building and the northern portion of the Presidio Avenue building façade, with much of the façade obscured by the existing street trees. From this vantage point, long-range views of downtown, Russian Hill and Nob Hill are also visible above the existing building.

With the proposed project, the primary Presidio Avenue façade of the new building would be clearly visible. It would be broken up into residential and community center components (the former about 55 feet in height and the latter about 40 feet in height). Such views would include all of the main architectural features, such as hardie plank and cement plaster siding, metal

spandrel panels, and aluminum frame windows of the residential portion of the building, and the large windows and metal paneling of the community center portion of the building. The two components would appear as separate but related structures from this vantage point. A view of the proposed seven street trees in front of the proposed buildings would also be available, although the landscaping would likely be less dense than under the existing conditions, allowing a greater portion of the primary façade to be observed. Overall, the project site would appear considerably different from how it is currently perceived.

Other than the tops of the Transamerica Pyramid and the Bank of America buildings, limited views of the financial district would be available with the implementation of the project, although parts of downtown, Nob Hill, and Russian Hill would remain visible. The foreground of this view would continue to be dominated by the MUNI yard surface parking lot. The proposed structure would appear noticeably larger and taller in this viewshed than the existing community center on the site. It would also alter the visual character of the project site because it would introduce a building between two to four stories taller than the buildings in the immediate vicinity. At five stories or about 55 feet in height along the Presidio Avenue facade, the proposed new mixed-use building would be taller and bulkier than many of the other buildings in the area. As seen within the larger neighborhood context from this vantage point, the project would be more apparent in mid-range views though visually compatible with the range of building heights in the project area, which contains other moderately-scaled structures (discussed above). Long-range views of the East Bay would continue to be available under project conditions, as would easterly views of Russian Hill and Nob Hill. While views of downtown office buildings would be mostly obscured from view at this location, such views of downtown are common throughout San Francisco due to the undulating topography which offers glimpses of highrise buildings from many locations east and south of downtown. In addition, existing views from viewpoints north and south of the simulated viewpoints on Masonic Avenue would remain generally unchanged, such as views from Masonic Avenue and Euclid Street, and Masonic and Geary Avenues. Therefore, the proposed project would not have a significant adverse visual impact on views or vistas from this viewpoint.

Impact AE-3: Implementation of the proposed project would alter views of and through the project site from certain private vantage points. (Less than Significant)

Construction of the proposed project would interrupt or alter some existing private views currently available to nearby residences. These include short- and medium range views from the following private locations: multi-unit residential buildings located across Sutter Street from the project site (at and near the corner of Presidio Avenue); multi-unit residential buildings located on the western side of Masonic Avenue, approximately 500 feet west of the project site; and residences located next to the project site on Sutter Street and Presidio Avenue.[5] With project implementation, changes to private views would differ based on proximity from the project site, quality of the view currently experienced, and relative sensitivity of the viewer. Nevertheless, such views could be perceived as undesirable consequences for affected residents who are used to the existing visual conditions.

[5] In the case of homes adjacent to the project site, views of the project site from these locations are from side or rear windows that face the project lot, not from primary windows that face the streets.

From the multi-unit residential buildings across Sutter Street (772 Presidio Avenue and 2780 Sutter Street) existing views of the project site are experienced from the south-facing windows. The existing views of the one-story building would be replaced with views of the Sutter Street façade of the new five-story building (plus one partially submerged floor). Views of the Presidio Avenue corridor may also become obstructed. From upper stories, the community center portion of the proposed building, as well as the terraced back yard, may also become visible. Overall, from these private vantage points, the proposed building would occupy the foreground views. In addition, the proposed extension of the gym level 24 feet into the rear yard beyond the eastern façade of the existing building may foreshorten some private views currently experienced from these buildings, which now include views of the rear yard open spaces.

The multi-unit residential buildings on Masonic Avenue have east-facing windows that provide views similar to but possibly more-encompassing than those provided from public sidewalks along Masonic Street (see discussion above). With project implementation, the proposed building would be clearly visible and some views of downtown may become obstructed. However, most other views from locations northward or southward from their specific viewpoint on Masonic Avenue would likely remain unchanged and this impact would be considered less than significant.

Private Views

Views of the project site from the side windows of the adjacent Sutter Street residence are currently limited to views of the setback between the two lots as well as views of the eastern (unadorned) façade of the existing community center. With project implementation, these views would be replaced with views of the eastern façade of the residential component of the new building, although the existing setback (of approximately 8 to 10 feet) would be maintained. In addition, westerly views of the sky from this vantage point may also become limited as the new five-story (plus one partially submerged floor) structure would dominate westerly views from this building.

From private residences, the proposed project could block views of surrounding buildings, sky and the block's rear yard open space(s). Reduced private views from some nearby residences (2731-2755 Sutter Street, 2638-2646 Post Street, and 842-844 Presidio Avenue) would be an unavoidable consequence of the proposed project and could be an undesirable change for some residents. Given the project's dense urban setting and limited extent of reduction in private views, the proposed project's impact on private views would not be considered a potentially significant environmental impact.

Light and Glare

Impact AE-4: The proposed project would increase light and glare at the project site. (Less than Significant)

The project site would be incrementally more noticeable at night than with existing conditions because the project would introduce a larger building and more residential- and community center-related lighting to the site, visible through windows and at building entries. Exterior

lighting at building entryways would be positioned to minimize glare, and lighting would not be in excess of that commonly found in urban areas. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, environmental effects of light and glare due to the project would not be significant.

Summary Conclusions

In conclusion, implementation of the proposed project would result in changes to existing views immediately surrounding the project site boundaries. These changes would occur as a result of changes to land use (a different type of building would be visible on the project site) and changes in building heights and massing (a taller and bulkier building would be constructed on the project site as compared to existing conditions). Implementation of the proposed project would not result in a substantial adverse effect on scenic views of the area from public vantage points. Therefore, impacts related to views would be considered less than significant.

Implementation of the proposed project would not damage scenic resources, nor degrade the existing visual character of the project site or its surroundings, nor would it generate substantial new light or glare that would adversely affect views or other properties. Thus, impacts to visual quality would be considered less than significant.

The proposed project would require establishment of the Presidio-Sutter SUD of the subject property's existing height and bulk district such that the proposed project could be accommodated. The new zoning and height designations would increase the building envelope that would be permitted on the site to accommodate the project as proposed. As no significant impacts associated with views, visual character or light and glare were identified with the proposed project, the proposed rezoning, which would indirectly allow for the physical changes described in this analysis to occur, would also have no significant impacts to visual quality or urban design.

Cumulative Impacts

Impact AE-5: The implementation of the proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in a less-than-significant cumulative impact to visual resources. (Less than Significant)

The geographic context for the cumulative impacts analysis for visual quality and urban design includes past, present and reasonably foreseeable projects in the Western Addition neighborhood. Reasonably foreseeable projects in the site's vicinity include the potential redevelopment of the Westside Courts housing project, located at 2501 Sutter Street, two blocks east of the subject property. Although the San Francisco Housing Authority has filed no formal application for this project with the City, it is anticipated that this project (which would be a private-public partnership) would include a mix of public housing, affordable housing, and market-rate rentals, as well as a limited number of homes.[6] No specific building massing studies or proposed architectural designs for the potential redevelopment of the Westside Courts were available at the time of publication of this EIR.

6 http://westsidecourts.com/, viewed March 23, 2010.

The proposed project, in combination with any proposed redevelopment activities at the Westside Courts site would not contribute considerably to significant aesthetic impacts, given the distance between these two sites and the fact that both projects would not be visible in a combined or panoramic viewshed. The Westside Courts project would be located several blocks to the east of the project site. While it could result in a substantial change in visual character to that block and the immediately surrounding vicinity, it would not be expected to demonstrably alter views experienced near the 800 Presidio Avenue project site. Furthermore, although the Westside Courts project could also alter the visual character of that block, it would likely have no substantial impacts on the character of the project block, since these locations are about three blocks apart. Since the proposed project would not substantially degrade the existing visual character of the area or substantially obscure any public views immediately surrounding the project site, no significant cumulative visual impacts resulting from the project are anticipated to occur.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

C. Population and Housing

Setting

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 is limited, and because land and development costs are high. An estimated 330,000 households resided in San Francisco in 2000. By 2025, the number of households are expected to increase by 35,000 in San Francisco, nearly an 11 percent increase.[7] San Francisco's employment is projected to grow from about 635,000 employees in 2000 to about 760,000 employees in 2025, an increase of 20 percent.[8]

During the period of 1990-2000, the number of new housing units completed citywide ranged from a low of about 380 units (1993) to a high of about 2,065 units (1990) per year. The citywide annual average over that 11-year period was about 1,130 units. In June 2008, the Association of Bay Area Governments (ABAG) projected regional needs in the San Francisco Bay Area Housing Needs Plan 2007-2014. The jurisdictional need of the City through from 2007 through 2014 is 31,193 dwelling units, or an average need of 3,899 net new dwelling units per year.

Impacts

Significance Criteria

The project could have a significant effect on the environment if it would:

- 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);
- Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

7 San Francisco Planning Department growth forecasts, cited in *Eastern Neighborhoods Rezoning and Area Plans EIR*, Case No. 2004.0160E; Final EIR certified August 7, 2008.

8 Planning Department growth forecasts, cited in Note 7.

In general, if a project would result in none of the foregoing, it would not have a significant impact with respect to population and housing. If the project would result in one or more of the foregoing changes, then further analysis would be necessary to determine if the change would result in a physical alteration such that the environment would be adversely affected.

Impact Analysis

Impact PH-1: The project would neither induce substantial population growth, displace existing housing or people, nor create substantial demand for additional housing, either individually or cumulatively. (Less than Significant)

As noted above, providing new housing to meet San Francisco's strong demand – especially affordable housing – is particularly difficult because the amount of available land is limited and land development costs are relatively high. The proposed project would add a total of 47 residential units to the City's housing stock, helping to meet this need. Furthermore, up to 24 residential units would be designated below market rate (BMR) rental housing for emancipated foster youths (at up to 60 percent of AMI while the remaining 23 residential units would be BMR units (also at up to 60 percent of AMI).

The proposed project would not displace any residences, since no residential uses currently exist on the site. As described in the Project Description, the existing structure on the site is currently occupied by the BTWCSC, which serves approximately 400 youths from various parts of the city. Once the project is implemented, it would serve approximately 600 youths in a variety of programs. Because the community center would be temporarily closed during estimated 18-month project construction period, the enrollees in the Center's programs would use other comparable facilities during that time. While this temporary displacement may constitute a potential hardship to affected parties for a limited period of time during construction, it would not be considered a significant displacement of current populations or services on the site.

In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not implemented. The proposed project would provide a total of 47 dwellings, of which 24 would be studio units, 7 would be one-bedroom units, and 16 would be two-bedroom units. The addition of 47 new residential units would increase the population on the site by approximately 85 persons.[9] According to the project sponsor, the number of community center employees are estimated to double from about 10 employees under existing conditions to about 20 with project conditions.[10] While noticeable to immediately adjacent neighbors, this increase in both residents and employees would not result in a substantial impact on the population of the City and County of San Francisco. The 2000 U.S. Census indicates that the population in the project vicinity is approximately 5,762 persons.[11] The proposed project would increase the population near the

9 The project site is located in Census Tract 154, which is generally bounded by California Street to the north, Baker Street to the east, Geary Boulevard to the south, and Arguello Boulevard to the west. The population calculation is based on Census 2000 data, which estimates 1.81 persons per rental unit in Census Tract 154.

10 Personal Communication, Pat Scott, BTWCSC, with Tania Sheyner, ESA, May 17, 2010.

11 The population estimate is based on data from the 2000 Census for Census Tract 154.

project site by an estimated 1.5 percent, and the overall population of the City and County of San Francisco by less than 0.01 percent.[12]

This population increase would not be a significant effect on the environment because the project site is within a densely developed urban area. As discussed in Chapter IV.A Land Use, while noticeable to immediately adjacent neighbors, this increase would not substantially change the existing area-wide population characteristics, and the resulting density would not exceed levels that are common and accepted in urban areas such as San Francisco. Construction of the project would not be expected to generate substantial growth or concentration of population in the project area, which is already populated with single- and multi-family residential buildings and contains the existing BTWCSC.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

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[12] This calculation is based on the estimated Census 2000 population of 776,733 persons in the City and County of San Francisco.

D. Cultural and Paleontological Resources

Introduction

Cultural resources include paleontological resources, archaeological resources and historical (architectural) resources.

Evaluation of the potential for proposed projects to affect "historical resources" is a two-step process; the first step is to determine whether the property is an "historical resource" as defined in Section 15064.5(a)(3) of the State CEQA Guidelines, and, if it is an "historical resource," the second step is to evaluate whether the action or project proposed by the sponsor would cause a "substantial adverse change" to the "historic resource."[13] These steps are discussed in detail in the Planning Department's Preservation Bulletin No. 16, entitled *CEQA Review Procedures for Historical Resources*.

Setting

Paleontological Resources

There are no known paleontological resources (fossils) at the project site. As described in the geotechnical report prepared for this project, the project site is underlain by a layer of historic fill ranging in depth from 5 to 10 feet below ground surface (bsg), which is underlain by clay and silt deposits ranging from 18 to 41 feet bsg.[14] The fill, sand, clay, and silt deposits and do not typically contain paleontological resources.

Archeological Resources

An archaeological assessment has been prepared for the proposed project to addresses the prehistoric, historic, and natural formation contexts of the project site, the potential for archaeological resources to be present, and the eligibility of the expected resources for listing to the California Register of Historical Resources (CRHR).[15] Similar to much of San Francisco, the site was covered by sand dunes for most of the city's history and prehistory. The site was not developed until the late 1880s or early 1890s when a street car repair and/or storage facility was constructed for the Sutter Street Cable Company, consisting of a one-story "car house" and surrounding work areas, a one-story commercial establishment, and a two-story building with residential uses on the second floor and commercial uses on the ground floor. The property site remained unchanged until about 1899, when a saloon replaced the store space. These prior uses

13 San Francisco Preservation Bulletin No. 16, (see footnote 18, p. 35); pp. 1-2.

14 Treadwell and Rollo, *Geotechnical Investigation, 800 Presidio Avenue*, May 7, 2008. This report is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

15 Dean, Randall. *Memorandum: Archaeological Sensitivity, 800 Presidio Avenue*, September 16, 2008. This memorandum is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

were likely abandoned after the 1906 Earthquake and Fire, because by about 1913, the northern portion of the project site contained vacant buildings, while the rest of the site consisted of a vacant lot. Maps from 1929 and 1950 show the property as entirely vacant. The existing community center building was built in 1951, with no observable land use changes since this time. During the first half of the 20th century, the lot to the west contained a large cemetery. By 1955, the cemetery was replaced with a large parking lot (presumably the existing bus storage depot across Presidio Avenue from the project site).

Historical Resources

National Register of Historic Places / California Register of Historical Resources

The National Register of Historic Places (National Register) is the official U.S. government list of properties that have architectural, historical or cultural significance at the national, state or local level. The California Register is an inventory of significant architectural, archeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-eligible properties are automatically listed in the California Register.

In order to be eligible for the California Register, a resource (building, site, object, structure, or district) must meet at least one of four criteria, and must also retain sufficient integrity. The four criteria are: (A) association with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; (B) association with the lives of persons important to local, California, or national history; (C) the embodiment of the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or (D) the resource has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Integrity encompasses seven aspects: location, design, setting, materials, workmanship, feeling, and association (with an important historic person and/or event).

Properties listed or under review by the State of California Office of Historic Preservation (OHP) are assigned a California Historical Resource Status Code of "1" to "7" in order to establish their historical significance in relation to the National Register or California Register. (That a property does not have a status code does not necessarily indicate the property is ineligible for listing; more often, this simply reflects the fact that a property has not been assessed for eligibility for the National Register or California Register.) Properties with a listing of "1" or "2" are eligible for listing in either California Register or the National Register, or are listed in one or both of the two lists. Properties with a "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties with a "5" are typically locally significant or are of contextual importance. Designation of "6" means that the property is not eligible for listing (frequently only as to the National Register; some such properties may be eligible for the California Register), while a designation of "7" means that a property either has not been

evaluated or requires re-evaluation.[16] Properties rated 1 – 5 are considered to be historical resources for the purposes of CEQA.

Properties are assigned California Register status codes when they are evaluated. These evaluations may occur for various purposes. For example, buildings may be assigned tentative status codes as part of a "Section 106 review" (pursuant to the National Historic Preservation Act), or as part of another type of project-specific historical resources evaluation; once these ratings are accepted by OHP, they are recorded as such in OHP's database, which is disseminated to various state offices of the California Historical Resources Information System (CHRIS).

In 1979, under the auspices of the "SOHP [State Office of Historic Preservation] Minority Survey," a two page Historical Resources Inventory (Form DPR523) was prepared for the BTWCSC. This DPR523 record very briefly describes the property and its significance, and identifies a National Register/California Register Status Code of "6," indicating that the resource was determined ineligible for the National and California Registers. The BTWCSC was less than 50 years old at the time of the survey.

The Planning Department considers as historical resources those properties listed in or determined eligible for the California Register (including properties listed in or eligible for listing in the National Register of Historic Places) and resources listed in an adopted local historic register. According to Planning Department CEQA historical resources review procedures, adopted "local historic registers" include *Planning Code* Articles 10 and 11 and resources listed as National or California Register-eligible in four specific local surveys adopted by the Board of Supervisors or Planning Commission: the 1968 book *Here Today*,[17]adopted by Board of Supervisors resolution in 1970; the Dogpatch Survey, endorsed by Planning Commission motion in 2001; the Central Waterfront Survey, endorsed by Planning Commission motion in 2002; and the North Beach Survey, adopted by Board of Supervisors resolution in 1999. Other potential historical resources generally require further consideration prior to their status being confirmed. Planning Department historical resource review procedures state that, for various types properties, including buildings more than 50 years old that are proposed for demolition, "additional research will be required to determine whether they meet the California Register criteria and qualify as 'historical resources' for the purposes of CEQA."[18] This further research will, in some cases, result in a property not previously identified as a historical resource being determined to be such a historical resource for CEQA purposes. As stated in Section 15064.5(a)(4) of the State CEQA Guidelines, "The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources…, or identified in an

16 The State Office of Historic Preservation (SOHP) adopted new California Historical Resource Status Codes in 2003. Previously, a designation of "4" indicated that a property had the potential, if some circumstance or event was to happen in the future, to become eligible for the National Register. Thus by definition, resources identified as "4"s were not eligible for the National Register. Yet under CEQA, they were presumed to be historical resources. OHP plans to convert all former "4"s to either a 7N or 7N1, whichever is appropriate, to signify that these resources need to be reevaluated using current standards and applying both National Register and California Register criteria.

17 *Here Today, San Francisco's Architectural Heritage*. Text by Roger Olmsted and T. H. Watkins, San Francisco, CA, Chronicle Books, 1968.

18 San Francisco Preservation Bulletin No. 16, San Francisco Planning Department, "CEQA Review Procedures for Historic Resources," Draft, March 31, 2008. Available on-line at: http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=5340.; page 6.

historical resources survey … does not preclude a lead agency from determining that the resource may be an historical resource ….”

Article 10 of the San Francisco Planning Code

Adopted in 1967 as Article 10 of the San Francisco Planning Code, San Francisco Landmarks are protected from inappropriate alterations and demolitions by subjecting projects to review by the Historic Preservation Commission. San Francisco Landmarks are buildings, properties, structures, sites, districts and objects of “special character or special historical, architectural or aesthetic interest or value and are an important part of the City’s historical and architectural heritage.” Landmarks are important to the City’s vast history and help to provide significant and unique examples of the past that are irreplaceable. In addition, these landmarks help to protect the surrounding neighborhoods and enhance the educational and cultural dimension of the city. As of March 2010, there were nearly 300 individual landmarks and eleven historic districts in San Francisco. No buildings on the project site or in the immediate vicinity are designated as San Francisco Landmarks, nor are any located in a designated San Francisco Historic District.

1976 Architectural Quality Survey

The San Francisco Planning Department conducted a citywide inventory of architecturally significant buildings between 1974 and 1976, known as the *1976 Architectural Quality Survey* (or *1976 Survey*). An advisory review committee of architects and architectural historians assisted in the final determination of architectural significant ratings for the 10,000 buildings throughout the City, which became an unpublished 60-volume inventory. Both contemporary and older buildings were surveyed, and rated on a scale of “-2” (detrimental) to “+5” (extraordinary) architecturally significant. The inventory assessed architectural significance, which included design features, the urban design context, and overall environmental significance. When assigning a rating, potential historic significance was not considered. Buildings assigned a rating of “3” or higher represent approximately the best two percent of the City’s architecture. Summary ratings of “0” to “1” are generally interpreted to mean that the property has some contextual importance. Similar to the Heritage surveys, listing on the *1976 Architectural Quality Survey* provides information materials but does indicate whether a building is of historical importance. The project site building was not rated in the *1976 Architectural Quality Survey*. Four buildings on the project block (Lots 7 and 7B at 1405 Lyon Street, and Lots 1 and 22 at 2701 Sutter Street) were identified in the *1976 Architectural Quality Survey*.

Here Today

Here Today: San Francisco’s Architectural Heritage is one of San Francisco’s first architectural surveys, undertaken by the Junior League of San Francisco and published in book form in 1968. Although the *Here Today* survey did not assign ratings, the survey did provide brief historical and biographical information about what the authors believed to be significant buildings. The project site building was not listed in *Here Today*; however two buildings on the project block were identified in the book, located at 1405 Lyon Street near Post Street (Lots 7 and 7B) and 2701 Sutter street near Lyon Street (Lots 1 and 22). Although *Here Today* has not been updated, *Here Today*

was one of the first major surveys of historical architectural resources in San Francisco, and is considered by the Planning Department as an adopted local register of historical resources under CEQA because the Board of Supervisors adopted the findings of this survey. *Here Today* is a publication resulting from a five-year-long survey of historic buildings in San Francisco, San Mateo, and Marin counties conducted by the Junior League of San Francisco starting in 1968. The project site is not included in *Here Today*.

Unreinforced Masonry Building Survey

The 1992 Unreinforced Masonry Building (UMB) Survey was a reconnaissance-level survey undertaken by the San Francisco Planning Department (Planning Department) after the 1989 Loma Prieta Earthquake to evaluate the significance of the City's large stock of unreinforced masonry buildings. Between 1990 and 1992, the Planning Department surveyed more than 2,000 privately owned unreinforced masonry buildings in San Francisco. The then Landmarks Preservation Advisory Board organized the UMB Survey into three groups – Priority I, Priority II, and Priority III. The findings of this survey were published into a document entitled A Context Statement and Architectural/ Historical Survey of Unreinforced Masonry Building (UMB) Construction in San Francisco from 1850 to 1940. The project site building is not listed in the 1992 UMB Survey.

Neighborhood History

The following discussion is a summary of the project site and vicinity's history from a historical resources report prepared by professional architectural historian Mark Hulbert for the project site in 2007.[19]

The project site is located in the City's Western Addition neighborhood, which was a 19th century addition to those areas of San Francisco immediately west of Van Ness Avenue. The area was initially sparsely populated and served only by horse car lines. The area grew into a central, residential neighborhood alongside the cable cars which included three separate lines serving the Western Addition – the Sutter, Geary and California Street lines. The project vicinity, although not the project site itself, was also the location of one of the city's cemeteries, the Laurel Hill Cemetery.

The Sutter Street Railroad was one of the eight original cable car lines of San Francisco. It began serving the Western Addition in January 1877, became the Sutter Street Railway in 1887, which operated until 1902. In this year, the Sutter Street Railway merged with United Railways of San Francisco, which operated until 1906, when most of its cars, cables, and powerhouse were destroyed by the earthquake and fire. Located at the end of the western end of the line, the project site was first the location of the power house for the Sutter Street Railway, and subsequently the location of its cable car house, all of which were destroyed in the 1906 earthquake and fire.

[19] Hulbert, Mark. *Historical Resources Evaluation Report, Booker T. Washington Community Services Center*, November, 2007. Available for review at the San Francisco Planning Department, 1650 Mission Street, as part of Case No. 2006.0868E.

Historical Sanborn Maps identify the project site as the "Sutter St. Railway Co's. Car Ho[use]" in the 1886-93 and 1899 maps. By 1905, it had become the "United Railways of SF Presidio Ave. Car Ho[use]." The next Sanborn map iteration of 1913-1915 identifies the property as vacant because it had been destroyed in the 1906 earthquake and fire. This same map shows that a new electric car barn of the San Francisco Municipal Railway had been built on the parcel west of Presidio Avenue and at the corner of Geary, where it stands today.

These maps also show that by 1886, dwellings and residential flats occupied the project site vicinity much as they do today. The presence of cable cars along Sutter Street allowed for stores at the street corners and, in several cases, in mid-block locations. From 1886-1915, the blocks across Presidio Avenue and immediately west of the project site were occupied by large scale uses, such as the Laurel Hill Cemetery, which stood in and beyond what is today the Muni bus barn and yard from 1854-1946. After 1946, the cemetery's removal was approved by vote of the people of San Francisco, and these areas were developed primarily with the structures that exist today. The former site of the Laurel Hill Cemetery is a registered California Historical Landmark 760.

By 1915, these surrounding blocks were largely in filled with residential buildings, while the project site remained vacant. The 1950 Sanborn Map indicates only few changes in the residential mix of the blocks, and continues to shows the subject site as vacant. Within the next two years, however, the Booker T. Washington Community Service Center would be constructed on the project site. A brief history of the BTWCSC institution and a description of the project site building are described below.

Brief History of Booker T. Washington Community Services Center

The BTWCSC was established in 1919 as the first community center in San Francisco for African Americans. Originally located at located at 45 Farren Avenue,[20] the Center began as place where homecoming World War I African American soldiers could find recreation and entertainment, and young women could be taught sewing, millinery, and they could participate in group singing. The center is named after Booker T. (Taliaferro) Washington (1856-1915), a teacher and leader of Tuskegee Institute, who fought to abolish slavery and to provide advanced educations for African Americans during the 19th Century.

Racial segregation and the desire for advancement were the primary motives underlying the creation of the BTWCSC. The online book, *Five Views,* provides the following passage which references the BTWCSC:

> "Black men and women in the military during the First World War could not get assistance in finding housing, employment, or other needed services from general social service agencies like the Red Cross, YMCA, and YWCA. Even the military, then a segregated service, offered little assistance to its Black members and their families. The Booker T. Washington Community Services Center, Inc. was established in 1919 by Black club

[20] Farren Avenue was a north-south street between Scott and Pierce Streets, and Ellis and Eddy Streets. It has since been abandoned, and the building no longer exists.

> women in San Francisco who were concerned about the lack of social services made available to Black military personnel and their families. These women raised funds to establish and operate the Booker T. Washington Center."

Between its inception and its current location, the BTWCSC moved five times, though always within the Western Addition neighborhood where its African-American constituency was based. Immediately following World War I, the Center's first locations were at 45 Farren Avenue as described above, and then to a first floor flat at 1629 Geary Street. By 1923, the BTWCSC had relocated yet again to 1433 Divisadero Street, due to the Center's ability to purchase and renovate a building, where it remained until 1942. After 1942, the BTWCSC moved to leased quarters at 2031 Bush Street, between Webster and Buchanan. Finally, in 1952, the BTWCSC moved into its new purpose-built facility at 800 Presidio Avenue, the project site location.

According to a 1988 study of San Francisco's ethnic residents, many Blacks began moving into the Western Addition after the turn-of-the-century, and by the 1920s, many black families were clustered around Ellis and Scott Streets[21]. This text then excerpts a 1940 Works Progress Administration Writer's Program, which stated the following, "The greater number of San Francisco's 7,000 Negroes live in the neighborhood west of the Fillmore between Geary and Pine Streets," adding that "the colony's social life revolves around its handful of bars and restaurants, its one large and noisy nightclub, its eight churches of caring faiths, and the Booker T. Washington Community Center on Divisadero Street, where trained social workers guide educational and recreational activities for the children and adults."

An analysis of the BTWCSC in 1945 was directed towards the goal of a new facility, and with the intent of redirecting the center's primary programs to better suit the time and place. These overriding goals were met over the course of the next seven years, with the acquisition of a then vacant property on Presidio Avenue and Sutter Street in February of 1948, where the groundbreaking for its new building was held in December of 1951, followed by the building dedication in August of 1952.

Over the course of the years, the Center's purpose merged with the expanding population and resulting ethnicity of its neighborhood. While the kinds of training and recreational activities that the center provides have been somewhat constant, and while it has also remained in one general geographic vicinity, its constituency has integrated, in turn altering its meaning. Whereas it originated specifically as a community center for this Black community at a time of severe racial segregation and inequality, its current and relatively longstanding situation is that of a neighborhood serving recreational center largely for the use of neighborhood youths.

[21] Godfrey, Brian; *Neighborhoods in Transition: The Making of San Francisco's Ethnic and Nonconformist Communities*; University of California Press, 1988.

Associations with Important Individuals

A wide range of persons are identified as having been associated with the BTWCSC, most of whom were former presidents and directors of the Center. Notable alumni of the Center include former State Supreme County Justice Allen Boussard, former State Assemblyman and San Francisco Mayor Willie L. Brown, performer Johnny Mathis, basketball star Bill Russell, as well as O.J. Simpson, who is depicted in an interior mural dating from 1977.

One individual associated with the Center, Mr. James E. Stratten, is included in the biographical index of the San Francisco Library's History Room which is one measure of "important persons" in San Francisco. In addition to his service as Executive Director of the BTWCSC when the current property and building were acquired and developed, Mr. Stratten was the first African-American to be appointed to a grand jury (1947), as well as the first African-American to be appointed to the San Francisco School Board (1961), and the San Francisco School Board's first African-American president (1964). He served as the BTWCSC Executive Director from 1945-60.

Architects, Architectural Style, and Alterations

Based on original permit records and drawings, as well as a rendering of the proposed BTWCSC, the architect of the BTWCSC building at 800 Presidio Avenue was Lloyd Gartner, AIA, San Francisco, licensed California architect. Queries about Gartner found no other information about the life or work of Lloyd Gartner.

The style of architecture of the building is mid-20th century Modernistic, which is characterized by lean building masses, with horizontal bands of windows simply enframed, and accented with Moderne style, fluted cement panels between windows at the front elevation adjacent to the entry. Such ornamentation is limited to the building's entrance. The rear and side elevations are without any embellishment. In this modern building, form follows function, as the building masses express the character of its interior uses. For example, the low wing houses individual and small scale spaces, and the high wing with its vaulted roof shape encloses the large gymnasium space.

Aside from minor maintenance improvements over the years, the building has undergone few physical alterations since its original construction, and generally appears as it did in 1952. Both murals on the exterior and the interior are not original to the building. An interior mural was added in 1977, and the exterior mural along Sutter Street was also completed within the last 30 years.

Historical Resources in the Project Vicinity

No buildings on the project block or in the immediate vicinity are listed on any federal, state, or local registers of historical resources, or located within a designated historic district.

The historical resources evaluation report prepared for this project evaluated potential historic districts in the project vicinity at a reconnaissance level of review. The project vicinity for that evaluation consisted of the 12 blocks bound by Geary Boulevard to the south, Presidio Avenue to

the west, Pine Street to the north, and east to Broderick Street, plus the irregular blocks to the west of Presidio Avenue.

The evaluation found many older residences and rows of residential buildings within this vicinity, including many structures located at street corners that are of particular interest, similar to that found in the late-19th and early-20th century San Francisco architecture. There are also distinctive rows of residential buildings, as can be found in many older San Francisco neighborhoods.

Throughout these blocks, there are many surviving structures from the period of the late-1880s to 1915, and especially so in the northern half of the vicinity, consisting of four blocks in particular: from Sutter to Pine in the north-south direction, and east-west from Lyon to Broderick. The primary concentration of unique older residential architecture is centered at Baker and Pine Streets, located two blocks northeast of the project site.

Results of the Historical Resources Evaluation Report

The historical resources evaluation report prepared for this project found that the BTWCSC property appears eligible for listing in the California Register of Historic Resources (CRHR) under Criterion 1 (Events), due to its association with a pattern of events important to the history of San Francisco; specifically, the founding and development of a social, educational and recreational institution, the BTWCSC[22]. The institution contained within the subject property is associated with a historically significant pattern of events; the history of African Americans in San Francisco and California, and their efforts for social advancement in the first half of the 20th century via the creation of the BTWCSC as a progressive institution. The report found that the existing building itself, however, does not necessarily convey the historical events underlying this institution. Rather, what is conveyed by the current building and its programs is a mid-20th century community center serving its urban locale.

The BTWCSC does not appear eligible for listing in the CRHR under Criterion 2 (Persons) because it is not significantly associated with important individuals. While various community leaders have contributed to the development of the current BTWCSC, including James E. Stratten, the building's more significant association is the social, educational, and recreational history of this longstanding institution in the context of San Francisco's Western Addition neighborhood.

While the building does exhibit some elements of the Moderne style of architecture, the building does not appear to be individually meritorious for any distinguishing architectural, landscape, engineering or artistic characteristics; or as a representative work of an important individual. As such, the project site building would not be eligible for listing in the CRHR under Criterion 3 (Architecture). Finally, the property has no potential to yield information important to human history or prehistory, and as such, would not be eligible for listing in the CRHR under Criterion 4 (Information Potential). In terms

[22] Hulbert, Mark. *Historical Resources Evaluation Report, Booker T. Washington Community Services Center*, November, 2007. Available for review at the San Francisco Planning Department, 1650 Mission Street, as part of Case No. 2006.0868E.

of physical integrity, the property remains generally unaltered from its original condition, and retains integrity of location, association, design, workmanship, setting, feeling, and materials.

While the project vicinity contains a number of late nineteenth century to early twentieth century residential buildings similar to other established San Francisco neighborhoods, there are no existing or potential historic districts in the immediate project vicinity (i.e., on the project block or within one block). The report did, however, identify a potential historic district centered on Baker and Pine Streets about two blocks northeast of the project site, which has a significant concentration of unique, older buildings (see **Figure 18**).

In terms of the project's potential impacts on historical resources, demolition of a historical resource eligible for listing in the CRHR under Criterion 1 would constitute a significant impact under CEQA. However, the project proposes replacement of the BTWCSC community center uses and programs at the project site, and the BTWCSC as an institution, and not necessarily the building itself, which is considered historically significant.

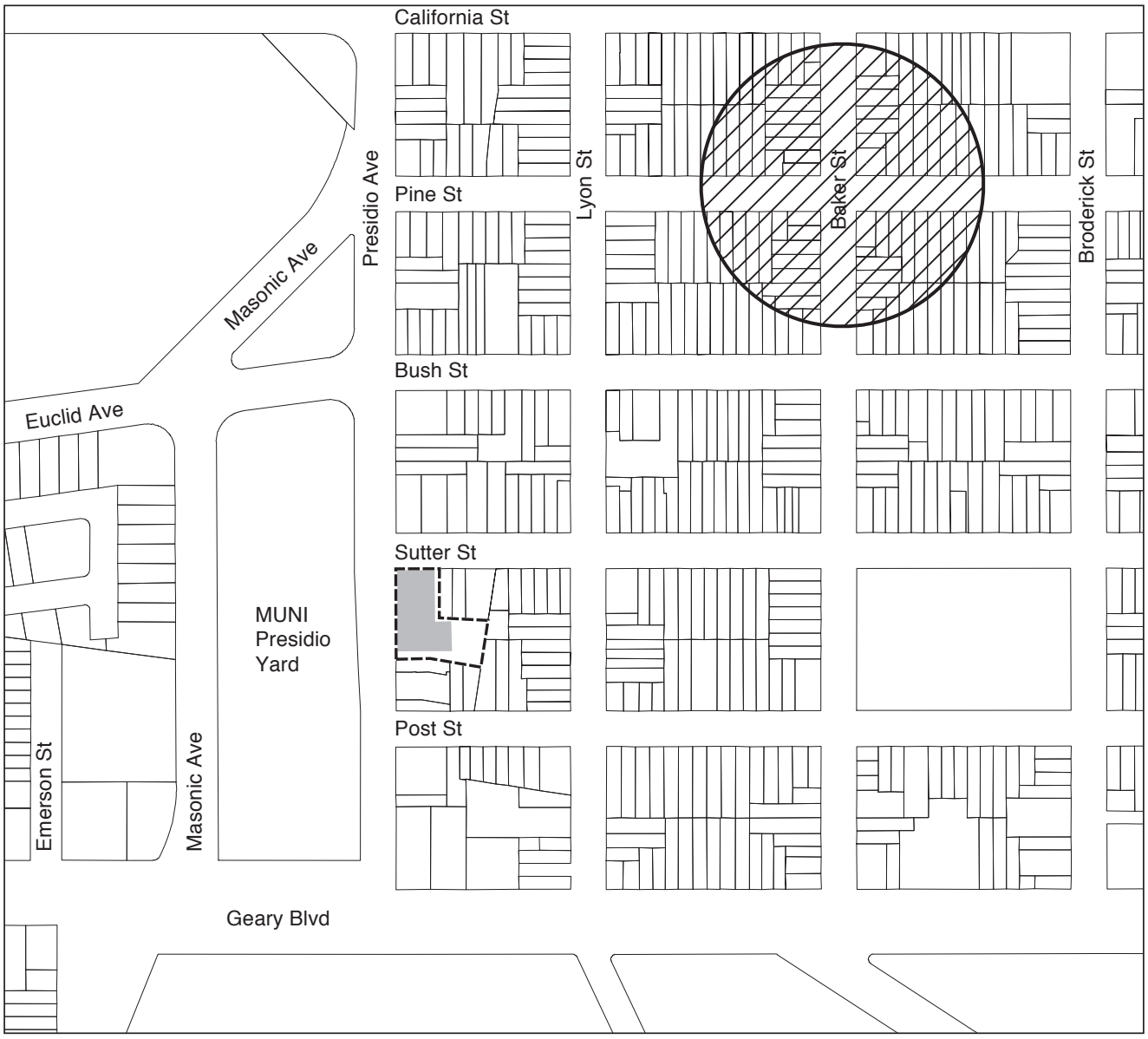
The report found that the proposed new BTWCSC building would house this institution's history and historical associations as effectively as the current building does, as long as the BTWCSC uses and programs are continued. Since the historic uses would be continued at the project site, the significant impacts of demolition would not be considered significant.

In order to maintain a record of the institutional history and accomplishments, the report also recommended that the project site building should be recorded via archival photographs to the standards of the Historic American Building Survey prior to its removal, and that such archives should be housed by the institution.

The proposed project would have no significant impacts on historical resources or potential historic districts in the immediate project vicinity, because no such resources exist in the immediate project vicinity (see **Figure 18**).

None of the buildings immediately adjacent to the subject property, including those at 2755 Sutter Street and 842-844 Presidio Avenue, have been identified as historical resources either individually or contributors to an existing or potential historic district.

In terms of architectural compatibility with the project site's immediate setting on Presidio Avenue, the proposed project would be architecturally compatible with its neighborhood, given the mixture of building and property types, uses, and scales that adjoin Presidio Avenue. The proposed project would be located on the westernmost edge of this residential district, and would continue to define the neighborhoods' boundary similar to other relatively large scale buildings that exist along both Presidio Avenue and Geary Street. Although the proposed project would be taller and larger than the existing building it would replace, the project's effects to the neighborhood would be reduced because the proposed building is located on a relatively large parcel on a sloping site, with room to step down to its adjoining neighbors directly east and south, and would retain much its rear yard, providing a buffer between the project site building and smaller residential buildings immediately to



Building Footprint

Property Line

Topographic Contour
Showing Ground Elevations

Potential Historic District (generalized area)

0 400

Feet

SOURCE: ESA

800 Presidio Avenue . 206386

Figure 18
Potential Historic District

the east and south. The building's setbacks on its east-facing and south-facing facades would also help the building's mass conform to the smaller-scale residential buildings immediately abutting the project site. Therefore, the proposed project would be architecturally compatible with the mix of buildings along Presidio Avenue, but also to the smaller scale residential buildings to the east and south.

Planning Department Findings of Historical Significance

A Planning Department preservation technical specialist reviewed the historical resources evaluation report[23] and concurred with the historic resource consultant's findings that the BTWCSC building appears eligible for listing in the CRHR under Criterion 1 – *associated with events that have made a significant contribution to the broad patterns of local or regional history, or the heritage of California or the United States* – by stating the following:

> "The subject building is eligible for inclusion in the California Register based on Criteria A [1] for its association with events – the founding and development of an important, longstanding African American serving institution, the Booker T. Washington Center – that made important contributions to the cultural history of the City of San Francisco and the State of California. While this is not the first site of the BTW[CSC], the subject property has served as its permanent home since the building was dedicated in 1952, and unlike its past locations, the subject building was built specifically to house the BTW[CSC]. Therefore the subject building and location is strongly associated with the identity of the institution."

Unlike the findings of the historical resources evaluation report, however, Planning Staff found that the building *itself* conveys an historical association with the BTWCSC as an important institution. The Planning Department's evaluation, and not the historical resources evaluation report[24], is the basis for assessment of potential impacts to historical resources in this EIR (see discussion below).

In terms of Criterion 2 - associations with the lives of persons important in our local, regional, or national past – Planning Staff stated the following:

> "While there are locally important people associated with the BTW[CSC], such as Mr. James E. Stratten, the historic context underling this evaluation is the social, educational, and recreational history of this longstanding institution in the context of San Francisco's Western Addition. Therefore, in this context, none of these individuals stand out as uniquely important individuals significant to our past."

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23 San Francisco Planning Department, Memorandum: *Historic Resource Evaluation Response, 800 Presidio Avenue,* from Mark Luellen, January 7, 2008 (Case No. 2006.0868). This memorandum is available for review at the San Francisco Planning Department, 1650 Mission Street.

24 Hulbert, Mark. *Historical Resources Evaluation Report, Booker T. Washington Community Services Center*, November, 2007. Available for review at the San Francisco Planning Department, 1650 Mission Street, as part of Case No. 2006.0868E.

In terms of Criterion 3 – embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values – Planning Staff indicated the following:

> "The BTW[CSC] does not qualify as an individual resource or contributor to a district under criteria C[3]. While the building has several distinct Modernistic details such as the ribbon windows and smooth stucco façade, the architecture of the BTW[CSC] is not meritorious. Furthermore, research could not find any other information related to the architect, Lloyd Gartner, eliminating the probability that this building was the work of a Master."

In terms of Criterion 4, Planning Staff noted there is no indication that the subject building will yield any information to contribute to our understanding of human history or prehistory to make it eligible under Criterion 4.

Similar to the findings of the historical resources evaluation report, Planning Staff indicated that the BTWCSC has had no substantial alterations since it was originally constructed, and retains integrity of location, association, design, workmanship, setting, feeling, and materials.

The Planning Department's conclusion that the demolition of an historical resource cannot be mitigated to a less-than-significant level is the basis for the assessment of the potential impacts to historical resources. Demolition of the BTWCSC building would be considered a significant, unavoidable project impact (see discussion below under *Impacts*).

Impacts

Significance Criteria

A project would have a significant effect on the environment in terms of Cultural Resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, including those resources listed in Article 10 or Article 11 of the *San Francisco Planning Code*;
- Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5;
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

A "substantial adverse change" is defined by State CEQA Guidelines Section 15064.5 as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." The significance of an historical resource is "materially impaired," according to Guidelines Section 15064(b)(2), when a project "demolishes or materially alters, in an adverse manner, those physical characteristics" of the resource that:

(A) "convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or"

(B) "account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or"

(C) "convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA."

In general, a project that would comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (including the Standards for Rehabilitation) is considered mitigated to a less-than-significant level (CEQA Guidelines Section 15064.5(b)(3)).

State CEQA Guidelines Section 15126.4(b)(2) states that, "In some circumstances, documentation of a historical resource, by way of historic narrative, photographs, or architectural drawings as mitigation for the effects of demolition of the resources will not mitigate the effects to a point where clearly no significant effect on the environment would occur."[25] In such cases, the demolition or substantial alteration of a historical resource would remain a significant and unavoidable impact on the environment even after the historical documentation has been completed.

Historical Resources

Impact CP-1: The proposed demolition of the existing Booker T. Washington Community Services Center, an historical resource under CEQA, would result in a significant impact to cultural resources. (Significant and Unavoidable)

The BTWCSC building is considered an historical resource under CEQA Section 15064.5. The proposed project would demolish the BTWCSC building and replace it with a mixed use development containing a new BTWCSC facility, housing, parking, and open spaces. Demolition of the BTWCSC building would constitute a significant, adverse impact to a historic resource because it would demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR.

Specifically, the project would demolish the character-defining features of the building's primary façade along Presidio Avenue, including but not limited to the fenestration, window surrounds, recessed entry, smooth stucco cladding and massing. While the proposed project would replace the existing community center housing the BTWCSC with another, more modern community center housing the BTWSCS, the Planning Staff found that the existing building itself conveys an

[25] Case law has held that, at least in the instance of a major historical resource, commemoration of the resource cannot mitigate, to a less-than-significant level, the impact of demolition of the resource. ("A large historical structure, once demolished, normally cannot be adequately replaced by reports and commemorative markers." *League for Protection of Oakland's Architectural and Historic Resources v. City of Oakland*, 52 Cal. App. 4th 896. 1997.)

historical association with the BTWCSC because the property has served as the Center's permanent home since the building was dedicated in 1952 and was built specifically to house the BTWCSC – an important African-American institution in San Francisco. Although the proposed project would allow for the continuation of the BTWCSC as an institution on the project site, demolition of the BTWCSC building and removal of the historic significance it conveys through its character defining features, would constitute a significant adverse impact to historical resources.

This EIR identifies Mitigation Measure M-CP-1 to address this impact (see p. 50); however, it would not mitigate the impact of demolition to a less-than-significant level, because the Planning Department has determined that the existing building is strongly associated with the identity of the BTWCSC as an important San Francisco institution, and therefore, the demolition of the existing building would adversely impact the building's character defining features which convey its historic significance. As a result, only selection of the No Project Alternative that would retain the existing building as described in Section VI, *Alternatives to the Proposed Project*, would avoid the significant unavoidable impacts to historical resources.

Additionally, the Planning Department's historical resources evaluation response memo found that the proposed project would not be consistent with the *Secretary of the Interior's Standards*, and the project would have a significant impact as proposed. The Planning Department stated the following:

> Demolition of historical resources cannot be mitigated. In order to comply with the *Secretary of the Interior's Standards*, the existing building should be preserved. Any vertical additions should be minimally visible from the public right of way as to not overwhelm the existing building or alter its scale and relationship to the street. Furthermore, any alterations to the primary facades of the building should not alter the character defining features of the building, including but not limited to the fenestration, window surround, recessed entry, smooth stucco cladding and massing.

Section VI, *Alternatives to the Proposed Project*, contains a subsection called *Alternatives Considered but Rejected from Further Consideration*, which identifies a preservation alternative and an adaptive reuse alternative that would meet the Department's recommendations described above for compliance with the *Standards*, while providing a reduced number of residential units compared with the proposed project either in a new addition in the rear yard or within the existing building itself. Both of these alternatives were rejected from further consideration, however, due to the physical constraints of the site, and because they would not meet many of the project objectives. Please see Section VI, *Alternatives to the Proposed Project*, for further discussion.

Effects on Adjacent Historical Resources

The proposed project would be constructed in the vicinity of four structures discussed in *Here Today* and rated in the 1976 Architectural Survey (Lots 7 and 7B at 1405 Lyon Street, and Lots 1 and 22 at 2701 Sutter Street). They are located several lots away from the subject property with numerous intervening properties, and the proposed structure would have no direct or indirect adverse impacts to them. The proposed project would also have no significant impacts on designated historic districts, as none have been identified in the immediate project vicinity. While

a potential historic district may exist centered on Baker and Pine Streets, this area is located two blocks northeast from the project site and outside of the broader project context. Due to the distance from the project site, the lack of strong visual or historical connection between this area and the project site, and the number of non-historic intervening buildings, the proposed project would have no direct or indirect impacts on this potential district. None of the buildings immediately adjacent to the subject property, including those at 2755 Sutter Street and 842-844 Presidio Avenue, have been identified as historical resources either individually or contributors to an existing or potential historic district.

The Planning Department's historical resources evaluation response memo also found that the proposed project would have a less than significant impact to off-site historical resources by stating the following:

> It does not appear that the proposed project would have a significant adverse impact on any eligible off-site historic resources. While there are identified potentially resources on the subject block (1976 Architectural Survey Rated Buildings), they are located several lots away from the subject property and the proposed structured would not have an adverse effect on them. Furthermore, while there are potential districts in the vicinity, the subject building is not part of or adjacent to any of them.

Therefore, effects to adjacent known and potential historical resources would be less than significant.

Archeological Resources

Impact CP-2: Project excavation could result in extensive physical effects on any archeological deposits that may be present beneath the surface of the project site. (Potentially Significant but Mitigable)

The proposed mixed-use building would employ a three foot deep concrete mat foundation, extending about five feet bsg beneath the existing grade level and would excavate up to 4,500 cubic yards of soil. The archeological assessment states that excavation proposed as part of the project could result in extensive physical effects on any historic-period archeological deposits that may be present within the project site. Because there is a possibility, although not high, that the proposed project could affect CEQA-significant archaeological resources, the archeological identified assessment Mitigation Measure M-CP-2, which would ensure that any potential impacts pertaining to the accidental discovery of archaeological resources on the project site would be less than significant.

Paleontological Resources

Impact CP-3: The proposed project has no potential to affect any paleontological resources as none would be present beneath the surface of the project site. (No Impact)

There are no known paleontological resources or unique geologic features at the project site. The project site is underlain by engineered fill, sand, clay, and silt which are not considered

paleontologically sensitive or geologically unique. Therefore, the project would not be expected to result in any adverse effects on these resources.

Human Remains

Impact CP-4: Due to the site's proximity to a former cemetery, project excavation could disturb human remains including those which may be interred outside of a formal cemetery (Potentially Significant but Mitigable)

The project site is located outside of, yet across Presidio Avenue from, a former cemetery. While it is unlikely that project-related ground disturbing activities would disturb human remains, due to the site's proximity to the former cemetery, there exists the possibility for disturbance. Implementation of Mitigation Measure M-CP-2 would reduce this potentially significant impact to a less-than-significant level.

Cumulative Effects

Impact CP-5: The proposed demolition of the BTWCSC would have a significant cumulative impact on historic architectural resources within the context of the Western Addition neighborhood. (Significant and Unavoidable)

The cumulative context for the assessment of impacts to historic architectural resources includes all past, present, and reasonably foreseeable projects in the Western Addition neighborhood. The only reasonably foreseeable project in the project vicinity is the potential redevelopment of the Westside Courts housing project, located at 2501 Sutter Street, two blocks east from the project site. Although the San Francisco Housing Authority has filed no formal application for this project with the City at the time of publication of this EIR, the project would include a mix of public housing, affordable housing, and market-rate rentals, as well as a limited number of homes.[26] As part of the Mayor's Office of Housing (MOH) 1999 Comprehensive Grant Program Fund Request, MOH, through the San Francisco Housing Authority, contracted with Carey & Co for professional services to survey and evaluate approximately 15 of the SFHA's properties for eligibility for listing in the National Register of Historic Places (NRHP), including Westside Courts.

Through its survey and evaluation of Westside Courts, MOH assigned this property with a NRHP code of "3S," indicating that it is individually eligible for listing in the NRHP under criterion A (association with events and broad patterns of history), because it was the only public housing project in San Francisco reserved exclusively for African-Americans.[27] As such, Westside Courts would be considered a historic resource for CEQA purposes, and its proposed reconstruction project could have a potentially significant adverse impact on historical resources. The potentially

[26] http://westsidecourts.com/, viewed March 23, 2010.

[27] Mayor's Office of Housing, letter from Daryl Higashi, Deputy Director, to Knox Mellon, State Historic Preservation Officer, *Re: Historic Resource Evaluati*etter from Daryl Higashi, Deputy Director, to Knox Mellon, State Historic Preservation Officer, *Re: Historic Resource Evaluation Reports, San Francisco Housing Authority*, August 15, 2001. This letter is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, Case File No. 2006.0868E.

significant impacts to historic architectural resources associated with the proposed project, in combination with the potentially significant adverse effects on historical resources associated with the redevelopment of the Westside Courts housing project, would have a significant cumulative impact to historic architectural resources within the context of the Western Addition neighborhood.

Mitigation Measure M-CP-1 would not reduce the potentially significant cumulative impacts of the proposed project to a less-than-significant level.

Significance after Mitigation: Significant and Unavoidable.

Mitigation and Improvement Measures

The following mitigation measures would reduce impacts to historical resources. As described above, however, Mitigation Measure M-CP-1 (HABS-Level Recordation) would not reduce the impact of the loss of the BTWCSC to a less-than-significant level. Both direct and cumulative impacts would remain significant and unavoidable.

Mitigation Measure M-CP-1: HABS-Level Recordation. A common strategy for the mitigation of historical resources that would be lost as part of the proposed project is through documentation and recordation of the resource(s) prior to their demolition using historic narrative, photographs and/or architectural drawings. While not required for state or local resources, such efforts often comply with the federal standards provided by the National Park Service's Historic American Building Survey (HABS). As such, the project sponsor shall document the existing exterior conditions of the Booker T. Washington Community Center according to HABS Level II documentation standards. According to HABS Standards, Level II documentation consists of the following tasks:

- *Drawings*: Existing drawings, where available, should be photographed with large format negatives or photographically reproduced on mylar.

- *Photographs*: Black and white photographs with large-format negatives should be shot of exterior of the Booker T. Washington Community Center, including a few shots of this building in its existing context. Historic photos, where available, should be reproduced using large-format photography, and all photographs should be printed on archival (acid-free) fiber paper. Some historic photos of the site are known to exist, as they were cited in the HRER.

- *Written data*: A report should be prepared that documents the existing conditions of the Booker T. Washington Community Center, as well as the overall history and importance of this African-American institution within San Francisco. Much of the historical and descriptive data used in preparation of the HRER can be reused for this task.

Documentation of the Booker T. Washington Community Center shall be submitted to the following four repositories:

- Documentation report and one set of photographs and negatives shall be submitted to the History Room of the San Francisco Public Library.

- Documentation report and one set of photographs and negatives shall be submitted to Booker T. Washington Community Center.

- Documentation report and xerographic copies of the photographs should be submitted to the Northwest Information Center of the California Historical Resources Information Resources System.

- Documentation report and xerographic copies of the photographs should be submitted to the San Francisco Planning Department for review prior to issuance of any permit that may be required by the City and County of San Francisco for demolition of Booker T. Washington Community Center.

Significance after Mitigation: Significant and Unavoidable.

Mitigation Measure M-CP-2: Archaeological Testing. Based on a reasonable presumption that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sections 15064.5 (a) and (c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if

additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

A. The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

B. A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation,

removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

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 in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Significance after Mitigation: Less than Significant.

E. Transportation, Circulation, and Parking

This section analyzes the proposed project's effects on transportation and circulation, including intersection operations, transit demand, impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts. This section summarizes the transportation study prepared for the proposed 800 Presidio Avenue Mixed Use Project.[30]

Setting

The project site is located in the Western Addition lower Pacific Heights neighborhood of San Francisco on the block bounded by Sutter Street to the north, Lyon Street to the east, Post Street to the south, and Presidio Avenue to the west.

Regional and Local Roadways

The project site location and surrounding roadway network are illustrated on **Figure 19** on page IV-56. Regional access to the project area is provided by Interstate 80 (I-80) and U.S. Highway 101 (U.S. 101), while direct local access is provided via Presidio and Masonic Avenues, Geary Boulevard, and California, Sutter, Post, Lyon, and Bush Streets. Descriptions of these roadway facilities and others in the project vicinity are presented below.

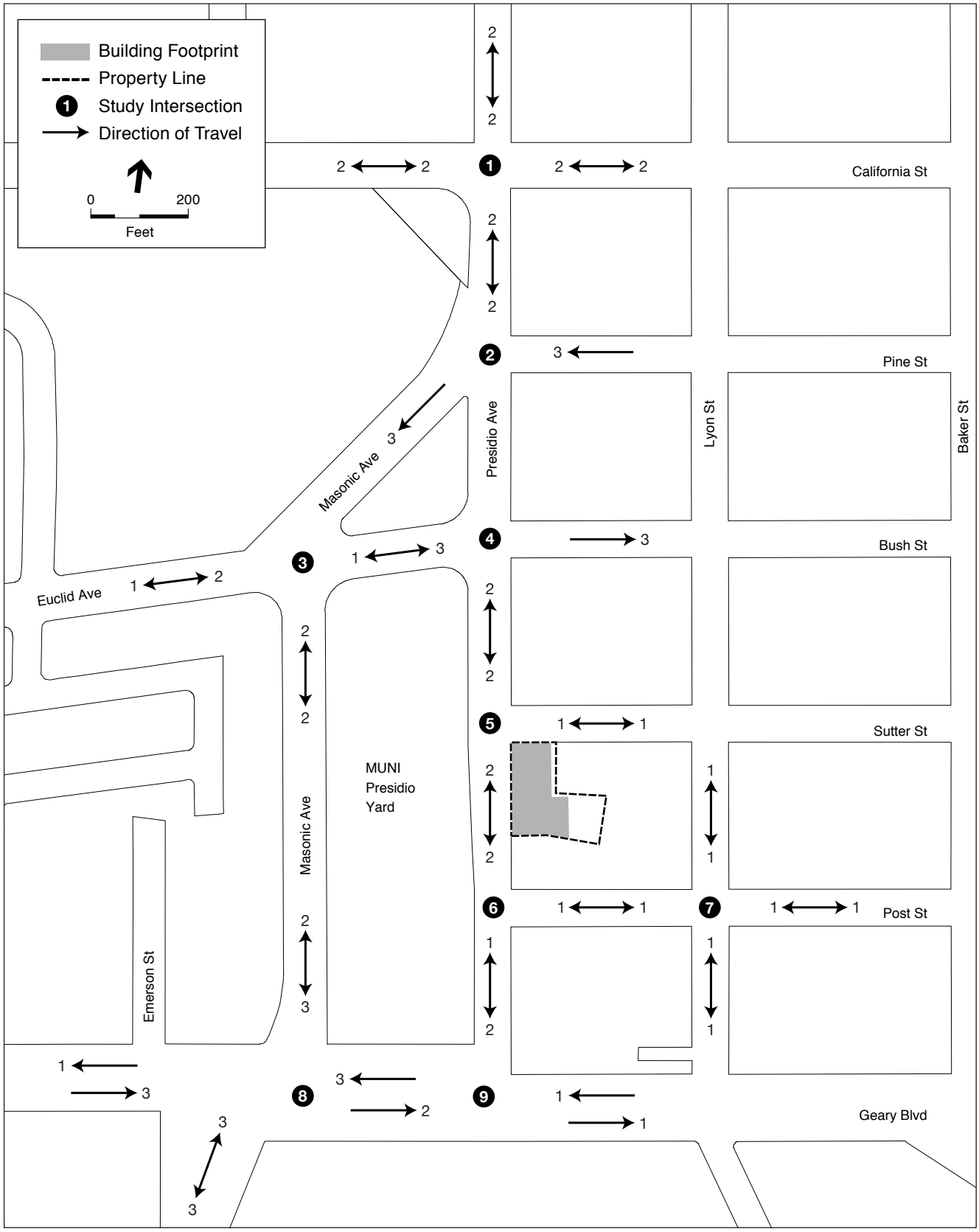
Regional Access

Interstate 80 (I-80) provides regional access to and from the East Bay (via the San Francisco-Oakland Bay Bridge) to the project area. *U.S. 101* provides regional access to and from both the North Bay and South Bay to the project area. Within the northern part of San Francisco, U.S. 101 operates on surface streets (Van Ness Avenue and Lombard Street). Access to the project site from I-80/U.S. 101 is provided via Octavia Boulevard at the on- and off-ramps that touch down at Market Street (about 2.5 miles from the project site). Golden Gate Bridge and Park Presidio Boulevard provide regional access to the project area from the North Bay via Presidio Avenue and several other routes that are used to the access the project area.

Local Access

Presidio Avenue is a north-south street which extends through The Presidio to Geary Boulevard. North of Sacramento Street, it is a two-way roadway with one travel lane in each direction and unmetered parking on each side of the street; south of Sacramento Street, it is a two-way roadway, with four travel lanes and metered and unmetered parking on both sides of the street. Between California Street and Geary Boulevard, Presidio Avenue is designated as a Primary Transit Preferential Street and a Pedestrian Neighborhood Commercial Street. All of Presidio

30 ESA, *800 Presidio Avenue (Booker T. Washington Community Services Center) Residential/Community Center Project Transportation Study*, May 4, 2010. This document is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.



800 Presidio Avenue . 206386

SOURCE: ESA

Figure 19
Street Network in the Project Area

Avenue is designated as part of the citywide bicycle route network (Route #55, Class III). In the vicinity of the project site unmetered parking is provided on both sides of the street.

Geary Boulevard is an east-west arterial, extending from Market Street (Downtown San Francisco) to Sutro Heights Park (48th Avenue). It is a primarily a two-way roadway, with three travel lanes in each direction and metered and unmetered parking on both sides of the street. In the vicinity of the project site (from Gough to Wood Streets), Geary becomes a split-level roadway, incorporating a depressed, limited-access expressway (with two travel lanes in each direction and no on-street parking) with above-ground travel lanes. In the Transportation Element of the General Plan, the entire length of Geary Boulevard is designated as a Major Arterial in the Congestion Management Program (CMP) network, a Freight Traffic Route, a Primary Transit Preferential Street and a Pedestrian Neighborhood Commercial Street. In the vicinity of the project site, the grade-level roadway has two-hour unmetered parking.

California Street is an east-west arterial, extending from Market Street (Downtown San Francisco) to Lincoln Park. Near the project site, it is a two-way roadway, with four travel lanes and metered and unmetered parking on both sides of the street. In the Transportation Element of the General Plan, California Street is designated as a Secondary Arterial between Van Ness and 29th Avenues. It is designated as a Primary Transit Preferential Street west of Presidio Avenue, and as a Secondary Transit Preferential Street east of Presidio Avenue. California Street is also designated as a Pedestrian Neighborhood Commercial Street west of Baker Street and east of Fillmore Street.

Sutter Street is a two-way east-west street, with two lanes running from Presidio Avenue eastward to the downtown area of the City. On-street parking is provided on both sides of the street. In the San Francisco General Plan, Sutter Street is identified as a Citywide Bicycle Route.

Post Street is a two-way east-west street, with two lanes running from Presidio Avenue eastward to the downtown area of the City. On-street parking is provided on both sides of the street. In the San Francisco General Plan, Post Street is identified as a Citywide Bicycle Route.

Lyon Street is a two-way north-south street, with two lanes connecting Geary Boulevard to the south with the Palace of Fine Arts to the north (though there is a two-block gap between Broadway and Green Street). On-street parking is provided on both sides of the street. Lyon Street has no San Francisco General Plan designations.

Bush Street is a one-way (eastbound) street, with three lanes running from Presidio Avenue eastward to the downtown area of the City; it serves as a one-way couplet with westbound Pine Street to the north. West of Presidio Avenue, Bush Street is aligned with *Euclid Avenue*, a two-way street that runs westward to Arguello Street. On-street parking is provided on both sides of the street. In the San Francisco General Plan, Bush Street is identified as a Major Arterial, and part of the CMP and Metropolitan Transportation System (MTS) Networks.

Masonic Avenue is a southbound arterial, extending from Pine Street to Frederick Street. Between Pine Street and Euclid Street, Masonic Avenue is a one-way roadway, with three travel lanes and unmetered parking on both sides of the street; south of Euclid Street, it is a two-way roadway,

with two travel lanes in each direction and unmetered parking on both sides of the street. Masonic Avenue is designated as a Major Arterial in the CMP network and a Freight Traffic Route from Pine Street to Oak Street, and as CMP secondary arterial from Oak Street to Frederick Street. From Geary Boulevard to Oak Street, Masonic Avenue is designated as part of the citywide bicycle route network (Route #55, Class III). Unmetered (unregulated) parking is provided in the vicinity of the project site.

Transit

The project site is well-served by public transit. The San Francisco Municipal Railway (Muni) provides local transit service. Service to and from the East Bay is provided by BART, AC Transit and ferries; service to and from the South Bay/Peninsula is provided by BART, SamTrans, and Caltrain; and service to and from the North Bay is provided by Golden Gate Transit buses (which stop on Geary Boulevard and Masonic Avenue) and ferries. Most regional transit operators do not provide direct service to the project site, but access to regional transit is available through Muni, taxi, bicycle or pedestrian connections. **Figure 20** on page IV-59 presents the transit service and stop locations in the vicinity of the proposed project.

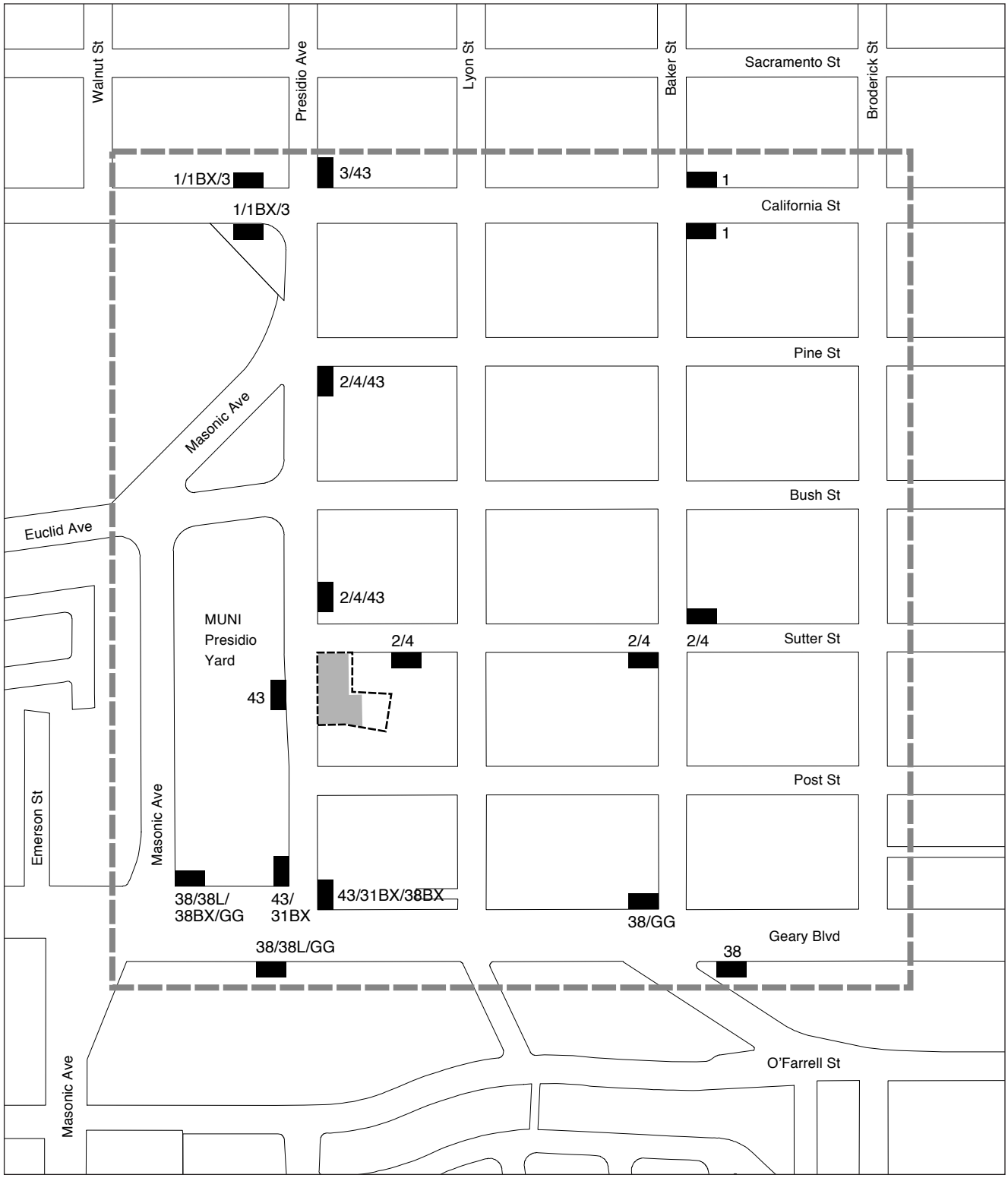
The transit network within the study area consists of (as of December 5, 2009) nine Muni bus lines (Bus Routes 1, 1BX, 2, 3, 31BX, 38, 38L, 38BX, and 43).[31] All of the Muni bus routes have stops within two blocks of the project site. Some of the above-cited Muni lines, namely the express buses operate for limited hours of the day, generally during the peak-period (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) hours only.

The Transit Effectiveness Project (TEP) provides the most recent available Muni ridership data for the bus routes operating in the project study area. Route capacity utilization (number of passengers as a percentage of vehicle capacity) was determined at the Maximum Load Point (MLP), which is the location where the route has its highest number of passengers. All nine lines currently operate below Muni's 85 percent capacity utilization service standard, with the exception of the 38L – Geary Limited outbound line.

Pedestrians Facilities

Within the project vicinity, there are 9 and 13 feet of effective width of sidewalks wide along Presidio Avenue and Sutter Street, respectively. Based on field observations, the volume of pedestrians on area sidewalks is relatively light throughout the day and the quality of peak pedestrian flows is no worse than "unimpeded," indicating that people generally have freedom to select the walking speed and direction of movement, with an absence of physical conflicts and only minor interaction with other pedestrians.

[31] Muni is experiencing budget shortfalls, and in order to address those problems, the SFMTA is studying changes to services. Some changes were made in December of 2009, which are reflected in this report. Additional changes are anticipated to take effect in the second half of 2010, which likely will consist of an overall reduction in service on the Muni system, but at this time it is not known how those reductions would affect service in the project area.



SOURCES: ESA; San Francisco MUNI (December 2009)

800 Presidio Avenue . 206386

Figure 20
Existing Transit Routes and
Bus Stop Locations

A key crosswalk directly serving the project is located at Presidio Avenue and Sutter Street. This crosswalk is not busy throughout most of the day, although it was observed to have increased pedestrian volumes (although not characterized as "heavy") in the afternoon when students typically arrive at the community center on the 43-Masonic bus, and again during the evening hours (5:00 p.m. to 6:00 p.m.) when visitors at the community center typically leave and local residents arrive at the 43-Masonic bus stop on Presidio Avenue.

During the p.m. peak period, vehicles arriving at the community center to pick up students often double park on Presidio Avenue, for periods ranging from about one minute up to fifteen minutes. During the peak period, background traffic volumes and Muni bus activity increase in the area. The double-parked vehicles, coupled with increased pedestrian and bus activity in the area, increase the potential for conflict at the Presidio Avenue and Sutter Street crosswalk and intersection.

Bicycle Facilities

In the project vicinity, portions of three streets (Presidio Avenue, Post Street, and Sutter Street), are designated as Citywide Bicycle Routes (either as Class II or III) in the Transportation Element of the General Plan.[32] During field observations, low bicycle volumes were observed in the project vicinity. In general, during both the weekday midday and evening periods, bicycle conditions were observed to be operating acceptably, with few conflicts between bicyclist, pedestrians and vehicles. However, conditions related to double parking (described above) could increase the potential for conflicts for bicyclists traveling through this area during the p.m. peak period.

Parking Conditions

The existing parking conditions in the project area were examined within a roughly 14-block area bounded by Pine Street to the north, Broderick Street to the east, Geary Boulevard to the south, and Masonic Avenue to the west. The supply and occupancy of on-street parking spaces were determined for the weekday midday period (between 1:30 and 3:30 p.m.) and the weekday evening period (between 6:30 and 8:30 p.m.) based on field surveys conducted on a typical weekday in October 2007.[33] In general, on-street parking in the project vicinity is limited to one-hour and two-hour time limits, mostly unmetered parking. Within the parking study area, public parking spaces are primarily located within residential permit parking (RPP) zone "G" (where two-hour parking between 8:00 a.m. and 6:00 p.m., Monday through Friday, is available for non-residents of the RPP zone, and unrestricted parking is available for residents with "G" permits adhered to their vehicles).

The 14-block parking study area includes a total of about 663 on-street parking spaces. Field surveys indicate occupancy levels of about 93 percent during the weekday mid-afternoon period, and about 92 percent during the evening/night period. On-street parking is generally unregulated after 6:00 p.m. on weekdays.

[32] Class II bicycle facilities are separate bicycle lanes adjacent to the curb lane, while Class III bicycle facilities are signed routes only, where bicyclist share travel lanes with motor vehicles.

[33] There are no public off-street parking facilities within the project study area.

An independent neighborhood group initiated an assessment of residential parking conditions in March 2008 in the immediate area of the project site.[34] The assessment considered the number of off-street spaces located in residential buildings and the number of cars owned by residents of the buildings. The survey included a total of 314 residential units and found that there were a total of 165 off-street parking spaces provided (approximately 0.53 spaces per unit) for these residential units. The assessment determined that there were 313 cars owned by people living in the surveyed units (roughly one vehicle per unit), which translated to an unmet demand of 148 off-street parking spaces for the surveyed buildings.

The neighborhood assessment included an inventory of 164 on-street parking spaces in the immediate vicinity of the surveyed residential units. The excess cars from the residential units would occupy just over 90 percent of the inventoried supply. However, the on-street supply is often utilized by Muni employees and evening visitors to the community center which places further demand on the on-street parking facilities. The findings of the neighborhood parking study provide a strong correlation with the findings of the parking survey conducted for this analysis, which documented occupancy levels for on-street parking at 98 percent midday and at 113 percent during the evening on the proposed project's block.[35] Parking survey blocks adjacent to the project site also demonstrate occupancy levels at or above supply capacity during the midday and evening time periods.

San Francisco does not consider parking supply as part of the permanent physical environment and therefore, does not consider changes in parking conditions to be environmental impacts as defined by CEQA. The San Francisco Planning Department acknowledges, however, that parking conditions may be of interest to the public and the decision makers. Therefore, this report presents a parking analysis for information purposes.

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

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 § 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 travel by foot) and a relatively

[34] The methodology and results of the neighborhood group's parking assessment were not endorsed or reviewed by the Planning Department, but the results are included here for informational purposes. This parking assessment is on-file at the Planning Department's Major Environmental Analysis Division.

[35] Percent occupied greater than 100 percent indicates illegally parked vehicles (red zone, hydrant, driveway, etc.)

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 Article8A, Section 8A.115 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. 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.

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking analysis is presented on pp. IV-68 - 69 of this EIR for informational purposes only.

Impacts

Significance Criteria

The following are the significance criteria regarding transportation used by the Planning Department for the determination of impacts associated with a proposed project:

- The operational impact on signalized intersections is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. [The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or F and Caltrans signal warrants would be met, or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or F.] The project may result in significant adverse impacts at intersections that operate at LOS E or F under existing conditions depending upon the magnitude of the project's contribution to the worsening of the average delay per vehicle. In addition, the project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

- The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the PM peak hour.

- The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.
- The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.
- A project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.
- The project would have a significant effect on the environment if it would result in inadequate emergency access.
- Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

Project Travel Demand Analysis

Project travel demand refers to the new vehicle, transit, and pedestrian trips generated by the proposed project. Project trip generation is the number of person-trips generated by the proposed uses. The transportation study was based on 47 residential units, and an enlarged community center / gymnasium encompassing an additional 6,400 square feet.

Table 3 presents the estimated person-trip generation to and from the project site based on trip generation rates provided in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review (2002 Transportation Guidelines)* for the proposed residential and community center uses and on trip generation rates gathered from a travel demand survey conducted for a traffic study prepared for another comparable project in the vicinity. Person-trip generation for residential uses include work and non-work trips, and for non-residential space includes both employee and visitor trips.

The project would generate about 674 net new person trips per day (inbound and outbound trips), with 392 residential-generated person trips and 282 community facility-generated person trips.[36] Of these, about 112 person trips would occur in the p.m. peak hour, with 68 person trips generated by the residential uses and 44 person trips generated by the community facility uses. Travel demand associated with the existing community center on the project site, which would be replaced by the proposed project, is taken into account to determine the net new travel demand.

The net new person trips generated by the project were assigned to travel modes to determine the number of auto, transit, walk, and "other" trips to and from the site, where "other" includes bicycle,

[36] The analysis of traffic impacts associated with project trip generation presented in the following sections was based on a previous project that would have generated a similar, but somewhat higher, number of trips (i.e., 694 daily person trips, 116 p.m. peak-hour person trips, and 57 p.m. peak-hour vehicle trips). Because the current project would generate fewer trips, and the previous project was determined to have no significant impacts, the analysis of potential impacts in the background Transportation Study was not changed.

motorcycle, school bus and additional modes (see **Table 4**, below). Mode split information for the residential uses was based on the 2000 U.S. Census journey-to-work data for the census tract that contains the project site (i.e., Tract #154). Mode split information for the community center uses were based on information obtained from the BTW Community Center Travel Demand Survey (February 2008) and information from the Superdistrict 2 data analysis contained in the *2002 Transportation Guidelines*. The project would generate about 57 new p.m. peak-hour auto trips (56 vehicle trips).[37] The project would also generate an increase of about 36 transit trips, 16 walk trips, and 3 "other" trips in the weekday p.m. peak hour.

TABLE 3
TRAVEL DEMAND (NET NEW PERSON TRIP ENDS) ESTIMATES[a]

		Trip Generation Rates		Total Person Trips	
Land Use	**Size**	**Daily Person Trip Rate**[b]	**P.M. Peak-Hour Percent of Daily Trips**	**Daily Person Trips**	**P.M. Peak-Hour Person Trips**
Residential					
1-Bedroom/Studio	31	7.5	17.3%	232	40
2- or 3-Bedroom	16	10.0	17.3%	160	28
Community Facility					
Community Center/Gym	6,398[c]	44.0	15.8%	282	44
TOTAL				**674**	**112**

[a] The analysis of traffic impacts associated with project trip generation presented in the following sections was based on a previous project that would have generated a similar, but somewhat higher, number of trips (i.e., 694 daily person trips, and 116 p.m. peak-hour person trips, and 57 p.m. peak-hour vehicle trips). Because the current project would generate fewer trips, and the previous project was determined to have no significant impacts, the analysis of potential impacts in the background Transportation Study was not changed.
[b] Trip rate for residential uses is Trips Per Dwelling Unit, for Community Center use is Trips Per 1,000 Square Feet.
[c] Community Center = Net New square feet. Existing (12,600) – Proposed (18,998) = Net New (6,398).

SOURCES: Environmental Science Associates, February *2008 Travel Demand Survey – Booker T. Washington Community Center*, 800 Presidio Avenue, San Francisco, and information in the Planning Department's *Transportation Guidelines for Environmental Review* (October 2002).

[37] Average vehicle occupancy rate (obtained from the 2000 U.S. Census and the *2002 Transportation Guidelines*) were used to convert auto person trips to vehicle trips.

TABLE 4
TRAVEL DEMAND BY MODE TYPE [a]

Travel Mode	Person Trip Ends (pte)				Vehicle Trip Ends (vte)[b]		
	Daily	P.M. Peak Hour[c]			P.M. Peak Hour[c]		
	Total	Total	Inbound	Outbound	Total	Inbound	Outbound
Auto	342	57	34	23	56	33	23
Transit	218	36	21	15	--	--	--
Walk	94	16	9	7	--	--	--
Other[d]	20	3	2	1	--.	--.	--.
TOTAL	674	112	66	46	56	33	23

[a] The analysis of traffic impacts associated with project trip generation presented in the following sections was based on a previous project that would have generated a similar, but somewhat higher, number of trips (i.e., 694 daily person trips, and 116 p.m. peak-hour person trips, and 57 p.m. peak-hour vehicle trips). Because the current project would generate fewer trips, and the previous project was determined to have no significant impacts, the analysis of potential impacts in the background Transportation Study was not changed.
[b] Vehicle trip ends were computed on the basis of vehicle occupancy rates reported in the 2000 Census journey-to-work data. See Appendix C.1 of this report for a more detailed presentation of travel demand computations.
[c] The p.m. peak hour occurs during the two-hour peak period of 4:00 p.m. to 6:00 p.m.
[d] "Other" for the current analysis represents Limo, Tour Bus, Bicycle, Motorcycle, School Bus, etc.

SOURCES: Environmental Science Associates, using data in the 2000 Census (Journey-to-Work), the BTW Community Center Travel Demand Survey (February 2008) and the Planning Department's *Transportation Guidelines for Environmental Review* (October 2002).

Traffic Impacts

Impact TR-1: Traffic generated by the proposed project would not substantially increase vehicle delays at local intersections. (Less than Significant)

The *2000 Highway Capacity Manual* methodology was used to analyze the levels of service at nine study intersections for Existing, Existing plus Project, and Cumulative 2025 conditions for the weekday p.m. peak hour. Traffic impacts directly related to the proposed project were assessed under Existing plus Project and Cumulative conditions.

New p.m. peak-period intersection turning movement counts were conducted in March, 2007 at Presidio Avenue / Masonic Avenue – Pine Street, Masonic Avenue / Euclid Avenue, Presidio Avenue / Bush Street – Euclid Avenue, Presidio Avenue / Sutter Street, Presidio Avenue / Post Street, Lyon Street / Post Street, and Presidio Avenue / Geary Boulevard. Counts for the remaining two study intersections (Presidio Avenue / California Street and Masonic Avenue / Geary Boulevard) were conducted in January 2008. Five of the study intersections are signalized, and four are unsignalized all-way stop-controlled intersections.

Table 5 shows the levels of service and corresponding delay at each study intersection for the weekday p.m. peak hour. As shown in the table, all of the study intersections currently operate at an acceptable LOS C or better during the p.m. peak hour.

TABLE 5
PM PEAK-HOUR INTERSECTION LEVELS OF SERVICE (LOS) AND AVERAGE CONTROL DELAY IN SECONDS PER VEHICLE – EXISTING, EXISTING PLUS PROJECT, AND CUMULATIVE CONDITIONS[a]

	Existing (2007)		Existing + Project		Cumulative[b] (2025)	
Intersection	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**
Signalized						
1. Presidio Avenue / California Street	C	25.4	C	25.5	C	28.2
2. Presidio Avenue / Masonic Avenue – Pine Street	B	12.6	B	12.6	B	14.3
3. Masonic Avenue / Euclid Avenue	B	18.6	B	18.6	C	33.4
4. Presidio Avenue / Bush Street – Euclid Avenue	B	13.0	B	13.0	B	14.3
8. Masonic Avenue / Geary Boulevard	C	33.3	C	33.6	D	48.2
Unsignalized						
5. Presidio Avenue / Sutter Street	A	8.4	A	8.6	A	8.8
6. Presidio Avenue / Post Street	A	9.4	A	9.6	B	10.2
7. Lyon Street / Post Street	A	8.1	A	8.1	A	8.5
9a. Presidio Avenue / Geary Boulevard Westbound	C	17.5	C	18.7	D	34.6
9b. Presidio Avenue / Geary Boulevard Eastbound	A	9.7	A	9.9	B	10.5

[a] LOS descriptions and corresponding ranges of average stopped delay are shown in Appendix B of the transportation study prepared for the project. Levels of service (LOS) were determined using the analysis methodologies presented in the 2000 *Highway Capacity Manual*.

[b] Cumulative volumes were derived on the basis of an annual growth factor of 1 percent per year (compounded) from base volumes (2007) extended to 2025.

SOURCE: Environmental Science Associates, 2008

Existing Plus Project

Because the proposed project would not provide enough on-site parking spaces to accommodate the estimated peak parking demand, some of the project-generated traffic would park at locations removed from, but within walking distance of, the project site. However, to provide a conservative analysis of project traffic effects on the study intersections in proximity to the project site, all p.m. peak-hour project traffic was assigned to travel to and from parking spaces at the project site (within a below-grade garage, accessible from Sutter Street).

The expected project traffic was added to existing traffic volumes to obtain project conditions. As shown in Table 4, the net increase to traffic volumes associated with the project would result in minor changes to the average delay per vehicle at the study intersections and would not result in a change to LOS compared to existing conditions. All study intersections would continue to operate acceptably.

Cumulative 2025 Conditions Traffic Impacts

Impact TR-2: Traffic generated by the proposed project, in conjunction with past, present, and reasonably foreseeable future projects, would not substantially increase vehicle delays at local intersections. (Less than Significant)

Cumulative traffic volumes were derived on the basis of extrapolating the existing traffic volumes by 19.6 percent (one percent per year compounded for 18 years from 2007 to 2025). The cumulative growth rate is intended to account for levels of traffic that would be associated with future projects in the vicinity of the subject property as well as the project itself. As indicated in Table 4, above, under 2025 traffic conditions, all nine of the study intersections would continue to operate acceptably, at LOS D or better, during the p.m. peak hour.

Transit Impacts

Impact TR-3: Transit ridership generated by the proposed project would not result in unacceptable levels of transit service, or cause a substantial increase in delays or operating costs. (Less than Significant)

The proposed project would generate about 36 new transit trips during the p.m. peak hour (21 inbound and 15 outbound). Transit trips to and from the project were assigned to the nearby Muni bus lines, including 1-California (local and express service), 2-Clement, 3-Jackson, 31-Balboa (express service), 38-Geary (local, limited and express service), and 43-Masonic lines.[38]

The addition of the project-generated trips would not substantially increase the peak hour capacity utilization of these lines. The capacity utilization for all nine lines would remain similar to those under existing conditions and in general, would operate below the Muni capacity utilization standard (85 percent of the capacity utilization) in the vicinity of the project site, with the exception of the 38L-Geary Limited outbound line.

The project would be expected to add about three transit trips (0.4 percent) to the 38L-Geary Limited outbound route, which currently exceeds the Muni service standard of 85 percent of the capacity utilization at the maximum load point (MLP). However, there are a number of other east-west Muni routes that serve the greater downtown area and the project site that provide options to travel on the 38L-Geary Limited outbound route. These routes all operate below the 85 percent service standard with available capacity to accommodate additional passengers. The proposed project would contribute to crowding at some times, and an individual's experience on certain lines and at certain times could be in apparent conflict with the overall conditions described above, however the project would not have a significant impact on transit services and capacity.

The Muni Presidio Division maintenance and operations yard is located directly across Presidio Avenue from the project site. On a daily (weekday) basis, the Muni Yard generates about 170 bus pull-outs (via a driveway at the northeast corner of the yard near the Presidio Avenue / Bush Street intersection) and about 100 bus pull-ins (via a driveway immediately south of the project site). The majority of bus pull-outs occur between 4:30 a.m. and 8:30 a.m. and 12:30 p.m. and

[38] Muni is experiencing budget problems, and in order to address those problems, the SFMTA is studying changes to their services. Some changes were made in December of 2009, which are reflected in this report. Additional changes are anticipated to take effect in the second half of 2010, which likely will consist of an overall reduction in service on the Muni system, but at this time it is not known how those reductions would affect service in the project area.

3:00 p.m. The majority of bus pull-ins occurs between 5:00 p.m. to 7:00 p.m. and continues throughout the evening until 2:00 a.m. or later during weekdays.

The potential for conflicts between project traffic, pedestrians and Muni buses would be greatest during the evening peak period when some of the cars arriving to pick-up community center users would double park on Presidio Avenue (northbound) in front of the proposed project as they currently do. The double-parked vehicles reduce northbound capacity on Presidio Avenue to a single lane. However, while the double-parked vehicles were observed to affect through northbound traffic flows on Presidio Avenue, including the northbound 43-Masonic bus, buses to and from the Muni Yard do not travel northbound in front of the project site because of how the driveways to/from the Yard are located in relation to the project site (described above).

Based on the travel demand survey findings and professional judgment about the effects of the proposed larger community center, the proposed project is estimated to add 15 net new p.m. peak-hour passenger pick-up vehicles on Presidio Avenue in front of the site. The current observed maximum queue length (six vehicles) would potentially increase under conditions of expanded peak-hour passenger loading activity associated with the larger community center and the proposed residential component. An increase in the maximum number of double-parked vehicles on Presidio Avenue would potentially interfere with Muni Yard bus pull-ins (northbound left-turns) as double-parked vehicles extend farther south toward the Muni Yard entrance driveway. A rough estimate of ten double-parked vehicles on Presidio Avenue would potentially interfere with the ability of northbound buses to negotiate a left turn into the Muni Yard.

While the above-described activity would not be expected to cause a significant impact, it is recommended that as part of the project, the project sponsor shall establish a loading management plan (Improvement Measure 3, below), the intent of which would be to eliminate the potential of double parked freight trucks on Presidio Avenue in front of the building, and to reduce the friction and potential conflicts among traffic streams. Large deliveries and tenant move-ins / move-outs would be coordinated through the property manager so that the designated on-street loading spaces would be available as needed.

The proposed location of the project's subterranean parking garage with an access driveway on Sutter Street would intersect the existing 2-Clement bus stop, and would introduce a potential for conflicts between vehicles traveling on the driveway and buses at the bus stop and pedestrians and transit passengers on Sutter Street. The location of the proposed project driveway would require that the existing bus shelter be moved approximately 15 feet east of its current location, subject to approval by the SFMTA. That relocation would have no substantial effect on Muni service.

Parking Impacts

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. 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 environment 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 travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits.

The project would provide 22 on-site parking spaces for residential units (15 spaces) and the community center/gymnasium facility (7 spaces). The parking garage proposes eight tandem spaces (16 vehicles) and six independently accessible spaces. The proposed demolition of the existing facility would result in the loss of three tandem parking spaces (six-vehicle capacity) located in a surface lot at the southwest corner of the building, off Presidio Avenue.

The project site is within an RM-1 zoning designation. Based on this zoning designation and on Planning Code Section 151, 62 parking spaces would be required to accommodate the proposed project (47 spaces for the residential units, and 15 spaces for the community center/gymnasium facility). In addition, Planning Code Section 155(i) requires one handicapped space for each 25 parking stalls provided, or two such spaces under the required 62-stall parking supply. Because the project sponsor is proposing to provide 22 on-site parking spaces, the project would therefore not meet the requirements of *Planning Code* Section 151. As part of the establishment of the Presidio-Sutter Special Use District being sought by the project applicant, the requirement for providing 62 parking spaces at the project site would be eliminated.

Project-generated parking demand was estimated based on the estimated auto ownership and vehicular traffic generated by the project. The proposed project would create long-term parking demand for about 33 parking spaces, and short-term parking demand for about 5 equivalent daily spaces, for a total parking demand of about 38 daily spaces.[39] Because the project would eliminate three existing parking stalls with a capacity of six vehicles in tandem, the project would result in a total unmet demand of 22 equivalent daily parking spaces.

Based on parking occupancy surveys conducted for the proposed project, approximately 663 on-street public parking spaces exist within two blocks of the project site, which have a 93 percent occupancy rate during midday hours. This suggests that the project's parking demand might not be met off-site within two blocks of the project site during these hours. In the evening, the off-site occupancy rate is similar, at 92 percent, and the project's demand likewise might be unmet during the evening hours, with an even higher parking shortfall during community events. Due to the parking shortfall, drivers would be required to park farther away from their destination or to use alternative travel modes. A survey of local off-street residential parking supply and utilization and public on-street supply conducted in March 2008 by a neighborhood group produced findings similar to those reported above; see Footnote 34, page IV-61, about the neighborhood group's survey. The neighborhood survey indicated shortfalls in supply in the blocks immediately adjacent to the project site.

[39] The analysis of parking impacts associated with project parking demand presented herein was based on a previous project that would have generated a similar, but somewhat higher, parking demand (i.e., long-term demand for about 36 spaces, and a total parking demand of about 41 spaces).

Pedestrian Impacts

Impact TR-4: The proposed project would not would result in overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas. (Less than Significant)

The proposed project would have a common lobby entrance on the ground level along Presidio Avenue that would serve the residential tenants and the community center patrons. The project proposes to maintain the existing effective sidewalk widths on Presidio Avenue (nine feet) and on Sutter Street (13 feet).

The project is expected to generate new pedestrian traffic in the area. In addition, project-generated transit trips will begin as pedestrian trips to and from nearby bus stops. Existing pedestrian volumes were observed to be low, operating at free-flow conditions during the weekday PM peak period. New pedestrian trips generated by the project would be accommodated on the existing sidewalks and crosswalks adjacent to the project and would not substantially affect current pedestrian conditions. Therefore, the project's impacts to the pedestrian network would be less than significant.

Bicycle Impacts

Impact TR-5: The proposed project would not create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas. (Less than Significant)

There are designated Citywide Bicycle Routes in the project vicinity on Presidio Avenue (Route 55), Post Street (Route 16), and Sutter Street. Post Street has striped bike lanes in both directions (Class II bicycle route); the bicycle route on Presidio Avenue and Sutter Street are Class III routes, meaning bicyclists and motorists share the roadway width.

Pursuant to *Planning Code*, Section 155.5, the project would be required to provide about 24 bicycle parking spaces (residential projects up to 50 units must have one Class 1 bicycle space for every two dwelling units. The Planning Code does not identify bicycle parking requirements for community and institutional uses). As a residential building, the project would be exempt from providing shower and locker facilities. The project plans show a covered area for 16 Class 1 spaces, accessible from Sutter Street, which falls short of the 24 Code-required Class 1 spaces. The project sponsors would need to provide an additional eight Class 1 bicycle spaces on-site or request a change to the bicycle code requirements under the planned SUD. The existing community center currently provides on-site parking for approximately 40 bicycles, and the community center management has stated the intent to maintain that level of bicycle parking spaces in the new facility.

The observed number of bicyclists in the area was not high, and no substantial safety conflicts were observed between bicyclists and motor vehicles in the project area. The project would not be expected to generate a noticeable increase in bicycles in the area, noticeably affect existing

bicycle conditions in the area, nor interfere with existing bicycle facilities and/or plans. The project's impact to bicycle circulation would be less than significant.

Freight Loading and Service Impacts

Impact TR-6: Loading activity associated with the proposed project would not disrupt traffic flow on area streets. (Less than Significant)

The proposed project could impede vehicle, pedestrian and bicycle circulations on Presidio Avenue during times of tenant move-ins and move-outs, freight deliveries and services calls to the building, and garbage pick up. It is noted that the existing community center/gymnasium facility currently generates all of these activities except the tenant activity.

Per the Planning Code, Section 152, the project would not be required to provide off-street (standard truck) loading. The project sponsor proposes to convert two existing general use on-street parking spaces on Presidio Avenue at the corner of Sutter Street to loading spaces, subject to approval by the San Francisco Municipal Transportation Agency.

The project would have separate enclosed trash and recycling areas on the gym floor, in the northern portion of the building. Trash and recycling would be collected weekly and would be wheeled out to Sutter Street for pick-up.

The project-generated loading/service demand would be about two trucks per day. This includes mail delivery, maintenance, deliveries, and move-in/move-out activities. Average and peak hourly demand for the proposed project would be no more than one space per hour. The project would meet the estimated average and peak hourly demand for loading spaces through use of the proposed designated on-street loading spaces on Presidio Avenue. Tenant move-ins and move-outs would be coordinated with a tenant manager. If those spaces were not available, vehicles would double park on Presidio Avenue.

Double parked vehicles at the project site could reduce peak hour roadway capacity, which could potentially compromise pedestrian and bicycle safety at the intersections crosswalk. Double parked vehicles could obstruct the northbound east side travel lane on Presidio Avenue, diminish sight lines for drivers travelling northbound, and potentially interfere with Muni trolley coach maneuverability in and out of the Muni Yard.

The proposed conversion of two existing general use on-street parking spaces to loading spaces would meet the project's expected loading, service, delivery and garbage pick up needs. However, implementation of Improvement Measures 3 and 4, below, would further reduce freight loading effects.

Based on surveys conducted for this analysis, there are an estimated 18 vehicle passenger pick-ups during the weekday p.m. peak hour at the community center. The majority of these vehicles double park in front of the facility on Presidio Avenue where all of the public on-street parking is

generally occupied. The dwell time for double parked vehicles was observed to range between one and 15 minutes, with an observed maximum queue of six vehicles during the peak hour.

The community center component of the proposed project is estimated to add an additional 15 net new p.m. peak hour passenger pick-up vehicles on Presidio Avenue in front of the site. The existing maximum queue length (six vehicles) would potentially increase under conditions of expanded peak hour passenger loading activity. In addition to the potential increase in double parking associated with the community center, it is possible that the proposed residential component would also contribute to peak hour passenger loading activity at the project site. Given the constrained parking conditions in the area some project residents may be inclined to drop passengers off in front of the building prior to searching for available parking. Additional peak period passenger loading activity associated with the residential component of the project may contribute to incidents of double parking on Presidio Avenue and increase the likelihood of vehicle, pedestrian and bicycle conflicts in the area of the project. The effect of double-parked vehicles at the project site would be felt in terms of reduced peak-hour roadway capacity, particularly at the northbound approach to the stop-sign-controlled Presidio Avenue and Sutter Street intersection. During the evening peak period, the pedestrian use of the crosswalk at that intersection increases due to community center users crossing Presidio Avenue to access the southbound 43-Masonic bus stop and by commuters departing the 43-Masonic and crossing Presidio Avenue. With the proposed project, the number of peak period pedestrian and community center users of this crosswalk is expected to increase. It is during the evening peak period that passenger cars would begin to arrive at the site in order to pick-up people from the community center. As double parked vehicles in front of the project site queue back, the visual sight lines of the Presidio Avenue / Sutter Street intersection could be obstructed for northbound through vehicles. In addition to diminished sight lines, through northbound drivers would have to contend with passenger loading activity on the driver side of the double parked vehicles. Implementation of Improvement Measures 5 and 6, below, would reduce potential passenger loading and pedestrian conflicts.

The area experiences heavy bus activity due to the Muni Yard facility operations and the proximity of the 2-Clement and 43-Masonic bus stops. Double-parked vehicles could interfere with Muni trolley coach maneuverability and further complicate vehicle, pedestrian and bicycle circulation in the area. The potential impact of double parked vehicles on Muni operations is discussed on page IV-67.

Emergency Access

Impact TR-7: The proposed project would not result in inadequate emergency access. (Less than Significant)

The proposed project would have no effect on the street network serving the project site, and as described above, would not have a significant effect on the performance of the circulation system, taking into account all modes of transportation (private vehicles, transit, pedestrian, and bicycle).

The proposed closure would not impede or lessen the effectiveness of emergency vehicle travel in the area.

Construction Impacts

Construction of the project would take approximately 18 months and would occur in four overlapping phases. During construction, the sidewalk and curb lane fronting the project site on Presidio Avenue would be closed to accommodate deliveries and construction staging. This would displace seven parking spaces and would require pedestrians to use sidewalks on the other side of the street. It may also require a flagman to facilitate truck movements to and from the site and to ensure pedestrian safety. In addition, the Muni bus stop (2-Clement) located at the project site on Sutter Street would be temporarily relocated. The project sponsor or construction manager would be required to coordinate this with the Muni Street Operations / Special Events office.

The maximum number of workers at the height of construction is anticipated to be approximately 30 on-site personnel; the average number of workers per day for the other construction phases would range from 20 to 25 people. Temporary parking demand for construction workers' vehicles (expected to be accommodated off-site) and impacts on local intersections from construction worker traffic would occur in proportion to the number of construction workers who would use automobiles, although it is likely that parking of construction worker's vehicles would temporarily increase parking occupancy levels in the project area.

It is anticipated that construction-related trucks would access the project site via the established truck route on Fell Street to Masonic Avenue, which would be accessed to and from U.S. 101 and I-80 via the Market/Octavia on- and off-ramps. Haul routes would be subject to the City's approval. Although less than significant, implementation of Improvement Measures 7 and 8, below, would reduce the magnitude of temporary construction-related effects of the proposed project.

The proposed establishment of the Presidio-Sutter Special Use District would allow for the proposed project to be implemented, but would not extend to any other areas where other future projects would have the potential to result in additional SUD-related transportation, circulation, and parking impacts. Therefore, potential cumulative impacts related to these topics would be considered a less than significant impact.

Because no significant transportation, circulation, or parking impacts (project-specific or cumulative) were identified with the proposed project, the proposed effort to establish an SUD on the site would also have no significant transportation, circulation, or parking impacts.

Mitigation and Improvement Measures

Improvement Measure-1: The project sponsors should investigate the possibility of long-term leasing of parking spaces at the shopping center lot (at 2575 Geary Boulevard) for use by the community center for evening programs and events.

Improvement Measure-2: The project sponsor should install a directional mirror in the garage so that drivers would have a view of Sutter Street. The garage would provide a vehicle approach warning signal (buzzer or beeper) to alert pedestrians of cars exiting the garage.

Improvement Measure-3: As part of the project, the project sponsor could establish a loading management plan. The intent of the plan would be to eliminate the potential of double-parked freight trucks on Presidio Avenue in front of the building. Large deliveries and tenant move-ins and move-outs would be scheduled and coordinated through the property manager to ensure that the designated on-street loading spaces would be available as needed. Tenants would be required to provide advance notification to the property manager of date and time of move-ins and move-outs. The freight management plan would be extended to all freight deliveries and service calls to the building. Delivery and service calls at the building to the extent possible shall be scheduled between the hours of 9:00 a.m. and 3:30 p.m. in order to avoid the peak periods of Muni's Presidio Electric Trolley Coach Division pull-out and pull-in activities.

Improvement Measure-4: As part of the project, building management would coordinate with Sunset Scavenger as to specific location of garbage containers on pick-up day, consistent with collection services currently provided for other residential buildings in the area, to ensure minimal disruption of traffic flow on the streets.

Improvement Measure-5: In order to reduce potential circulation conflicts associated with passenger loading, the project sponsor would establish a community center safety program, which would focus on safe (assisted) crossings of Presidio Avenue and Sutter Street during the weekday evening commute period (4:00 p.m. to 6:00 p.m.). The program could rely on employees or volunteers to serve as crossing guards, or contract with a private company for these services. The community center would also provide weekday evening commute period curbside assistance to drivers arriving to pick-up children and other center users. A goal of this effort would be to limit incidents of double parking on Presidio Avenue through coordination with drivers, center staff and passengers. Community center staff would assemble children at the curb prior to a scheduled pick-up, thus reducing the need for drivers to leave their double parked vehicle and enter the center, as currently occurs. While double parking would not be eliminated, the average length of time of double parked vehicles could be substantially reduced. In addition to assisted street crossings and passenger loading assistance, community center management would make a concerted effort to identify and facilitate ridesharing opportunities among drivers who consistently pick-up passengers at the center.

Improvement Measure-6: The project sponsors would meet with the Sustainable Streets Division of the San Francisco Municipal Transportation Agency regarding the possibility of securing curbside frontage on Presidio Avenue for passenger loading. An extended passenger loading zone in front of the community center between the hours of 4:00 p.m. and 6:00 p.m. would reduce the incidents of double parking and improve peak period vehicle, pedestrian and bicycle circulation. It should be noted that a consequence of establishing a curbside loading zone in this area would exacerbate already constrained parking conditions (by displacing two general-use parking spaces) and would require a high level of enforcement activity (including vehicle towing).

Improvement Measure-7: During the construction period, the project sponsor could limit construction truck movement to the hours between 9:00 a.m. and 3:30 p.m., or other hours if approved by SFMTA, and to prohibit staging or unloading of equipment and materials during the periods of 7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:00 p.m., to minimize peak-period traffic conflicts and to accommodate queuing of Muni buses during the peak hours of service. The project sponsor and construction contractor would meet with SFMTA, the Fire Department, Muni, and the Planning Department to determine feasible traffic management and improvement measures to reduce traffic congestion during construction of this project.

Improvement Measure-8: The project sponsors should investigate the possibility of leasing parking spaces at the shopping center (2575 Geary Boulevard) lot for use by construction workers for the duration (estimated 18 months) of the construction activity.

F. Noise

Setting

Existing Ambient Noise

Ambient noise levels in the project vicinity are typical of noise levels in greater San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, and emergency vehicles. Based on observations made at the project site, traffic on Presidio Avenue and Sutter Street is the predominant noise source in the project vicinity and generates moderate to high levels of traffic noise. Observation also indicates that surrounding land uses do not conduct noticeably noisy operations. Muni buses in the bus depot across Presidio Avenue from the site and those which travel along Presidio Avenue and Sutter Street are electric, and therefore are quieter than typical diesel buses. Modeling of traffic noise conducted by the San Francisco Department of Public Health[40] indicates that ambient traffic noise in the project area vicinity is generally between about 65 and 70 dBA (Ldn).

The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise.[41] 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" noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that residential development should be discouraged at noise levels above 65 dBA (Ldn).[42] While no similar guidelines exist specifically for community centers, the guidelines do include a category for "auditoriums, concert halls, amphitheaters, and music shells," for which they recommend 70 dBA as the maximum noise level, although the incorporation of noise insulation measure is recommended at this level.

Significance Criteria

The proposed project would result in a significant impact with respect to noise if it would:

- 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;

- Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels;

40 Traffic noise map presented on DPH website: http://www.sfdph.org/dph/EH/Noise/default.asp.

41 *San Francisco General Plan*, Environmental Protection Element, Policy 11.1.

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

- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or
- Be substantially affected by existing noise levels.

A project would also normally result in a significant impact with respect to noise if it would be 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, and would if the project would expose people residing or working in the area to excessive noise levels. Additionally, for a project located in the vicinity of a private airstrip, the project would normally have a significant effect if it would expose people residing or working in the project area to excessive noise levels. The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, these topics are not applicable.

Impact Analysis

Project-Generated Traffic Noise

Impact NO-1: The proposed project would not result in traffic volumes that would result in potentially significant project-generated traffic noise. (Less than Significant)

Generally, traffic volumes in an area would have to approximately double before the attendant increase in ambient noise levels would be noticeable to most people. Given that the proposed project would have no significant traffic impacts on area intersections due to the relatively low traffic volume that it would generate, the project would not cause a noticeable increase in the ambient noise level in the project vicinity, nor would the project contribute to any potential cumulative traffic-related noise effects.

Construction Noise

Impact NO-2: Activities related to demolition, excavation, site clearance, and project construction at the project site would temporarily increase noise in the site's vicinity and expose nearby residential uses to temporary and intermittent construction noise. (Less than Significant)

Sensitive noise receptors in the project area include residential uses on the project block and the surrounding blocks, as well as the Jewish Community Center, located near the intersection of California Street and Presidio Avenue (three blocks to the north of the project site). A source of noise closest to the project site is the MUNI bus depot, located across Presidio Avenue from the project site.). The residential uses to the north, east, and south of the site would experience short-term noise from site clearance, construction activities and vibration from the passage of construction trucks. Moreover, these residential uses would also be subjected to temporary and intermittent construction noise. Site excavation would be moderate (approximately 4,500 cu. yd. of

soil), and no pile driving is anticipated. The project would employ a concrete mat foundation with steel framing.

Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Construction would take approximately 18 months. During the majority of construction activity, noise levels would be above existing levels in the project area. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. There would be times when noise could interfere with indoor activities in nearby residences and other businesses near the project site. Noise impacts would be temporary in nature and limited to the period of construction.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source.[43] Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of DPW. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m. if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of DPW. The project demolition and construction operations would comply with Noise Ordinance requirements, and construction is not expected to occur after 8:00 p.m. Compliance with the Noise Ordinance is required by law and would ensure that construction noise impacts would be less than significant.

In addition to complying with the San Francisco Noise Ordinance, the project sponsor would implement Improvement Measure NO-1, described on p.IV-79, which includes developing a construction management plan and would further reduce the temporary, intermittent and less-than-significant construction noise effects.

Operational Noise

Impact NO-3: The proposed project would increase ambient noise levels in the immediate vicinity due to mechanical noise and increased activity on the site but not to levels considered significant. (Less than Significant)

The existing noise-generating uses in the project vicinity include the MUNI Presidio bus depot, located across Presidio Avenue from the project site, vehicle traffic along nearby streets (including the heavily-trafficked Geary Boulevard), and the existing community center, which generates interior noise during community and sporting events. The proposed project may include mechanical equipment, such as forced air mechanical ventilation, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. The replacement

[43] dBA is the symbol for decibels using the A-weighted scale. A decibel is a unit of measurement for sound loudness (amplitude). The A-weighted scale is a logarithmic scale that approximates the sensitivity of the human ear.

community center, which would have approximately 50 percent more users, and new residential units would generate incrementally more interior noise than what is generated by the existing community center on the site and by nearby existing residential and other uses. Community and sporting events at the proposed community center would take place during days and times similar to what is currently held at the existing community center, and any increases in noise levels would not be expected to result in significant noise impacts.

The proposed new development would consist of a replacement community center and new residential uses. Title 24 of the California Code of Regulations establishes uniform noise insulation standards for projects that involve multiple dwellings. The Department of Building Inspection (DBI) would review the final building plans to ensure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission. Because the proposed development would comply with Title 24 noise insulation requirements, it would not substantially impact project residents.

Mitigation and Improvement Measures

Improvement Measure I-NO-1: General Construction Noise Control Measures: Prior to project construction, the project sponsor would develop a construction management plan, which among other things, will include best management practices described below to reduce temporary, intermittent and less-than-significant construction noise effects. To reduce daytime noise impacts due to construction, the project sponsor shall require construction contractors to implement the following measures:

- Equipment and trucks used for project construction shall use the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds, wherever feasible).

- Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or other measures to the extent feasible.

Significance after Mitigation: None required.

G. Air Quality

Setting

Criteria Air Pollutants

As required by the 1970 federal Clean Air Act, the United States Environmental Protection Agency (EPA) has identified six criteria air pollutants that are pervasive in urban environments and for which state and federal health-based ambient air quality standards have been established. EPA calls these pollutants criteria air pollutants because the agency has regulated them by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. Ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead are the six criteria air pollutants.

The BAAQMD's air quality monitoring network provides information on ambient concentrations of criteria air pollutants at various locations in the San Francisco Bay Area. **Table 6** is a five-year summary of highest annual criteria air pollutant concentrations (2004 to 2008), collected at the BAAQMD's air quality monitoring station at 16th and Arkansas Streets, in San Francisco's lower Potrero Hill area.[39] Table 6 compares measured pollutant concentrations with the most stringent applicable ambient air quality standards (state or federal).

Ozone

Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NOx). The main sources of ROG and NOx, often referred to as ozone precursors, are combustion processes (including motor vehicle engines) and the evaporation of solvents, paints, and fuels. In the Bay Area, automobiles are the single largest source of ozone precursors. Ozone is referred to as a regional air pollutant because its precursors are transported and diffused by wind concurrently with ozone production through the photochemical reaction process. Ozone causes eye irritation, airway constriction, and shortness of breath and can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema. Table 6 shows that, according to published data, the most stringent applicable standards (state 1-hour standard of 9 parts per hundred million (pphm) and the federal 8-hour standard of 8 pphm) were not exceeded in San Francisco between 2004 and 2008.

Carbon Monoxide (CO)

CO is an odorless, colorless gas usually formed as the result of the incomplete combustion of fuels. The single largest source of CO is motor vehicles; the highest emissions occur during low travel speeds, stop- and-go driving, cold starts, and hard acceleration. Exposure to high concentrations of CO reduces the oxygen-carrying capacity of the blood and can cause headaches,

[39] Data from this single location do not describe pollutant levels throughout San Francisco, as these levels may vary depending on distance from key emissions sources and local meteorology. However, the BAAQMD monitoring network does provide a reliable picture of pollutant levels over time.

nausea, dizziness, and fatigue, impair central nervous system function, and induce angina (chest pain) in persons with serious heart disease. Very high levels of CO can be fatal. As shown in Table 6, no exceedances of state CO standards were recorded between 2004 and 2008. Measurements of CO indicate maximum 8-hour CO levels approximately 25 percent of the allowable 8-hour standard.

TABLE 6
SUMMARY OF SAN FRANCISCO AIR QUALITY MONITORING DATA (2004–2008)

Pollutant	Most Stringent Applicable Standard	Number of Days Standards were Exceeded and Maximum Concentrations Measured				
		2004	2005	2006	2007	2008
Ozone						
- Days 1-hour Std. Exceeded	>9 pphm[a]	0	0	0	0	0
- Max. 1-hour Conc. (pphm) [b]		9	6	5	6	8
- Days 8-hour Std. Exceeded	>8 pphm[b]	0	0	0	0	0
- Max. 8-hour Conc. (pphm) [b]		6	5	5	5	7
Carbon Monoxide (CO)						
- Days 8-hour Std. Exceeded	>9 ppm[a]	0	0	0	0	0
- Max. 8-hour Conc. (ppm)		2.2	2.1	2.1	1.6	2.3
Suspended Particulates (PM_{10})						
- Days 24-hour Std. Exceeded[c]	>50 µg/m^3 [a]	1	0	3	2	0
- Max. 24-hour Conc. (µg/m^3)		**52**	46	**61**	**70**	41
Suspended Particulates ($PM_{2.5}$)						
- Days 24-hour Std. Exceeded[d]	>35 µg/m^3 [b]	0	0	3	5	0
- Max. 24-hour Conc. (µg/m^3)		46	44	**54**	**45**	**39**
- Annual Average (µg/m^3)	>12 µg/m^3 [a]	11.2	9.5	9.7	8.9	11.4
Nitrogen Dioxide (NO_2)						
- Days 1-hour Std. Exceeded	>25 pphm[a]	0	0	0	0	0
- Max. 1-hour Conc. (pphm) [b]		6	7	11	7	6
Sulfur Dioxide (SO_2)						
- Days 24-hour Std. Exceeded	>40 ppb[a]	0	0	0	0	0
- Max. 24-hour Conc. (ppb) [b]		6	7	6	6	4

Notes: **Bold** values are in excess of applicable standard. "NA" indicates that data is not available.
conc. = concentration; ppm = parts per million; pphm = parts per hundred million; ppb=parts per billion;
µg/m3 = micrograms per cubic meter
ND = No data or insufficient data.
[a] State standard, not to be exceeded.
[b] Federal standard, not to be exceeded.
[c] Based on a sampling schedule of one out of every six days, for a total of approximately 60 samples per year.
[d] Federal standard was reduced from 65 µg/m3 to 35 µg/m3 in 2006.

SOURCE*:* BAAQMD, Bay Area Air Pollution Summary, 2004 – 2008. Available online at: http://www.baaqmd.gov/pio/aq_summaries/index.htm

Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter is a class of air pollutants that consists of heterogeneous solid and liquid airborne particles from manmade and natural sources. Particulate matter is measured in two size ranges: PM_{10} for particles less than 10 microns in diameter, and $PM_{2.5}$ for particles less than 2.5 microns in diameter. In the Bay Area, motor vehicles generate about half of the air basin's particulates, through tailpipe emissions as well as brake pad and tire wear. Wood burning in fireplaces and stoves, industrial facility operations, and ground-disturbing activities such as construction are other sources of such fine particulates. These fine particulates are small enough to be inhaled into the deepest parts of the human lung and can cause adverse health effects. According to the state Air Resources Board (ARB), studies in the United States and elsewhere "have demonstrated a strong link between elevated particulate levels and premature deaths, hospital admissions, emergency room visits, and asthma attacks," and studies of children's health in California have demonstrated that particle pollution "may significantly reduce lung function growth in children." The ARB also reports that statewide attainment of particulate matter standards could prevent thousands of premature deaths, lower hospital admissions for cardiovascular and respiratory disease and asthma-related emergency room visits, and avoid hundreds of thousands of episodes of respiratory illness in California.[40]

Among the criteria pollutants that are regulated, particulates appear to represent a serious ongoing health hazard. As long ago as 1999, the BAAQMD was reporting, in its *CEQA Guidelines*, that studies had shown that elevated particulate levels contribute to the death of approximately 200 to 500 people per year in the Bay Area. High levels of particulates have also been known to exacerbate chronic respiratory ailments, such as bronchitis and asthma, and have been associated with increased emergency room visits and hospital admissions.[41]

Table 6 shows that exceedances of the state PM_{10} standard have routinely occurred in San Francisco. It is estimated that the state 24-hour PM_{10} standard was exceeded on up to 18 days per year between 2004 and 2008.[42] The BAAQMD began monitoring $PM_{2.5}$ concentrations in San Francisco in 2002. The federal 24-hour $PM_{2.5}$ standard was not exceeded until 2006, when the standard was lowered from 65 micrograms per cubic meter ($\mu g/m^3$) to 35 $\mu g/m^3$. The state annual average standard was not exceeded between 2004 and 2008.

$PM_{2.5}$ is of particular concern to the San Francisco Department of Public Health (DPH) because epidemiologic studies have demonstrated that people who live near freeways and high-traffic roadways have poorer health outcomes, including increased asthma symptoms and respiratory infections and decreased pulmonary function and lung development in children. As a result, the City enacted Article 38 of the *San Francisco Health Code*, approved November 25, 2008, which

40 California Air Resources, Board, "Recent Research Findings: Health Effects of Particulate Matter and Ozone Air Pollution," January 2004. Available on the internet at: http://www.arb.ca.gov/research/health/fs/PM-03fs.pdf. This document is also available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1106E.

41 BAAQMD, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans.* December 1999; p. B-3. Available on the internet at: http://www.baaqmd.gov/pln/ceqa/ceqa_guide.pdf.

42 PM_{10} is sampled every sixth day; therefore, actual days over the standard can be estimated to be six times the numbers listed in the table.

requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of $PM_{2.5}$. Through air quality modeling, the assessment is conducted to determine if annual average concentration of $PM_{2.5}$ from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).[43] If this standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters (as applicable), designed to remove at least 80 percent of ambient $PM_{2.5}$ from habitable areas of residential units.

Nitrogen Dioxide (NO_2)

NO_2 is a reddish brown gas that is a byproduct of combustion processes. Automobiles and industrial operations are the main sources of NO_2. Aside from its contribution to ozone formation, NO_2 can increase the risk of acute and chronic respiratory disease and reduce visibility. NO_2 may be visible as a coloring component on high pollution days, especially in conjunction with high ozone levels. Table 6 shows that the standard for NO_2 is being met in the Bay Area, and pollutant trends suggest that the air basin will continue to meet these standards for the foreseeable future.

Sulfur Dioxide (SO_2)

SO_2 is a colorless acidic gas with a strong odor. It is produced by the combustion of sulfur-containing fuels such as oil, coal, and diesel. SO_2 has the potential to damage materials and can cause health effects at high concentrations. It can irritate lung tissue and increase the risk of acute and chronic respiratory disease.[44] Table 6 shows that the standard for SO_2 is being met in the Bay Area, and pollutant trends suggest that the air basin will continue to meet these standards for the foreseeable future.

Lead

Leaded gasoline (phased out in the United States beginning in 1973), paint (on older houses, cars), smelters (metal refineries), and manufacture of lead storage batteries have been the primary sources of lead released into the atmosphere. Lead has a range of adverse neurotoxic health effects; children are at special risk. Some lead-containing chemicals cause cancer in animals. Lead levels in the air have decreased substantially since leaded gasoline was eliminated.

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43 According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8 – 10 percent of the range of ambient $PM_{2.5}$ concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 "excess deaths" per year per one million population in San Francisco. "Excess deaths" (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM2.5. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, "Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco's non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco's population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

44 BAAQMD, *CEQA Guidelines* (see footnote 41, p. 82); p. B-2.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may lead to serious illness or increased mortality, even when present in relatively low concentrations. Potential human health effects of TACs include birth defects, neurological damage, cancer, and death. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

TACs do not have ambient air quality standards, but are regulated by the BAAQMD using a risk-based approach. This approach uses a health risk assessment to determine what sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.[45]

In addition to monitoring criteria pollutants, both the BAAQMD and the ARB operate TAC monitoring networks in the San Francisco Bay Area. These stations measure 10 to 15 TACs, depending on the specific station. The TACs selected for monitoring are those that have traditionally been found in the highest concentrations in ambient air, and therefore tend to produce the most significant risk. The BAAQMD operates an ambient TAC monitoring station at its 16th and Arkansas Streets facility. When TAC measurements at this station are compared to ambient concentrations of various TACs for the Bay Area as a whole, the cancer risks associated with mean TAC concentrations in San Francisco are similar to those for the Bay Area as a whole. Therefore, the estimated average lifetime cancer risk resulting from exposure to TAC concentrations monitored at the San Francisco station does not appear to be any greater than for the Bay Area as a region.

Diesel Particulate Matter

The ARB identified diesel particulate matter (DPM) as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans.[46] 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. The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other toxic air pollutant routinely measured in the region. ARB estimated the average Bay Area cancer risk from diesel particulate, based on a population-weighted average ambient diesel particulate

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

[46] California Air Resources Board, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines." October 1998. Available on the internet at: http://www.arb.ca.gov/toxics/dieseltac/factsht1.pdf. This document is also available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1106E.

concentration, at about 480 in one million, as of 2000. The risk from diesel particulate matter declined from 750 in one million in 1990 to 570 in one million in 1995; by 2000, ARB estimated the average statewide cancer risk from DPM at 540 in one million.[47,48]

Recent air pollution studies have shown an association between respiratory and other non-cancer health effects and proximity to high traffic roadways. The ARB community health risk assessments and regulatory programs have produced air quality information about certain types of facilities for consideration by local authorities when siting new residences, schools, day care centers, parks and playgrounds, and medical facilities (i.e., sensitive land uses). Sensitive land uses deserve special attention because children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the non-cancer effects of air pollution. There is also substantial evidence that children are more sensitive to cancer-causing chemicals.[49]

In 2000, the ARB approved a comprehensive Diesel Risk Reduction Plan to reduce diesel emissions from both new and existing diesel-fueled vehicles and engines. As part of the Plan, the ARB in 2008 approved a new regulation for existing heavy-duty diesel vehicles that will require retrofitting and replacement of vehicles (or their engines) over time such that by 2023, all vehicles must have a 2010 model year engine or equivalent. The regulation is anticipated to result in an 80 percent decrease in statewide diesel health risk in 2020 from the 2000 risk.[50] Additional regulations apply to new trucks and to diesel fuel. With new controls and fuel requirements, 60 trucks built in 2007 would have the same soot exhaust emissions as one truck built in 1988.[51] Despite these reductions, the ARB recommends that proximity to sources of DPM emissions be considered in the siting of new sensitive land uses (e.g., residences, schools, daycare centers, playgrounds, or medical facilities). The ARB notes that these recommendations are advisory and should not be interpreted as defined "buffer zones," and that local agencies must balance other considerations, including housing and transportation needs, the benefits of urban infill, community economic development priorities, and other quality of life issues. With careful evaluation of exposure, health risks, and affirmative steps to reduce risk where necessary, ARB's position is that infill development, mixed use, higher density, transit-oriented development, and other concepts that benefit regional air quality can be compatible with protecting the health of individuals at the neighborhood level.[52]

47 California Air Resources Board, *California Almanac of Emissions and Air Quality - 2009 Edition*, Table 5-44 and p. 5-44. Available on the internet at: http://www.arb.ca.gov/aqd/almanac/almanac09/pdf/chap509.pdf. Viewed October 24, 2009.

48 This calculated cancer risk values from ambient air exposure in the Bay Area can be compared against the lifetime probability of being diagnosed with cancer in the United States, from all causes, which is more than 40 percent (based on a sampling of 17 regions nationwide), or greater than 400,000 in one million, according to the National Cancer Institute.

49 California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005. Available on the internet at: http://www.arb.ca.gov/ch/handbook.pdf.

50 California Air Resources Board, "Overview of Truck and Bus Regulation Reducing Emissions from Existing Diesel Vehicles," fact sheet, February 25, 2009; and "Facts About Truck and Bus Regulation Emissions Reductions and Health Benefits," fact sheet, February 25, 2009. available on the internet at: http://www.arb.ca.gov/msprog/onrdiesel/documents.htm. Reviewed October 24, 2009.

51 Pollution Engineering, *New Diesel Fuel Rules Start,* website accessed on October 30, 2006: http://www.pollutioneng.com/CDA/.

52 California Air Resources Board, *Air Quality and Land Use Handbook*; see footnote 49, p. 84.

Sensitive Receptors

Air quality does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Population subgroups sensitive to the health effects of air pollutants include the elderly and the young, population subgroups with higher rates of respiratory disease such as asthma and chronic obstructive pulmonary disease, and populations with other environmental or occupational health exposures (e.g. indoor air quality) that affect cardiovascular or respiratory diseases. Land uses such as schools, children's day care centers, parks and playgrounds, hospitals, and nursing and convalescent homes are considered to be more sensitive than the general public to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress. Persons engaged in strenuous work or exercise also have increased sensitivity to poor air quality. Residential areas are considered more sensitive to air quality conditions compared to commercial and industrial areas because people generally spend longer periods of time at their residences, with associated greater exposure to ambient air quality conditions.[53] The proposed project would itself be considered a sensitive land use, since it would develop a community center, including a day care center, and residential uses on the project site. Other sensitive receptors in the project area include residential uses on the project block and the surrounding blocks.

As previously discussed, motor vehicles are responsible for a large share of air pollution, especially in California. Epidemiologic studies have consistently demonstrated that children and adults living in proximity to freeways or busy roadways have poorer health outcomes, including increased asthma symptoms and respiratory infections and decreased pulmonary function and lung development in children. Vehicles also contribute to particulates by generating road dust and through tire wear.

Regulatory Setting

Air Quality Regulations and Plans

Federal Ambient Air Quality Standards

The 1970 Clean Air Act (last amended in 1990) requires that regional planning and air pollution control agencies prepare a regional air quality plan to outline the measures by which both stationary and mobile sources of pollutants will be controlled in order to achieve all standards by the deadlines specified in the Clean Air Act. The ambient air quality standards are intended to protect the public health and welfare, and they specify the concentration of pollutants (with an adequate margin of safety) to which the public can be exposed without adverse health effects. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels that are somewhat above the ambient air quality standards before adverse health effects are observed.

[53] The factors responsible for variation in exposure are also often similar to factors associated with greater susceptibility to air quality health effects. For example, poorer residents may be more likely to live in crowded substandard housing and be more likely to live near industrial or roadway sources of air pollution.

The current attainment status for the San Francisco Bay Area Air Basin with respect to federal standards is summarized in Table 4. In general, the Bay Area Air Basin experiences low concentrations of most pollutants when compared to federal standards, except for ozone and particulate matter (PM_{10} and $PM_{2.5}$), for which standards are exceeded periodically.

In June 2004, the Bay Area was designated as a marginal nonattainment area of the national 8-hour ozone standard. The EPA lowered the national 8-hour ozone standard from 0.80 to 0.75 parts per million effective May 27, 2008. EPA will issue final designations based upon the new 0.75 ppm ozone standard by March 2010. The Bay Area Air Basin is in attainment for other criteria pollutants, with the exception of the 24-hour standards for PM_{10} and $PM_{2.5}$, for which the Bay Area is designated "Unclassified."

State Ambient Air Quality Standards

Although the federal Clean Air Act established national ambient air quality standards, individual states retained the option to adopt more stringent standards and to include other pollution sources. California had already established its own air quality standards when federal standards were established, and because of the unique meteorological problems in California, there is considerable diversity between the state and national ambient air quality standards, as shown in Table 6. California ambient standards tend to be at least as protective as national ambient standards and are often more stringent.

In 1988, California passed the California Clean Air Act (California Health and Safety Code Sections 39600 et seq.), which, like its federal counterpart, called for the designation of areas as attainment or nonattainment, but based on state ambient air quality standards rather than the federal standards. As indicated in **Table 7**, the Bay Area Air Basin is designated as "nonattainment" for state ozone, PM_{10}, and $PM_{2.5}$ standards. The Bay Area Air Basin is designated as "attainment" for most other pollutants listed in the table.

Air Quality Planning Relative to State and Federal Standards

In January 2006, the BAAQMD, in cooperation with the MTC and ABAG, adopted the *Bay Area 2005 Ozone Strategy*. The Ozone Strategy is a roadmap showing how the San Francisco Bay Area will achieve compliance with the state 1-hour ozone standard as expeditiously as practicable, and how the region will reduce transport of ozone and ozone precursors to neighboring air basins. The control strategy includes stationary-source control measures to be implemented through BAAQMD regulations; mobile-source control measures to be implemented through incentive programs and other activities; and transportation control measures to be implemented through transportation programs in cooperation with the MTC, local governments, transit agencies, and others. The *2005 Ozone Strategy* also represents the Bay Area's most recent triennial assessment of the region's strategy to attain the state one-hour ozone standard. In this, the *2005 Ozone Strategy* replaces the *2000 Clean Air Plan (CAP)*. Currently, the BAAQMD is developing its *2009 Clean Air Plan.*

TABLE 7
STATE AND FEDERAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Averaging Time	(State) SAAQs[a]		(Federal) NAAQs[b]	
		Standard	Attainment Status	Standard	Attainment Status
Ozone	1 hour	0.09 ppm	**N**	NA	See Note c
	8 hour	0.07 ppm	U[d]	0.075 ppm	**N**/Marginal
Carbon Monoxide (CO)	1 hour	20 ppm	A	35 ppm	A
	8 hour	9 ppm	A	9 ppm	A
Nitrogen Dioxide (NO_2)	1 hour	0.18 ppm	A	NA	NA
	Annual	NA	NA	0.053 ppm	A
Sulfur Dioxide (SO_2)	1 hour	0.25 ppm	A	NA	NA
	24 hour	0.04 ppm	A	0.14 ppm	A
	Annual	NA	NA	0.03 ppm	A
Particulate Matter (PM_{10})	24 hour	50 µg/m^3	**N**	150 µg/m^3	U
	Annual[e]	20 µg/m^3 [f]	**N**	50 µg/m^3	A
Fine Particulate Matter ($PM_{2.5}$)	24 hour	NA	NA	35 µg/m^3	U
	Annual	12 µg/m^3	**N**	15 µg/m^3	A
Sulfates	24 hour	25 µg/m^3	A	NA	NA
Lead	30 day	1.5 µg/m^3	A	NA	NA
	Cal. Quarter	NA	NA	1.5 µg/m^3	A
Hydrogen Sulfide	1 hour	0.03 ppm	U	NA	NA
Visibility-Reducing Particles	8 hour	See Note g	A	NA	NA

NOTES: A = Attainment; **N** = Nonattainment; U = Unclassified; NA = Not Applicable, no applicable standard;= ppm = parts per million; µg/m^3 = micrograms per cubic meter.

[a] SAAQS = state ambient air quality standards (California). SAAQS for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, particulate matter, and visibility-reducing particles are values that are not to be exceeded. All other state standards shown are values not to be equaled or exceeded.

[b] NAAQS = national ambient air quality standards. NAAQS, other than ozone and particulates, and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The 8-hour ozone standard is attained when the three-year average of the fourth highest daily concentration is 0.08 ppm or less. The 24-hour PM10 standard is attained when the three-year average of the 99th percentile of monitored concentrations is less than the standard. The 24-hour PM2.5 standard is attained when the three-year average of the 98th percentile is less than the standard.

[c] The U.S. EPA revoked the national 1-hour ozone standard on June 15, 2005.

[d] This state 8-hour ozone standard was approved in April 2005 and became effective in May 2006.

[e] State standard = annual geometric mean; national standard = annual arithmetic mean.

[f] In June 2002, The California Air Resources Board (ARB) established new annual standards for PM2.5 and PM10.

[g] Statewide visibility-reducing particle standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70 percent. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

SOURCE: Bay Area Air Quality Management District (BAAQMD), Standards and Attainment Status, May 2006. Website Accessed on October 28, 2006: http://www.baaqmd.gov/pln/air_quality/ambient_air_quality.htm.

San Francisco General Plan Air Quality Element

The Air Quality Element of the *San Francisco General Plan* is composed of six sections, each of which focuses on different aspects of air quality improvement efforts. In general, the proposed project would be consistent with the Air Quality Element, because it would not result in violation of federal, state, or local air quality standards and would be largely consistent with the City's policy direction regarding emphasis of transit use over automobiles and energy conservation.

Toxic Air Contaminants

In 2005, the ARB approved a regulatory measure to reduce emissions of toxic and criteria pollutants by limiting the idling of new heavy-duty diesel vehicles. The regulations generally limit idling of commercial motor vehicles (including buses and trucks) within 100 feet of a school or residential area for more than five consecutive minutes or periods aggregating more than five minutes in any one hour.[54] Buses or vehicles also must turn off their engines upon stopping at a school and must not turn their engines on more than 30 seconds before beginning to depart from a school. Also, state law SB351 (adopted in 2003) prohibits locating public schools within 500 feet of a freeway or busy traffic corridor. As noted in Section F, Noise, electric buses operate in the project vicinity. Such vehicles do not emit diesel fumes, including TACs.

Impacts

Significance Criteria

The proposed project would have a significant air quality impact if it were to:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations; or
- Create objectionable odors affecting a substantial number of people.

For project-level impact analysis, the BAAQMD recommends various thresholds and tests of significance. For ROG, NOx and PM_{10}, a net increase of 80 pounds per day is considered significant, while for CO, an increase would be considered significant if it leads to or contributes to CO concentrations exceeding the State Ambient Air Quality Standard. Generally, if a project

[54] There are 12 exceptions to this requirement (e.g., emergency situations, military, adverse weather conditions, etc.), including: when a vehicle's power takeoff is being used to run pumps, blowers, or other equipment; when a vehicle is stuck in traffic, stopped at a light, or under direction of a police officer; when a vehicle is queuing beyond 100 feet from any restricted area; or when an engine is being tested, serviced, or repaired.

results in an increase in ROG, NOx, or PM_{10} of more than 80 pounds per day, then it would also be considered to contribute considerably to a significant cumulative effect. For projects that would not lead to a significant increase of ROG, NOx, or PM_{10} emissions, the cumulative effect is evaluated based on a determination of the consistency of the project with the current regional Clean Air Plan, the *Bay Area 2005 Ozone Strategy*.

As of May 2010, BAAQMD is preparing an update to its *CEQA Guidelines*. The District board held public hearings in November and December 2009 and January 2010, and is tentatively scheduled to adopt the updated *Guidelines* in June 2010. Although not yet adopted, the proposed *Guidelines* are discussed in this EIR for informational purposes.

Under the proposed *BAAQMD CEQA Guidelines* published May 2010,[55] the significance thresholds for criteria pollutants would be adjusted as follows: for exhaust emissions of ROG, NOx and $PM_{2.5}$, a net increase of 54 pounds per day would be considered significant, while for PM_{10}, a net increase of 82 pounds per day would be considered significant. For CO, an increase would be considered significant if it leads to or contributes to CO concentrations exceeding the State Ambient Air Quality Standard, although quantification would not required if a project is consistent with the local congestion management program and plans and traffic volumes at affected intersections are below 24,000 vehicles per hour.

Methodology

Project-related air quality impacts fall into two categories: short-term impacts due to construction, and long-term impacts due to project operation. First, during project construction, the project would affect local particulate concentrations primarily due to fugitive dust sources, as well as construction equipment exhaust. Over the long term, the project would result in an increase in emissions primarily due to increased motor vehicle trips. On-site stationary sources (such as natural gas boilers for water and space heating) and area sources (such as landscaping and use of consumer products) would result in lesser quantities of pollutant emissions.

For construction phase impacts, BAAQMD does not currently require quantification of construction emissions, but recommends that significance be based on a consideration of the control measures to be implemented.[56]

Operational emissions of criteria air pollutants were estimated using the URBEMIS 2007 model (version 9.2.4) for the expected project buildout and compared to BAAQMD significance thresholds. The model combines information on trip generation with vehicular emissions data specific to different types of trips in the San Francisco area (home-to-work, work-other, etc.) from the ARB's EMFAC 2007 BURDEN model to create an estimated daily emissions burden

55 BAAQMD, *California Environmental Quality Act (CEQA) Air Quality Guidelines*, May 2010. Available on the internet at: http://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/Draft_BAAQMD_CEQA_Guidelines_May_2010_Final.ashx.

56 BAAQMD, *CEQA Guidelines* (see footnote 41, p. 82). The BAAQMD's draft revised Guidelines (footnote 55) recommend quantitative thresholds for construction exhaust emissions but qualitative analysis for emissions of dust, which is to be managed through appropriate control measures, which in San Francisco is addressed through requirements in City Ordinance 176-08.

for travel within the San Francisco Bay Area Air Basin. The resulting quantification is compared against the BAAQMD's recommended thresholds.

Localized CO concentrations near congested intersections were analyzed using a screening model based on Caltrans' CALINE4 program. The BAAQMD recommends evaluation of localized carbon monoxide concentrations for projects in which: 1) vehicle emissions of CO would exceed 550 pounds per day; 2) project traffic would affect intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F; or 3) project traffic would increase traffic volumes on nearby roadways by 10 percent or more. The proposed project would not result in CO emissions in excess of 550 pounds per day, would not affect intersections or roadway links operating at LOS D, E, or F,[57] and would not increase traffic volumes on nearby roadways by 10 percent or more.

Impact Analysis

The proposed project would include community center and residential uses, which are not typically associated with noxious odors. Therefore, the project would not create objectionable odors affecting a substantial number of people, and odors are not discussed further in this section.

Construction Emissions

Impact AQ-1: Project construction would not conflict with air quality plans, violate air quality standards, or expose sensitive receptors to substantial pollutant concentrations, either individually or cumulatively. (Less than Significant)

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

Dust can be an irritant causing watering eyes or irritation to the lungs, nose and throat. Demolition, 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.

[57] The intersection at Presidio Avenue and Geary Boulevard Westbound, which operates at LOS C under the existing conditions and would continue to operate at LOS C with the implementation of the proposed project, would operate at LOS D under the cumulative scenario.

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

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

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

For projects over one half-acre such as the proposed project, the Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement.

Site-specific Dust Control Plans shall require the project sponsor to: submit of a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing

with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

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

Project Emissions

The BAAQMD has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum-size projects that the District considers capable of producing air quality problems due to vehicular emissions. The BAAQMD generally does not recommend a detailed air quality analysis for projects that would generate fewer than 2,000 vehicle trips per day. According to the traffic study prepared for the project, the project would generate approximately 353 daily vehicle trips, which would be below this minimum standard.[58] Therefore, no significant air quality impacts pertaining to traffic emissions would be generated by the proposed project.

The Planning Department prepared an emissions inventory[59] to determine whether the proposed project would exceed existing or proposed thresholds for criteria pollutants. This emissions screening takes into consideration project construction and operational effects. Based on an analysis of area source and operational emissions estimates, the project would generate about 6.77 lbs/day of ROG; 4.93 lbs/day of NOx; 49.14 lbs/day of CO; 7.58 lbs/day of PM10 and 1.45 lbs/day of PM2.5. These results indicate that the project would neither exceed the BAAQMD's existing nor proposed significance thresholds for criteria pollutants and would not result in considerable net increases in criteria pollutants; therefore effects related to project emissions would be less than significant.

Roadway-related Particulates

The California Air Resources Board (CARB) established its statewide comprehensive air toxics program in the early 1980s. CARB created California's program in response to the Toxic Air Contaminant Identification and Control Act (AB 1807, Tanner 1983) to reduce exposure to air toxics. CARB identifies 244 substances as Toxic Air Contaminants (TACs) that are known or suspected to be emitted in California and have potential adverse health effects. Public health research consistently demonstrates that pollutant levels are significantly higher near freeways and busy roadways. Human health studies demonstrate that children living within 100 to 200 meters of freeways or busy roadways have poor lung function and more respiratory disease; both chronic

58 ESA, *800 Presidio Avenue (Booker T. Washington Community Services Center) Residential/Community Center Project Transportation Study*, (May 2010). This document is available for review in Project File No. 2006.0881E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

59 Urbemis Summary Report for Annual Emissions. This report is available for review in Case File 2006.0868E at the Planning Department, 1650 Mission Street, Suite 400

and acute health effects may result from exposure to TACs. In 2005, CARB issued guidance on preventing roadway related air quality conflicts, suggesting localities "avoid siting new sensitive land uses within 500 feet of a freeway [or other] urban roads with volumes of more than 100,000 vehicles/day."[60] There are no existing federal or state regulations to protect sensitive land uses from roadway air pollutants.

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.[61] Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site adjacent to roadways with volumes of 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM2.5. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM2.5 from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).[62] If this standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM2.5 from habitable areas of residential units.

The project site, at 800 Presidio Avenue is not located within the Potential Roadway Exposure Zone, as mapped by DPH. Thus, the proposed project is not expected to result in a significant impact from exposure of sensitive receptors to high concentrations of roadway-related pollutants.

Sensitive Receptors

The same sensitive receptors to noise are considered sensitive receptors with respect to air quality. In this case, these are the JCC, children, elderly, and infirm in the surrounding residential neighborhood. With the implementation of the proposed project, these or other potentially sensitive receptors near the proposed project may be exposed to some limited airborne dust associated with

60 California Air Resources Board, *2005 Air Quality and Land Use Handbook: A Community Health Perspective,* http://www.arb.ca.gov/ch/landuse.htm, accessed September 8, 2008.

61 San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollution Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, http://dphwww.sfdph.org/phes/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed September 8, 2009.

62 According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8 – 10 percent of the range of ambient PM2.5 concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 "excess deaths" per year per one million population in San Francisco. "Excess deaths" (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM2.5. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, "Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco's non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco's population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

the project demolition and ground-disturbance activities though dust related effects would not be significant with application of control measures set forth in Ordinance 176-08.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

H. Greenhouse Gases

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of 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 (CO2), methane (CH4), and nitrous oxide (N2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO2E).[63]

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.[64]

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO_2E ($MMTCO_2E$), or about 535 million U.S. tons.[65] 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.[66] 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 $MMTCO_2E$ emitted in 2007.[67] Electricity generation accounts for approximately

63 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.

64 California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: http://www.climatechange.ca.gov/publications/faqs.html. Accessed March 2, 2010.

65 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. Accessed March 2, 2010.

66 Ibid.

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

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.[68]

Senate Bill 97 (SB 97) requires the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines, effective March 18, 2010, by amending various sections of the guidelines to provide guidance for analyzing GHG emissions. Among other CEQA Guidelines changes, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. OPR's amendments to the CEQA Guidelines have been incorporated into this analysis accordingly.

Impacts

Significance Criteria

The proposed project would have a significant air quality impact if it were to:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Impact GH-1: The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than Significant)

The most common GHGs resulting from human activity are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O).[69] 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. The GHG calculation presented in this analysis includes an estimate of emissions from CO_2, N_2O, and CH_4. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by replacing the existing community center on the project site with a larger community center and 47 dwelling units. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips

68 Ibid.

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.

(mobile sources) and residential and community center operations associated with energy use, water use and wastewater treatment, and solid waste disposal. Construction of the proposed project would emit 263 $MTCO_2E$.[70] Direct project emissions of carbon dioxide equivalents (CO_2E) (including CO_2, NO_x, and CH_4 emissions) include 750 $MTCO_2E$/year from transportation, and 237 $MTCO_2E$ /year from heating, for a total of 987 $MTCO_2E$/year of project-emitted GHGs. The project would also indirectly result in GHG emissions from off-site electricity generation at power plants (approximately 343 $MTCO_2E$/year), energy required to convey, pump and treat water and wastewater (approximately 252 $MTCO_2E$/year), and anaerobic decomposition of solid waste disposal at landfills, mostly in the form of methane (approximately 235 $MTCO_2E$/year), for a GHG emissions total of approximately 1,565 $MTCO_2E$/year. Construction emissions represent approximately 0.0003 percent of the Bay Area's GHGs emitted in 2007, and annual emissions represent approximately 0.0016 percent of total Bay Area GHGs emitted in 2007.[71]

The GHG estimate above does not include emission reductions from compliance with the City's regulations that would reduce the project's GHG emissions. Specifically, the proposed project would include the following project design features as required by city regulations: the building would have bicycle parking and well as parking designated for a car sharing organization, the residential component would be at least 15 percent more energy efficient than Title 24 energy efficiency requirements, it would divert at least 75 percent of construction and demolition debris to recycling.

San Francisco has been actively pursuing cleaner energy, alternative transportation and solid waste policies, many of which have been codified into regulations as shown above. In an independent review of San Francisco's communitywide emissions it was reported that San Francisco has achieved a 5 percent reduction in communitywide GHG emissions below the Kyoto Protocol 1990 baseline levels. The 1997 Kyoto Protocol sets a greenhouse gas reduction target of 7 percent below 1990 levels by 2012. The "community-wide inventory" includes greenhouse gas emissions generated by San Francisco by residents, businesses, and commuters, as well as municipal operations. The inventory also includes emissions from both transportation and building energy sources.[72]

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

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70 Construction emissions and annual emissions are not intended to be additive as they occur at different points in the project's lifecycle. Construction emissions are one-time emissions that occur prior to building occupancy. Annual emissions are incurred only after construction of the proposed project and are expected to occur annually for the life of the project.

71 Bay Area Air Quality Management District. *Source Inventory of Bay Area Greenhouse Gas Emissions.* Updated: February 2010. 939 Ellis Street, San Francisco, CA 94109. The Bay Area Air Quality Management District reported regional Bay Area GHGs emissions in 2007 at approximately 95.8 $MMTCO_2E$. Bay Area 2007 GHG emissions are used as the baseline for determining whether a project's contributions are significant as these are the most recent emissions inventory for the bay area.

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

TABLE 8
REGULATIONS APPLICABLE TO THE PROPOSED PROJECT

Regulation	Project Requirement
Bicycle Parking (Planning Code, Sections 155.2, 155.4, and 155.5)	Sixteen (16) secured bicycle spaces would be provided by the proposed project in the basement-level garage.
Car Sharing Requirements (Planning Code, Section 166)	The proposed project would designate two parking spaces for car sharing organization
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	The residential component of the proposed project would be at least 15 percent more energy efficient than Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C)	All projects in San Francisco are required to comply with the SFPUC's stormwater design guidelines, which emphasize low impact development using a variety of Best Management Practices for managing stormwater runoff and reducing impervious surfaces, thereby reducing the volume of combined stormwater and sanitary sewage requiring treatment.
San Francisco Green Building Requirements for water reduction (SF Building Code, Chapter 13C)	The proposed project does not propose any commercial uses; thus, the requirement to reduce the amount of potable water used for landscaping by 50 percent and reduce the amount of potable water used for the building by 20 percent would not apply to the proposed project.
San Francisco Green Building Requirements for renewable energy (SF Building Code, Chapter 13C)	The proposed project does not propose any commercial uses; thus, the requirement to provide on-site renewable energy or the purchase of renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6 would not apply to the proposed project.
Commercial and Residential Water Conservation Ordinances (SF Building Code, Chapters 13A and Housing Code, Chapter 12A)	Requires projects to meet the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired.
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	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.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	The proposed project would divert at least 75 percent of construction and demolition debris to recycling.
Construction Demolition and Debris Recovery Ordinance (Environment Code, Chapter 14)	This applies to projects that do not require compliance with the San Francisco Green Building Ordinance and for small (4 or fewer units) and midsized (5+ units) residential projects.
Street Tree Planting Requirements for New Construction (Planning Code Section 143)	The proposed project would replace seven existing street trees along the Presidio Avenue frontage at a ratio of one-to-one. No street trees would be replaced along the Sutter Street frontage.

Impact GH-2: The proposed project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. (Less than Significant)

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

Assembly Bill 32

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires 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.[73] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see **Table 9**, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[74] 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).

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.

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

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

TABLE 9
GHG REDUCTIONS FROM THE AB 32 SCOPING PLAN SECTORS[75]

GHG Reduction Measures By Sector	GHG Reductions (MMT CO_2E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	**174**
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	9
Total	**42.8-43.8**

The 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.

City and County of San Francisco GHG Reduction Strategy

In addition to the State's GHG reduction strategy (AB 32), the City has developed its own strategy to address greenhouse gas emissions on a local level. The vision of the strategy is expressed in the City's Climate Action Plan, however implementation of the strategy is appropriately articulated within other citywide plans (*General Plan, Sustainability Plan,* etc.), policies (Transit-First Policy, Precautionary Principle Policy, etc.), and regulations (Green Building Ordinance, etc.). The following plans, policies and regulations highlight some of the main components of San Francisco's GHG reduction strategy.

75 Ibid.

Overall GHG Reduction Sector

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

The Climate Action Plan for San Francisco. In February 2002, the San Francisco Board of Supervisors passed the Greenhouse Gas Emissions Reduction Resolution (Number 158-02) setting a goal for the City and County of San Francisco to reduce GHG emissions to 20 percent below 1990 levels by the year 2012. In September 2004, the San Francisco Department of the Environment and the Public Utilities Commission published the *Climate Action Plan for San Francisco: Local Actions to Reduce Greenhouse Emissions*.[76] The Climate Action Plan provides the context of climate change in San Francisco and examines strategies to meet the 20 percent GHG reduction target. Although the Board of Supervisors has not formally committed the City to perform the actions addressed in the Plan, and many of the actions require further development and commitment of resources, the Plan serves as a blueprint for GHG emission reductions, and several actions have been implemented or are now in progress.

Greenhouse Gas Reduction Ordinance. In May 2008, the City of San Francisco adopted an ordinance amending the San Francisco Environment Code to establish City GHG emission targets and departmental action plans, to authorize the Department of the Environment to coordinate efforts to meet these targets, and to make environmental findings. The ordinance establishes the following GHG emission reduction limits for San Francisco and the target dates to achieve them:

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

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

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

Transportation Sector

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

San Francisco Municipal Transportation Agency's Zero Emissions 2020 Plan. The SFMTA's Zero Emissions 2020 plan focuses on the purchase of cleaner transit buses including hybrid diesel-electric buses. Under this plan hybrid buses will replace the oldest diesel buses, some dating back to 1988. The hybrid buses emit 95 percent less particulate matter (PM, or soot) than the buses they replace, they produce 40 percent less oxides of nitrogen (NOx), and they reduce GHGs by 30 percent.

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

The City's *Planning Code* reflects the latest smart growth policies and includes: electric vehicle refueling stations in city parking garages, bicycle storage facilities for commercial and office buildings, and zoning that is supportive of high density mixed-use infill development. The City's more recent area plans, such as Rincon Hill and the Market and Octavia Area Plan, provide transit-oriented development policies that allow for neighborhood-oriented retail and services and where off-street parking is limited to accessory parking spaces.[77]. At the same time there is also a community-wide focus on ensuring San Francisco's neighborhoods as "livable" neighborhoods, including the Better Streets Plan that would improve San Francisco's streetscape, the Transit Effectiveness Plan, that aims to improve transit service, and the Bicycle Plan, all of which promote alternative transportation options.

Renewable Energy

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

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

[77] See *Planning Code* Sections 206.4 and 155.1.

for Solar Photovoltaic (PV) Permits and priority permitting mechanisms for projects pursuing LEED® Gold Certification.

Green Building

LEED® Silver for Municipal Buildings. In 2004, the City amended Chapter 7 of the Environment code, requiring all new municipal construction and major renovation projects to achieve LEED® Silver Certification from the US Green Building Council. As the proposed project is not a municipal building, this certification would not apply. However, the Mayor's Office of Housing requires a level of green building standards. Currently they are moving toward a system called Build it Green which uses a basic point threshold, and/or the Enterprise Green Communities program.

City of San Francisco's Green Building Ordinance. On August 4, 2008, Mayor Gavin Newsom signed into law San Francisco's Green Building Ordinance for newly constructed residential and commercial buildings and renovations to existing buildings. The ordinance specifically requires newly constructed commercial buildings over 5,000 square feet (sq. ft.), residential buildings over 75 feet in height, and renovations on buildings over 25,000 sq. ft. to be subject to an unprecedented level of LEED® and green building certifications, which makes San Francisco the city with the most stringent green building requirements in the nation. Cumulative benefits of this ordinance includes reducing CO2 emissions by 60,000 tons, saving 220,000 megawatt hours of power, saving 100 million gallons of drinking water, reducing waste and stormwater by 90 million gallons of water, reducing construction and demolition waste by 700 million pounds, increasing the valuations of recycled materials by $200 million, reducing automobile trips by 540,000, and increasing green power generation by 37,000 megawatt hours.[78]

Waste Reduction

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

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

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

The City has also passed ordinances to reduce waste from retail and commercial operations. Ordinance 295-06, the Food Waste Reduction Ordinance, prohibits the use of polystyrene foam disposable food service ware and requires biodegradable/compostable or recyclable food service ware by restaurants, retail food vendors, City Departments and City contractors. Ordinance 81-07,

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

the Plastic Bag Reduction Ordinance, requires many stores located within the City and County of San Francisco to use compostable plastic, recyclable paper and/or reusable checkout bags.

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

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

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

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

I. Wind and Shadow

Setting

Wind

Tall buildings and structures can strongly affect the wind environment for pedestrians. Groups of structures tend to slow the winds near ground level, due to the friction and drag of the structures themselves on winds. Buildings that are much taller than their surrounding buildings intercept and redirect winds that might otherwise flow overhead, and bring them down the vertical face of the building to ground level, where they create ground-level wind and turbulence. These redirected winds can be relatively strong and also relatively turbulent, and can be incompatible with the intended uses of nearby ground-level spaces. In addition, building designs that present tall flat surfaces square to strong winds can create ground-level winds that can in some cases prove to be hazardous to pedestrians in the vicinity.

Shadow

Section 295 of the *Planning Code*, the Sunlight Ordinance, was adopted through voter approval of Proposition K in November 1994 to protect certain public open spaces from shadowing by new structures. Section 295 prohibits the issuance of building permits for structures or additions to structures greater than 40 feet in height that would shade property under the jurisdiction of or designated to be acquired by the Recreation and Park Commission, during the period from one hour after sunrise to one hour before sunset, unless the Planning Commission, following review and comment by the general manager of the Recreation and Park Department in consultation with the Recreation and Park Commission, determines that such shade would have an insignificant impact on the use of such property. The nearest parks to the project site under Recreation and Park Department jurisdiction and subject to Section 295 are Laurel Hill Playground, the Bush and Broderick Mini-park, the Presidio Library Mini-park, the Clay Street Mini-park, and the Presidio Heights Playground.

Impacts

Significance Criteria

The proposed project would have significant impacts if it were to:

- Alter wind in a manner that substantially affects public areas, or
- Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas.

Wind

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

Wind impacts are generally caused by large building masses, typically 80 feet in height or greater, extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. While the proposed project would be taller than nearby buildings, at about 55-feet, it would not be substantially taller such that it would result in adverse effects on ground-level winds. Furthermore, the project site is relatively protected from the predominant westerly and northwesterly winds by the higher topography along Masonic Avenue. Therefore, wind effects would be less than significant, both individually and cumulatively.

Shadow

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

At approximately 55 feet in height, the project would be subject to sunlight Ordinance as codified in Section 215 of the City's Planning Code. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department. This analysis determined that the project shadow would not shade public areas subject to Planning Code Section 295,[79] including Laurel Hill Playground, the Bush and Broderick Mini-park, the Presidio Library Mini-park, the Clay Street Mini-park, or the Presidio Heights Playground. Therefore, no conflict with Section 295 of the *Planning Code* would occur as a result of the proposed project.

The proposed project would, however, add new shade to portions of the project site as well as to surrounding properties. The areas that would be shaded by the proposed project would vary over the course of the year. Specifically, the shadow fan prepared for the project by the Planning Department demonstrates that, during the winter months, the proposed project would cast shadows to the northwest across Presidio Avenue, onto the MUNI surface parking lot, during the morning hours (about one hour after sunrise), would cast shadows onto the parcels across Sutter Street around mid-day, and would extend shadows across the southwestern half of the block bound by Bush, Lyon, Baker, and Sutter Streets during winter afternoons (until about an hour before sunset). During the summer months, the proposed building would cash shadows to the southwest across Presidio Avenue, onto the MUNI bus shelter building and surface parking lot during the morning hours, would cast shadows just north of the project site mid-day, and would extend shadows across the northwestern portion of the block bound by Post, Baker, and Lyon Streets and Geary Boulevard during summer evening hours (until an hour before sunset). However, no public recreational facilities or public areas other than sidewalks would be shaded by the proposed project. Furthermore, because much of the area that would be shaded by the

[79] A copy of the shadow fan analysis is available for review at the Planning Department, 1650 Mission Street, San Francisco, in File No. 2005.0868E.

proposed project is already shaded by other existing buildings and the hill to the west and because the new shadows would move across the affected areas and would not shade any given area for longer than about an hour, the proposed project would not be expected to create new shadow in a manner that would substantially affect outdoor recreational facilities or other public areas. This impact would be less than significant, both individually and cumulatively.

Based on the shadow fan analysis, some shading would occur to adjacent residential lots on the project block and most of the lots that front Sutter Street on the block bounded by Lyon, Sutter, and Bush Streets and Presidio Avenue. However, the net new shading that would result from the project's implementation would be limited in scope, and would not substantially increase the total amount of shading above levels which are common and generally accepted in urban areas. While residents may regard the increase in shadow during some times of the year undesirable, the limited amount of increase in shading would not be considered a significant or adverse impact under CEQA.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

J. Recreation

Setting

In the vicinity of the BTWCSC, nearby recreational facilities and open spaces include the following: the Laurel Hill Playground, located about three blocks west of the project site; the Bush and Broderick Mini-park, located about three and a half blocks northeast of the project site; the Presidio Library Mini-park, located about five and a half blocks north of the project site; the Clay Street Mini-park, located about six and a half blocks north of the project site; and Presidio Heights Playground, located about six blocks northwest of the project site.

Impacts

Significance Criteria

The proposed project would have significant impacts if it would:

- 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;
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment; or
- Physically degrade existing recreational resources.

Impact RE-1: The proposed project would not result in the physical deterioration of existing recreational resources. (Less than Significant)

As part of the proposed project, the existing community center structure would be demolished and replaced with a mixed-use structure consisting of a larger replacement community/recreation center and new residential units. The new community center would be approximately 6,400 square feet larger in size than the existing community center and would be able to accommodate up to approximately 600 youths (up from the approximately 400 youths it currently serves). Although during construction, the proposed project would temporarily reduce the available community service and recreational space in the project vicinity (and Citywide), potentially increasing the use of nearby parks and other recreational facilities, once the project is completed, the amount of available recreation space would be increased as compared to existing conditions. The temporary use of parks and other recreational facilities in the project area is not anticipated to result in substantial physical deterioration of those facilities, and environmental impacts resulting from the temporary closure of the existing BTWCSC would be less than significant. However, the proposed expansion of recreational facilities at the project site is expected to result in adverse impacts on the historical resources at the project site. These impacts are discussed in detail in Section IV.D, Cultural and Paleontological Resources.

The project would result in an estimated population increase of about 85 permanent residents at the subject property and about 200 additional recreation users of the community center. While these additional residents, and potentially some of the new recreational users, may use surrounding parks and other recreational facilities, the demand associated with the proposed project is not expected to result in the need to expand or construct new facilities nor would the use of the aforementioned recreational facilities and parks by project residents cause physical deterioration of these spaces.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

K. Utilities and Service Systems

Setting

Wastewater

The project site is served by San Francisco's combined sewer system, which handles both sewage and storm water runoff. Wastewater treatment for the west side of the City is provided by the Oceanside Wastewater Treatment Plant near the San Francisco Zoo. The San Francisco Public Utilities Commission (SFPUC) is in the process of developing a long-term San Francisco Sewer Master Plan to address the needs of entire wastewater system citywide. In a parallel effort to address more immediate wastewater needs, the SFPUC has initiated an interim five-year capital improvement program to, among other things, reduce the potential for on-street flooding during heavy rains that can occur.[80] In addition, in July 2005, the SFPUC began imposing a new Wastewater Capacity Charge pursuant to SFPUC Resolution No. 05-0045. This Wastewater Capacity Charge is applicable to residential, non-residential and mixed-use types of construction that place new or additional demands on the system. All funds raised through the capacity charge will be directly used to offset the cost of future wastewater capital improvement projects and repairs.

Water

Water is provided to the project site by the SFPUC. The SFPUC is currently in the process of updating its existing 2005 Urban Water Management Plan. The 2005 Plan did not forecast increased water use within San Francisco because of the anticipated success of ongoing conservation efforts.

Solid Waste

According to the California State Integrated Waste Management Act of 1989, San Francisco is required to adopt an integrated waste management plan, implement a program to reduce the amount of waste disposed, and have its waste diversion performance periodically reviewed by the California Department of Resources Recycling and Recovery. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons 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 into landfill. The diversion percentage increased from 52 percent reported in 2001.[81]

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80 San Francisco Public Utilities Commission, *Quarterly Report—Third Quarter, Wastewater Enterprise 5-Year Capital Improvement Program.* May 31, 2006; viewed August 24, 2006, on the SFPUC website at: http://sfwater.org/detail.cfm/MC_ID/14/MSC_ID/119/C_ID/3083.

81 City and County of San Francisco, Office of the Controller, Community Indicators Report, http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/recycling/recycling.htm accessed August 26, 2008.

Solid waste generated in San Francisco is transported to, and disposed of at, the Altamont Landfill in Alameda County. The Altamont Landfill has a permitted maximum disposal of 11,500 tons per day and received about 1.3 million tons of waste in 2005 (the most recent year reported by the State). The total estimated permitted capacity of this landfill is approximately 62 million cubic yards; with this capacity, the landfill can operate until 2029.[82]

Impacts

Significance Criteria

The proposed project would have significant impacts if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- 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;
- 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;
- Not have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements;
- 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;
- Not be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- Comply with federal, state, and local statutes and regulations related to solid waste.

Wastewater

Impact UT-1: The proposed project would not require or result in the construction of substantial new wastewater treatment or storm water facilities, or exceed the wastewater treatment requirements of the Regional Water Quality Control Board. (Less than Significant)

No major new sewer construction would be needed to serve the proposed project. Furthermore, no extension of a sewer trunk line with capacity to serve new development beyond the proposed project would be required. The project would meet wastewater pre-treatment requirements of the

82 California Integrated Waste Management Board, Active Landfill Profiles, Altamont Landfill, http://www.ciwmb.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=3&FACID=01-AA-0009, accessed August 26, 2008.

San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[83]

In urban areas such as San Francisco, stormwater runoff occurs primarily from impervious areas, as a result of reduced infiltration rate. The project site is currently largely covered with impervious surfaces. The proposed project would have approximately the same amount of impervious surfaces as the existing facility and would, therefore, not materially change in the total storm water volume discharged through the combined sewer system. Storm water runoff (as opposed to sewage) comprises the majority of the total flow treated by the City's combined sewer system, and the sewage generated by the project's estimated 85 permanent residents and 200 additional recreational users would be a fractional amount of the sewage generated by the City's inhabitants. Prior to issuance of a building permit for the project, the sponsor would pay a wastewater capacity charge to the SFPUC, currently $2,907 per Equivalent Dwelling Unit, for wastewater capital improvements. For these reasons the proposed project would not result in a substantial increase in demand for wastewater treatment either individually or cumulatively and thus, would result in a less-than-significant impact.

Water

Impact UT-2: The proposed project would not require or result in the construction of substantial new water treatment facilities, and would have sufficient water supply available from existing entitlements. (Less than Significant)

The proposed project would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as low-flush toilets, as required by the California State Building Code Section 402.0(c). The projected water consumption for the proposed project would not substantially exceed demand assumed in SFPUC's 2005 Urban Water Management Plan and an adequate water supply would be available for the proposed project.[84] Prior to issuance of a building permit for the project, the sponsor would pay a water capacity charge to the SFPUC. Since the proposed project would have sufficient water supply available from existing entitlements and would pay a capacity charge, it would result in a less-than-significant project-specific and cumulative water impact.

Solid Waste

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate solid waste generated by the project, and would comply with federal, state, and local statutes and regulations related to solid waste. (Less than Significant)

Although the increased residential population at the site as well as activity related to community services resulting from the proposed project would incrementally increase the total waste

[83] City and County of San Francisco, San Francisco Municipal Code (Public Works), Ordinance No. 19-29, Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

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

generated by the City, the increasing rate of diversion through recycling, composting, and other methods would result in a decreasing share of total waste that requires deposition in the landfill. Given this, and given the long-term capacity available at the Altamont Landfill, the project would not result in this or any other landfill exceeding its permitted capacity, and the project would result in a less-than-significant impact.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

L. Public Services

Setting

Police Protection

The San Francisco Police Department (SFPD), headquartered at 850 Bryant Street, provides police protection services for the City and County of San Francisco, including the project site. The SFPD consists of four Bureaus and ten Districts located throughout the City. The project site is located within an area served by Richmond Station, located at 6th Avenue and Geary Boulevard.

Fire Protection

The San Francisco Fire Department (SFFD), headquartered at 698 Second Street, provides fire suppression and emergency medical services to the City and County of San Francisco, including the project site. The SFFD consists of 3 divisions, which are subdivided into 10 battalions and 42 active stations located throughout the City. The closest fire station to the project site is Station 10, located at Presidio Avenue and Pine Street, two blocks north of the project site. Other fire stations in the vicinity include Station 21 at Grove and Baker Streets (1.3 miles south of the project site), and Station 5 Turk and Webster Streets (1.2 miles southeast of the project site).

The SFFD provides emergency medical services (EMS) in the City, including basic life support (BLS) and advanced life support (ALS) services. In addition, several privately operated ambulance companies are authorized to provide BLS and ALS services. The Fire Department currently has about 18 ambulances and firefighter/paramedic and firefighter/emergency medical technicians (EMT) on staff.

Schools

The San Francisco Unified School District (SFUSD) operates San Francisco's public schools. SFUSD managed 112 schools during the 2008-2009 school year: 72 elementary schools, 15 middle schools, 21 high schools, two alternative schools, and two continuation schools, with a total enrollment of 55,183.[85] The project site is within the attendance districts for Dr. William L. Cobb Elementary School at 2725 California Street, Marina Middle School at 3500 Fillmore Street, and the Galileo Academy of Science & Technology at 1150 Francisco Street. Because SFUSD has a "choice-based" enrollment system that does not guarantee the students living within specific attendance districts to attend schools within that district, an analysis of the district as a whole is more appropriate.

85 Education Data Partnership, Fiscal, Demographics, and Performance Data on California's K-12 Schools, http://www.ed-data.k12.ca.us, accessed May 17, 2010.

In general, student enrollment within the SFUSD has decreased steadily over the past ten years. During the 2006-2007 academic year, total enrollment was 56,183, a decline of about 6.3 percent from the 59,979 students enrolled during the 2000-2001 academic year.

Impacts

Significance Criteria

The proposed project would have significant impacts if it would:

- 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.

Police Protection

Impact PS-1: The proposed project would not result in the need for new or physically altered police protection. (Less than Significant)

The increase in the number of community center patrons and the introduction of residential uses to the project site would likely result in an increase in demand for police protection services (i.e., calls for service). However, this increase is not anticipated to be substantial in light of the existing demand and capacity for police protection services in the area. Because the proposed project is not expected to increase demand in excess of amounts provided for in the project area and would not require the construction of any new police facilities, the proposed project's impact on police protection services would be less than significant.

Fire Protection

Impact PS-2: The proposed project would not result in the need for new or physically altered fire protection facilities. (Less than Significant)

The increase in the number of community center patrons and the introduction of residential uses to the project site would likely result in an increase in demand for fire protection and emergency medical response services. The increase would be incremental and would not result in the increase of such services beyond their existing capacity. Since the proposed project would not require the construction of new or physically altered facilities or significantly increased the need for fire suppression or EMS staff, the proposed project would not be expected to result in significant impacts related to fire suppression and EMS services.

Schools

Impact PS-3: The proposed project would not result in the need for new or physically altered school. (Less than Significant)

To estimate the number of students generated by new housing development for planning purposes, the SFUSD employs a student generation rate of 0.125 students per new unit of multifamily housing. Based on this factor, the proposed project would generate about 6 students. The Leroy F. Greene School Facilities Act of 1998, or Senate Bill 50 (SB 50), restricts the ability of local agencies such as the City and County of San Francisco to deny land use approvals on the basis that public school facilities are inadequate. SB 50 establishes the base amount of allowable developer fees at $2.24 per square foot of residential construction and $0.18 per square foot of commercial construction.[86] These fees are intended to address local school facility needs resulting from new development. Public school districts can, however, impose higher fees provided they meet the conditions outlined in the act. Private schools are not eligible for fees collected pursuant to SB 50.

Therefore, while the introduction of residential uses to the project site may incrementally increase the enrollment of school age children in public schools within the SFUSD, the project's compliance with SB 50 would ensure that these impacts are less than significant.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

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86 These are current base fees adopted by State Allocation Board (SAB), which is the policy-level body for the programs administered by the Office of Public School Construction within the State Department of General Services. The SAB is authorized by Government Code Section 65995(b)(3) to increase the base fee every two years. In order to levy the fees, school districts must prepare a "nexus" analysis demonstrating why the fees are required and how they will be used.

M. Biological Resources

Setting

The proposed project site is in a fully developed area and is not located within any riparian habitat, sensitive natural community, federally protected wetlands, or an adopted conservation plan.

Impacts

Significance Criteria

The proposed project would have significant impacts if it would:

- 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;
- 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;
- 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;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Impact BR-1: The proposed project would not result in a substantial adverse effect on any protected species, habitat, or sensitive natural community; or conflict with an adopted habitat conservation plan. (Potentially Significant but mitigable)

The proposed project site is in a fully developed area and is not located within any riparian habitat, sensitive natural community, federally protected wetlands, or an adopted conservation plan. Moreover, no known rare, threatened, or endangered species are known to exist in the project vicinity. The project site does not support or provide habitat for any rare or endangered wildlife species. No other important biological resources exist on the site, which is nearly completely covered by impervious surfaces that do not provide habitat. The site's rear yard is not

considered suitable habitat for protected species nor does it represent a sensitive natural community.

The federal Migratory Bird Treaty Act (16 USC, Section 703, Supp. I, 1989) prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Birds of prey are protected in California under the Fish and Game Code, Section 3503.5, 1992. Section 3503.5 states that it is "unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto." Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "taking" by the CDFG. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute a significant impact. Implementation of Mitigation Measure M-BI-1, p. IV- 120**,** would ensure that impacts to breeding birds would be less-than-significant.

Based on the above, and with implementation of Mitigation Measure M-BI-1, the project would not affect plant or animal habitats or interfere with any resident or migratory species.

Impact BR-2: The proposed project would not conflict with local policies and ordinances protecting biological resources. (Less than Significant)

The San Francisco Board of Supervisors recently adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Sections 801 et seq., to require a permit from the DPW to remove any protected trees.[87] Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. Seven mature street trees are planted adjacent to the existing structure on the Presidio Avenue side. One mature eucalyptus tree is located in the rear yard within the patio area, and two mature acacia tree shrubs are located along the rear fence line. As part of the proposed project, all street trees and rear yard vegetation would be removed during the construction phase. Because eucalyptus and acacia trees are non-native species and are not located within 10 feet of a public right-of-way, they would not be considered landmark or significant trees, and their removal would not constitute an adverse impact on biological resources.

Pursuant to *Planning Code* Section 143, (Street Trees, R, SPD, RSD, NC, C-3, SLR, SLI and SSO Districts), the project sponsor would be required to plant a minimum of one 24-inch box tree for each 20 feet of frontage of the property along Presidio Avenue and Sutter Street, with any remaining fraction of 10 feet or more of frontage requiring an additional trees. Based on the length of existing frontages along Presidio Avenue (174 feet) and Sutter Street (84 feet), the project sponsor would be required to plant a minimum of 13 street trees in total, which would result in nine new street trees planted along the Presidio Avenue frontage and four new street

87 Board of Supervisors, Ordinance No. 17-06, amending Public Works Code Sections 801 et seq.

trees being planted along the Sutter Street frontage. The sponsor currently intends to replace only the seven street trees along Presidio Avenue at a one-to-one ratio. This would result in six fewer street trees than required. The sponsor would plant three new ornamental trees within the rear yard playground as part of the proposed project. The types of trees that would be planted along the project's frontages and within the rear yard would be determined at the time the landscaping plan is prepared.

Although the project may not fully comply with the City's Urban Forestry Ordinance and *Planning Code* Section 143 regarding street tree planting, this would not result in an adverse impact on biological resources, as no landmark or significant trees would be adversely affected by the proposed project.

Mitigation and Improvement Measures

Mitigation Measure M-BI-1: Breeding Birds. If active construction work (i.e., demolition, ground clearing and grading, including removal of site vegetation) is scheduled to take place during the non-breeding season (September 1 through January 31), no mitigation is required. If such construction activities are scheduled during the breeding season (February 1 through August 31), the following measures will be implemented to avoid and minimize impacts on nesting raptors and other protected birds:

- No more than two weeks before construction, a qualified wildlife biologist will conduct preconstruction surveys of all potential nesting habitat within 250 feet of the construction site where access is available.
- If active nests of protected birds are found during preconstruction surveys, a no-disturbance buffer will be created around active nests during the breeding season, or until it is determined that all young have fledged. Typical buffers include 250 feet for non-raptor nesting birds (e.g., shorebirds, waterfowl, and passerine birds). The size of these buffer zones and types of construction activities restricted in these areas will be based on existing noise and human disturbance levels in the project area.
- If preconstruction surveys indicate that protected bird nests are inactive or potential habitat is unoccupied during the construction period, no further mitigation will be required. If construction commences during the non-breeding season and continues into the breeding season, birds that nest adjacent to the project area could acclimate to construction activities. However, surveys of nesting sites will be conducted and no-disturbance buffer zones established around active nests as needed to prevent impacts on nesting birds and their young.

Implementation of the above measure would reduce construction-related noise impacts from typical construction activities to a less-than-significant level.

N. Geology and Soils

Setting

The San Francisco General Plan Community Safety Element contains maps that show areas of the City subject to geologic hazards. The project site is located in an area subject to ground shaking with nonstructural damage (Level VII) along the San Andreas and Northern Hayward Fault in the San Francisco Bay Area (Maps 2 and 3 of the Community Safety Element). The project site is located approximately 8 miles from the San Andreas Fault and approximately 12 miles from the Hayward Fault (north and south segments, respectively). The Working Group for California Earthquake Probabilities estimated a 70 percent probability of an earthquake of Mw 6.7 or greater occurring on one of the major faults in the Bay Area within the next 30 years.

The project site is not within a Special Geologic Study Area as shown in the Community Safety Element of the San Francisco General Plan (Map 4), and is not designated as potentially liquefiable on a map titled *Zones of Liquefaction Potential, City and County of San Francisco*, published by the California Department of Conservation, Division of Mines and Geology (CDMG). In addition, a map prepared by CDMG for the City and County of San Francisco in 2000 does not indicate that the project site lies within an area of potential earthquake-induced land sliding.

The project site is not in an area subject to landslide, tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 of the Community Safety Element).[88]

Impacts

Significance Criteria

The proposed project would result in a significant impact with respect to geology, soils, and seismicity if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - 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.);
  - Strong seismic ground shaking;
  - Seismic-related ground failure, including liquefaction; or
  - Landslides;
- Result in substantial soil erosion or the loss of topsoil;

88 City and County of San Francisco, San Francisco General Plan, "Community Safety Element." April 1997.

- 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;
- Be located on expansive soil, as defined in the California Building Code, creating substantial risks to life or property;
- 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;
- Change substantially the topography or any unique geologic or physical features of the site.

Impact GE-1: The proposed project would not expose people or structures to adverse effects resulting from geology, seismicity, or soils. (Less than Significant)

The project site does not contain any unique geologic or physical features. Furthermore, the project would not change the existing topography on the site and the proposed structure would be constructed within the existing topographical setting; septic tanks would not be used.

It is likely that the project site would experience periodic minor earthquakes, and possibly a major (moment magnitude [Mw] greater than 7.0) earthquake, on one or more of the nearby faults during the life of the proposed development.[89]

According to the Environmental Site Assessment prepared for the proposed project, the project site lies at an approximate elevation of 250 feet above mean sea level (MSL) and slopes toward the east.[90]

According to the geotechnical investigation prepared for the project by Treadwell & Rollo,[91] the foundation system of the proposed project should be designed to resist both static lateral earth pressures and lateral pressures caused by earthquakes; should protect against moisture; and should be waterproofed with water stops placed at all construction joints. A backdrain is also recommended to prevent the buildup of hydrostatic pressure. Additional criteria that should be adhered to, concerning underpinning, temporary shoring, and seismic design, which is more technical in nature, are elaborated on in the geotechnical investigation.

With regard to floor slabs, since very loose to loose sand would be present at the bottom of the excavation site, a slab-on-grade foundation system may be used. Floor slabs should be underlain by at least 12 inches of engineered fill. To prevent water vapor traveling through the slab, a capillary moisture break and a water vapor retarder can be installed beneath the floor, if necessary. These technologies are discussed in greater detail in the geotechnical investigation.

89 Moment magnitude is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

90 AllWest, *Environmental Site Assessment for Booker T. Washington Community Service Center, 800 Presidio Avenue, San Francisco, California,* January 17, 2007. This report is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

91 Treadwell & Rollo, *Geotechnical Investigation, 800 Presidio Avenue, San Francisco, California*, May 7, 2008. This report is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

The geotechnical investigation also recommends that adjacent buildings should be underpinned during construction, using one of two methods – steel piles installed in slant-drilled shafts (which should extend at least 10 feet below the bottom of the planned excavation) or intermittent hand-excavated piers (which should be embedded at least four feet below the excavation level in undisturbed sand or clay).

The geotechnical investigation also recommends that excavations deeper than five feet that would be entered by workers should be shored or sloped in accordance with CAL-OSHA standards (29 CFR Part 1926). During excavation for the below-grade level, shoring is recommended to laterally restrain the sides of the excavation, which can be achieved with soldier piles and timber lagging with tiebacks. Tieback testing should be conducted in accordance with performance measures included in the geotechnical investigation. The project sponsor has agreed to follow the recommendations contained in the geotechnical report.

To ensure compliance with all provisions of the San Francisco Building Code (Building Code) regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and other seismic hazards. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI review of the building permit application pursuant to its implementation of the Building Code.

For all of the above reasons, the proposed project would not result in a significant impact related to geology and soils.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

O. Hydrology and Water Quality

Setting

Aside from the small rear yard, the project site is almost completely covered by paved and impermeable surfaces by the existing community center and adjacent parking lot. All sanitary wastewater from the existing building and storm water runoff from the project site flow into the City's combined sewer system, which is then treated at the Oceanside Treatment Plant prior to discharge into the Pacific Ocean.

Impacts

Significance Criteria

The proposed project would result in a significant impact with respect to hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements;
- 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);
- 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;
- 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;
- 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;
- Otherwise substantially degrade water quality;
- 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;
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows;
- 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; or
- Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

Impact HY-1: The proposed project would not result in adverse flooding effects. (Less than Significant)

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project is not located in an area that is prone to flooding. Nonetheless, the project sponsor would comply with all review and approval procedures developed by the SFPUC for the purposes of avoiding flooding impacts during storms. These procedures are summarized below.

Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements shall be referred to the San Francisco Public Utilities Commission (SFPUC) at the beginning of the process, for a review to determine whether the project would result in ground level flooding during storms. The side sewer connection permits for such projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit applications submitted to the Planning Department, the Department of Building Inspection, or the Redevelopment Agency. The SFPUC and/or its delegate (SFDPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather. The SFPUC will receive and return the application within a two-week period from date of receipt. The permit applicant shall refer to PUC requirements for information required for the review of projects in flood prone areas. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

As required, the project sponsor would coordinate a review with SFPUC in order to determine if the project would result in ground level flooding during storms and will incorporate any required design measures, as applicable. Therefore, the project would result in less-than-significant impact on flooding.

Impact HY-2: The proposed project would not substantially degrade water quality or contaminate a public water supply. (Less than Significant)

All sanitary wastewater from the proposed building and storm water runoff from the project site would flow into the City's combined sewer system, to be treated at the Oceanside Treatment Plant prior to discharge into the Pacific Ocean. Treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. During construction and operation, the proposed project would comply with all local wastewater discharge requirements.

Soil would be exposed during site preparation. During construction, requirements to reduce erosion would be implemented pursuant to Building Code Chapter 33, Excavation and Grading.

The groundwater, which fluctuates with the seasons, is estimated to occur at a depth of approximately 20.5 feet below ground surface of the project site.[92] The implementation of the proposed project would involve excavation of up to 4,500 cu. yd. of soil. The deepest point of excavation would be approximately five feet below the existing grade level. Due to the depth of the groundwater under the site, encountering groundwater during construction is unlikely and there would be no need for dewatering during construction. However, 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 SFPUC 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. 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 DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

Impact HY-3: The proposed project would not 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. (Less than Significant)

The quantity and rate of storm water runoff from the project site that flows to the City's combined sewer system would not increase because the amount of impervious surfaces would not materially alter. Because storm water flows from the proposed project could be accommodated by the existing combined sewer system, and because there would not be an expected increase in storm water flows, the proposed project would not cause substantial flooding or erosion. As discussed above, requirements to reduce erosion would be implemented during construction.

Impact HY-4: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge. (Less than Significant)

At present, the project site is almost completely covered by the impervious surfaces of the existing building and adjacent parking lot, with the exception of a small terraced and landscaped patio area in the rear yard. Under project conditions, the footprint of the new mixed-use structure would not change substantially, and the existing landscaped patio would be replaced with a playground and rear yard open space of approximately the same size. Therefore, the area of impervious surface on the project site would not increase to a degree that it would noticeably impact the overall infiltration and groundwater recharge quantities in the project area.

92 Treadwell & Rollo, *Preliminary Geotechnical Investigation, 800 Presidio Avenue*, February 15, 2008. This report is available for review in Project File No. 2006.0881E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

Groundwater is not used as a drinking water supply in the City and County of San Francisco, and the proposed project would not substantially adversely affect a public water supply or water resource.

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

The subject property is not in an area of tsunami run-up or reservoir inundation hazards (Maps 6 and 7 in the General Plan's Community Safety Element); therefore, no impact would occur.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

P. Hazards and Hazardous Materials

Setting

A Phase I Environmental Site Assessment (ESA) for the project site was prepared in January 2007, and is summarized here.[93]

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 or groundwater quality. The Phase I ESA also addressed past and present land use and operating practices at and near the site, and the potential for migration of chemicals, contaminants, and toxics onto the site from reported chemical releases on properties in the vicinity of the site.

The Phase I ESA indicates that the 1893 Sanborn map shows the subject property as developed with one and two-story buildings occupied by the Sutter Street Cable Company car house, residential dwellings and stores. The property site remained unchanged until about 1899, when a saloon replaced the store space. By approximately 1913, the northern portion of the project site contained vacant buildings, while the rest of the site consisted of a vacant lot. The 1929 and 1950 Sanborn maps show an entirely vacant project site. The existing community center building was built in 1952, and is shown on the project site in the 1968 Sanborn map, with no observable land use changes indicated in any of the subsequent maps (1974, 1986, 1988, and 1990).

A search of public databases of hazardous materials releases was performed for the area within a one-mile radius of the subject property. The project site was not listed in public databases of hazardous materials releases within a one-mile radius of the site. Nearby uses to the north, east, and south of the project site have been primarily residential. During the first half of the 20th century, the western adjoining property contained a large cemetery. By 1955, the cemetery was replaced with a large parking lot (presumably the existing bus storage depot across Presidio Avenue from the project site). Phase I ESA noted that the potential for recognized environmental conditions at the subject property from off-site sources is minimal.

The project site falls outside the boundary of the City and County of San Francisco Ordinance 253-86 (Maher Ordinance) and therefore, would not be subject to it.[94]

Based on the historical information summarized in the Phase I ESA, there are no past uses of the subject property that indicate a potential for adverse environmental conditions at the project site.

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93 AllWest, *Environmental Site Assessment for Booker T. Washington Community Service Center, 800 Presidio Avenue, San Francisco, California*, January 17, 2007. This report is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

94 Article 22A of the San Francisco Health Code (previously referred to as the Maher Ordinance) encompasses the area of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. The Article 22A requires that soils be analyzed for hazardous wastes if more than 50 cubic yards of soil are to be disturbed.

Impacts

Significance Criteria

The proposed project would result in a significant impact with respect to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- 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;
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
- 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;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- Expose people or structures to a significant risk of loss, injury or death involving fires.

A project would also normally result in a significant impact with respect to hazards and hazardous materials if it would be 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, and would result in a safety hazard for people residing or working in the project area. Additionally, for a project located in the vicinity of a private airstrip, the project would normally have a significant effect if it would result in a safety hazard for people residing or working in the project area. The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip; therefore, these are not applicable.

Impact HZ-1: The proposed project would not expose the public to hazardous building materials. (Less than Significant)

Lead-based Paint

Lead-based paint may be found in the existing Community Center building proposed for demolition. Demolition must comply with Chapter 34, Section 3423 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non- compliance with the requirements of the ordinance.

These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

Building Asbestos

Asbestos-containing materials may be found within the existing community center structure proposed for demolition. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 sf or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, DBI would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential direct and cumulative impacts of demolition due to asbestos would be reduced to a level of insignificance.

Impact HZ-2: Project demolition would not result in an inadvertent release of mercury and PCBs that could expose construction workers, occupants, or visitors to these substances. (Potentially Significant but Mitigable)

While abatement programs similar to those described for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing PCBs and mercury that are intended for disposal must be managed as hazardous waste and must be handled in accordance with applicable federal, state, and local laws prior to the start of demolition. Implementation of Mitigation Measure M-HZ-2 would reduce direct and cumulative impacts of potential hazardous building materials to a less-than-significant level.

During operation the proposed project would involve residential and recreational land uses that would require relatively small quantities of hazardous materials for routine cleaning and sanitizing purposes. Therefore, the project would likely result in the use of common types of hazardous materials such as cleaners 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, and would therefore not pose a substantial public health or safety hazard.

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

San Francisco ensures fire safety primarily through provisions of the Building Code and the 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 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. Thus far, the SFFD has reviewed the building plans and has indicated that fire department access to the project site appears to be adequate.[95]

No interference with emergency response plans or emergency excavation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Building Inspection issued final building permits.

Mitigation and Improvement Measures

> **Mitigation Measure M-HZ-2:** Hazardous Building Materials. The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or mercury, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

Implementation of the above measure would reduce exposure to hazards and hazardous materials from typical demolition and construction activities to a less-than-significant level.

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95 Schultheis, Barbara, Fire Marshal, San Francisco Fire Department. Personal communication with ESA (Tania Sheyner), on June 23, 2008.

Q. Mineral and Energy Resources

Setting

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the 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 Mineral Resource Zone and thus the site is not a designated area of significant mineral deposits. However, since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the 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 project.

Impacts

Significance Criteria

The proposed project would result in a significant impact with respect to mineral and energy resources if it would:

- 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;
- 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; or
- Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner.

Impact MN-1: The proposed project would not result in the loss of any known mineral resource. (No Impact)

No known mineral deposits exist at the project site. Thus, the project would not result in the loss of availability of a locally- or regionally-important mineral resource. The project would not have a significant impact on mineral resources.

Impact MN-2: The proposed project would not result in wasteful energy consumption. (Less than Significant)

The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulation enforced by the DBI. Other than natural gas and coal fuel used to generate the electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. San Francisco's 2002 Electricity Resource

Plan discusses sources for electricity and projected citywide demand.[96] The Pacific Gas & Electricity peak load forecast is approximately 1,200 megawatts, while the available capacity is over 1,700 megawatts. The City plans to reduce consumption by 107 megawatts by 2012 through various energy efficiency strategies. Any new developments, including the project, would be expected to conform to new City policies designed to reduce energy consumption. While the project would increase new demand for electricity services, project-generated demand for electricity would be negligible in the context of the overall consumer demand in San Francisco and the state. Therefore, the project would, in and of itself, generate a less-than-significant demand for energy and would not necessitate a major expansion of power facilities. For this reason, the project would not cause a wasteful use of energy and would have a less-than-significant impact on energy and natural resources.

Impact MN-3: The proposed project would not result in cumulative impacts to mineral or energy resources. (Less than Significant)

As described above, no known minerals exist at the project site, and therefore the project would not contribute to any cumulative impacts related to mineral resources. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The CEC 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 project would result in a less-than-significant physical environmental effect. The proposed project would not contribute to cumulatively considerable impacts related to energy and natural resources. Overall, the project would not have cumulatively considerable impacts related to the topic of mineral and energy resources.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

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[96] San Francisco Public Utilities Commission and San Francisco Department of the Environment, *The Electricity Resource Plan, 2002.* Available at: http://sfwater.org/detail.cfm/MC_ID/12/MSC_ID/138/ MTO_ID239/C_ID/1346. Accessed on July 8, 2008.

R. Agricultural and Forest Resources

Setting

The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as *Urban and Built-Up Land*, which is defined as "…land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes."

Impacts

Significance Criteria

The proposed project would result in a significant impact with respect to mineral and energy resources if it would:

- 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;
- Conflict with existing zoning for agricultural use, or a Williamson Act contract;
- 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);
- Result in the loss of forest land or conversion of forest land to non-forest use; or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use.

Impact AG-1: The proposed project would not convert farmland to non-agricultural use or conflict with existing agricultural zoning or a Williamson Act contract, conflict with zoning for forest land, result in the loss of forest land to non-forest use, or involve any other changes that would convert farmland to non-agricultural use or convert forest land into non-forest use. (No Impact)

Because the project site does not contain agricultural or forest uses and it 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 contract, nor would it involve any changes to the environment that could result in the conversion of farmland. Nor would it result in the loss of

forest land or conversion of forest land to non-forest uses. Accordingly, these criteria are not applicable to the proposed project.

Mitigation and Improvement Measures

Because no significant impacts are identified in the above analysis, no mitigation is required.

CHAPTER V
Other CEQA Issues

A. Growth-Inducing Impacts

In general, a project would be considered growth-inducing if its implementation would result in a substantial population increase and/or new development that might not occur if the project were not approved and implemented, such as by removing barriers to subsequent development by providing new infrastructure that includes capacity for further development. The proposed project would be an infill development consisting of a replaced community center on the southern portion of the project site and a residential component consisting of 47 dwelling units on the project site. The resident uses would be designated affordable rental housing for emancipated foster youth, including transitional youth, and also available to individuals and families. As such, the proposed project would be considered a specialized type of development catering primarily to community center patrons, emancipated foster youth, and lower-income households and would not be anticipated to substantially influence subsequent development in the area. This is because there are a limited number of opportunity sites and public funding sources that can accommodate the kind of community services facilities and housing that would be provided by the proposed project.

Moreover, with 47 affordable dwelling units, the project would result in a new on-site population of about 85 persons, which would not be considered a substantial population growth in the urban context of San Francisco. Rather, because it would be geared towards people with limited income and emancipated foster youth, the proposed project would be expected to be populated largely by persons who currently have difficulty finding affordable housing in San Francisco.

The project would be located in an urbanized area and would not provide new infrastructure that would provide added capacity for other kinds of development in the vicinity.

B. Significant Unavoidable Impacts

In accordance with Section 21067 of the California Environmental Quality Act (CEQA), and with Sections 15040, 15081, and 15082 of the State CEQA Guidelines, the purpose of this chapter is to identify impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the project, or by other mitigation measures that could be implemented, as included in Chapter IV, Environmental Setting, Impacts, and Mitigation Measures. This chapter is subject to final determination by the San Francisco Planning

Commission as part of the CEQA finding for the EIR. If necessary, this chapter will be revised in the Final EIR to reflect the findings of the Planning Commission.

The impacts that would be considered significant and unavoidable with the implementation of the proposed project are Impacts CP-1 and CP-5, which identify project level and cumulative impacts to historic resources. As stated in Chapter IV, the demolition of the BTWCSC building would constitute a significant, adverse impact to a historic resource because it would demolish or materially alter in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR. Mitigation measures to reduce the impacts to the BTWCSC building (Mitigation Measure M-CP-1), described in Chapter IV, would be implemented, but they would not reduce this impact below the level of significance. Therefore, these project and cumulative level impacts would be considered significant and unavoidable, regardless of mitigation measures that may lessen its severity.

C. Significant Irreversible Changes

CEQA Guidelines Section 15126.2(c) specifies that the EIR shall discuss the significant irreversible environmental changes associated with a project relevant to land use changes, nonrenewable resources, and environmental accidents.

Changes that Commit Future Generations to Similar Uses. By redeveloping the project site with community-serving and residential uses, the proposed project would intensify the existing uses on the site and add future use that does not currently exist there (residential). Other parcels near the project site are predominantly residential, with a MUNI bus storage yard across Presidio Avenue. The project would not introduce a land use to the project area that could not be changed or "reversed" in the future. Thus, the project will not commit future generations to similar uses.

Use of Nonrenewable Resources. The proposed project would consume natural resources (gasoline, sand and gravel, asphalt, oil, etc.) during construction activities. During operation of the new community center and residential uses, energy would be consumed for lighting, heating/cooling, and transportation. Neither the construction nor operation and use of the project would consume nonrenewable resources in amounts substantially different or greater than typical urban development or similar land uses. As discussed in the Environmental Impact Report, the proposed project would not affect agricultural resources or mineral resources or access to such resources. Therefore, the project will not involve a large commitment of nonrenewable resources.

Irreversible Damage from Environmental Accidents. As discussed fully in Section IV.P, *Hazards and Hazardous Materials,* the fully functioning community center and residential development would require relatively small quantities of hazardous materials for routine cleaning and sanitizing purposes. Therefore, the project would likely result in the use of common types of hazardous materials such as cleaners 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, and would therefore not pose a substantial public health or safety hazard. No other hazardous materials are expected to be

stored at the project site and therefore, the project would not result in any irreversible damage from environmental accidents.

D. Areas of Known Controversy and Issues to be Resolved

A summarized list of concerns that were noted in the public comments on the NOP is provided in Chapter I, Introduction. Based on the number of comments received on each of the topics listed, the most controversial issues for the proposed project, as expressed by community members, are the following:

- traffic congestion and parking impacts;
- height and bulk of the proposed structures, which is above what is currently permitted by existing zoning regulations;
- contemporary design of the proposed building in contrast to otherwise traditional architectural character of the neighborhood; and
- removal of vegetation and open space.

CHAPTER VI
Alternatives to the Proposed Project

This chapter identifies alternatives to the project and discusses the environmental effects associated with the alternatives in comparison with the proposed project. Decision-makers could adopt an alternative instead of the proposed project if that alternative would substantially lessen or avoid significant environmental impacts identified for the project and that alternative is determined feasibly to meet most of the project objectives. The determination of feasibility would be made by City decision-makers. This chapter also identified alternatives considered but rejected from further analysis in this EIR.

A. No Project

Description

This alternative would entail no changes to the project site. The existing 12,600-square-foot BTWCSC structure would remain at the project site, in addition to the six off-street tandem parking spaces just south of the existing building and the landscaped area in the rear of the building. The community center would continue to hold its existing programs within the existing structure, as under current conditions. Furthermore, the BTWCSC would continue to perform minimal maintenance to the building for safety and security purposes. Without further improvements, portions of the existing structure would continue to remain unusable on a full-time basis due to their poor condition.[1]

In the future, additional and more extensive maintenance may be conducted to the interior of the existing building, should additional funding become available to support such work. Any modifications or improvements would be undertaken in a way that would preserve the historic integrity of the building.

Impacts

The No Project Alternative would result in no substantial physical changes to the project site. This alternative would avoid or reduce all of the potentially significant operational and construction-related impacts of the proposed project. In terms of land use, plans, and policies, the project site would remain under its current RM-1 Zoning District and under its current 40-X Height and Bulk District under the No Project Alternative. The project sponsor would not seek to

[1] According to the project sponsor, the large teen room on the bottom level is cold and drafty (the windows need replacing) and it floods whenever it rains.

amend the Planning Code by establishing Section 249.32, the "Presidio-Sutter Special Use District (SUD)" on the project parcel, and would, thereby, preserve the height limit of 40 feet at the site. The project sponsor would also not seek to reduce the parking requirements as well as to modify unit density, open space, dwelling unit exposure, and rear yard setback requirements mandated by *Planning Code* in an RM-1 district.

The No Project Alternative would have no impacts with respect to visual quality and aesthetics, as no new construction would occur on the project site, and on-site and off-site views would not change. This alternative would avoid the less than significant visual impacts associated with the proposed project. Because no changes to the existing amount of PM peak hour traffic or number of parking spaces would occur under the No Project Alternative, this alternative would also avoid the less than significant traffic impacts associated with the proposed project.

Although continued deterioration may occur, the No Project Alternative would avoid the significant unavoidable project and cumulative impacts to historic resources because this alternative would retain the existing structure on the project site, which is considered a historic resource under CEQA.

Other Potential Impacts

If the No Project Alternative were implemented, temporary construction-related impacts and most impacts discussed in the Sections F through R of Chapter IV, which have been identified as less than significant for the proposed project, would not occur. This would be the case for less- than-significant impacts associated with population and housing, archaeological resources, noise, air quality, shadow, recreation, utilities, public services, biological resources, geology, hydrology, energy, and growth inducing effects.

Consistency with Project Sponsor's Objectives

The No Project Alternative would not meet most of the BTWCSC (or Mayor's Office of Housing's) objectives. These include the objectives that pertain to the development of an enlarged community center, the creation of affordable housing, and the Center's ability to meet the needs of underserved populations by providing residential units intended to exclusively serve them.

B. Code Compliant Alternative

Description

This alternative would be developed to address and comply with provisions for RM-1 use districts and 40-X Height and Bulk district. As such, the Code Compliant Alternative would not require an amendment to the Planning Code to establish a "Presidio-Sutter Special Use District (SUD)" and could be constructed as-of-right. Given the site's size of just over a half an acre, project sponsor would also seek a Planned Unit Development (PUD) pursuant to *Planning Code* Section 304 for the project for modifications to unit density, dwelling unit exposure, and rear yard setback requirements. This alternative would be a mixed-use development similar to the proposed project, including a community center and gym for the BTWCSC and residential units. However, instead of

separating the community center and residential uses into two distinct building volumes, as proposed by the project, this alternative would instead construct a single building mass containing a double-height gym and community center uses on the basement and ground floor, with residential units above, on floors two through four. The entire building mass would be oriented parallel to Presidio Avenue with no intrusions into the rear yard for the proposed gymnasium, as in the proposed project.

This alternative would be four stories or 40 feet in height along Presidio Avenue, meeting the 40-X Height and Bulk District limit on the subject property (see **Figures 21 – 22** on pp. VI-4 and VI-5). This alternative would also provide on-site parking for 59 automobiles in a two-level, below-ground parking garage accessed from Sutter Street. The approximate size of each of the proposed uses within this alternative is provided below.

- Residential: 30,726 gsf (30 units[2])
- Community Center (including Gym): 20,380 gsf
- Parking: 21,000 gsf (59 spaces)

Similar to the proposed project, the residential lobby would be located on the first floor at the corner of Presidio Avenue and Sutter Street. Residential uses would be constructed on floors two through four, and would consist of a total of 30 residential units, 12 of which would be reserved for emancipated youth, and the remaining 18 would be below-market rate. Open space uses would be provided in the rear yard and along terraces on the east-facing façade. Although this alternative would directly abut the neighboring property to the east, this alternative would be stepped back approximately 10 feet from these neighboring residential uses above the second floor, similar to the proposed project.

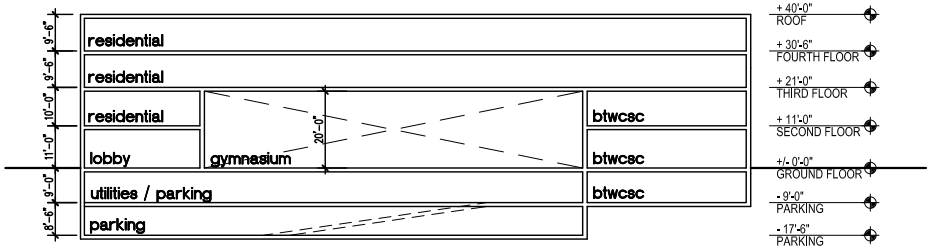
This alternative would contain 17 fewer dwelling units (36 percent) than the proposed project and approximately the same amount of community center space as the proposed project. It would also provide 37 more parking spaces (59) than proposed by the project (22 spaces).

Impacts

The Code Compliant Alternative would replace the existing community center structure on the project site with a mixed-use development that would consist of residential and community-serving uses (consisting of a community center, a gymnasium, and a child-care facility). Under this alternative, the structure would be developed at a smaller scale and density than what is currently proposed. In addition, 59 parking spaces would be provided within a two-level, below-ground parking garage, meeting the Planning Code requirement that would require 30 parking spaces for residential uses, 26 parking spaces for the gymnasium uses[3] and 3 parking spaces for childcare-related uses. The Code Compliant Alternative would orient the proposed gymnasium in a north-south orientation (parallel to Presidio Avenue), rather than in an east-west orientation as proposed by the project.

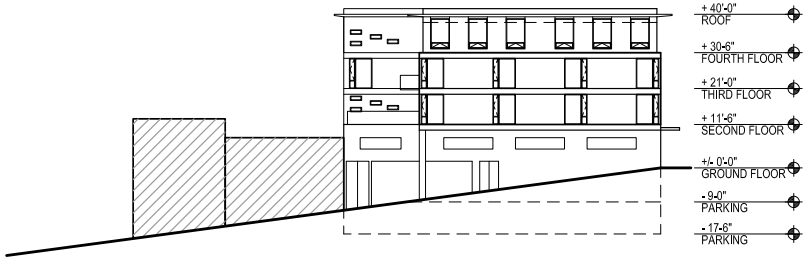
[2] The granting of a PUD would permit up to 36 residential units on the project site although the project sponsor indicated that 30 units would be constructed as part of this alternative.

[3] The difference in parking requirements between the proposed project and the Code Compliant Alternative is due to a difference in seating capacity between the proposed gym and the gym analyzed under the Code Compliant Alternative.

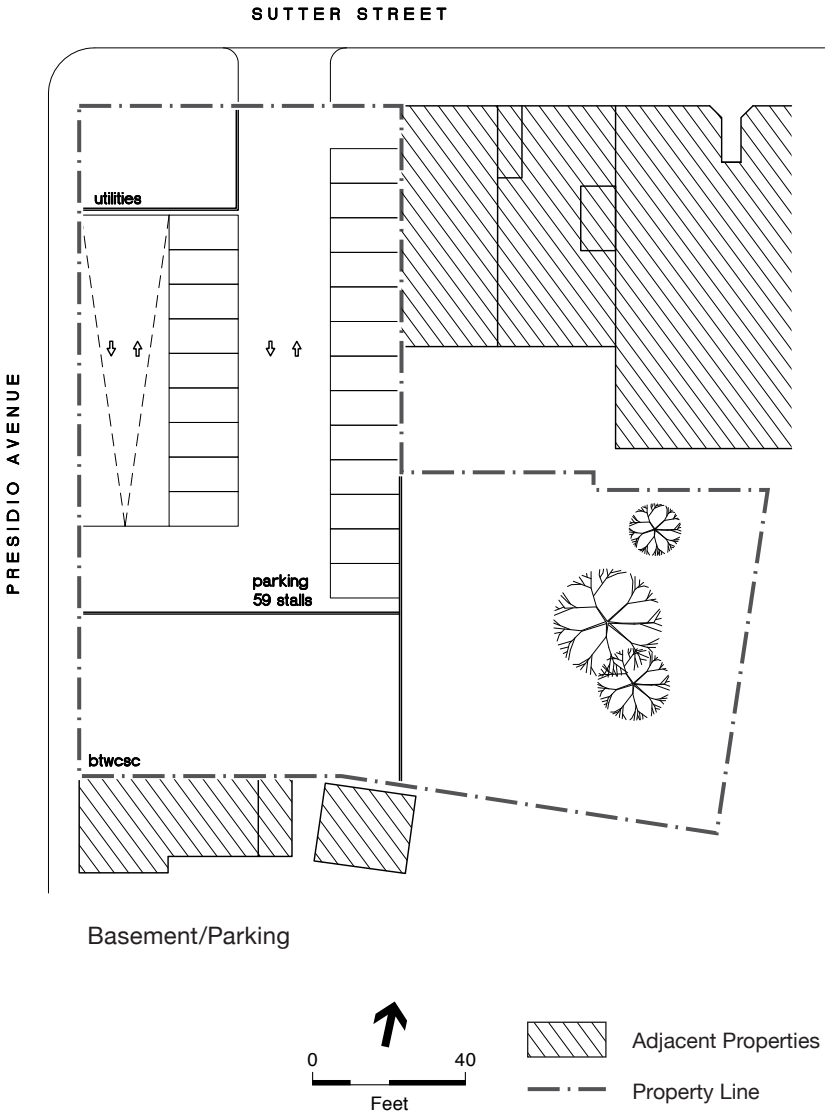


Longitudinal Section

Presidio Avenue Elevation



Sutter Street Elevation

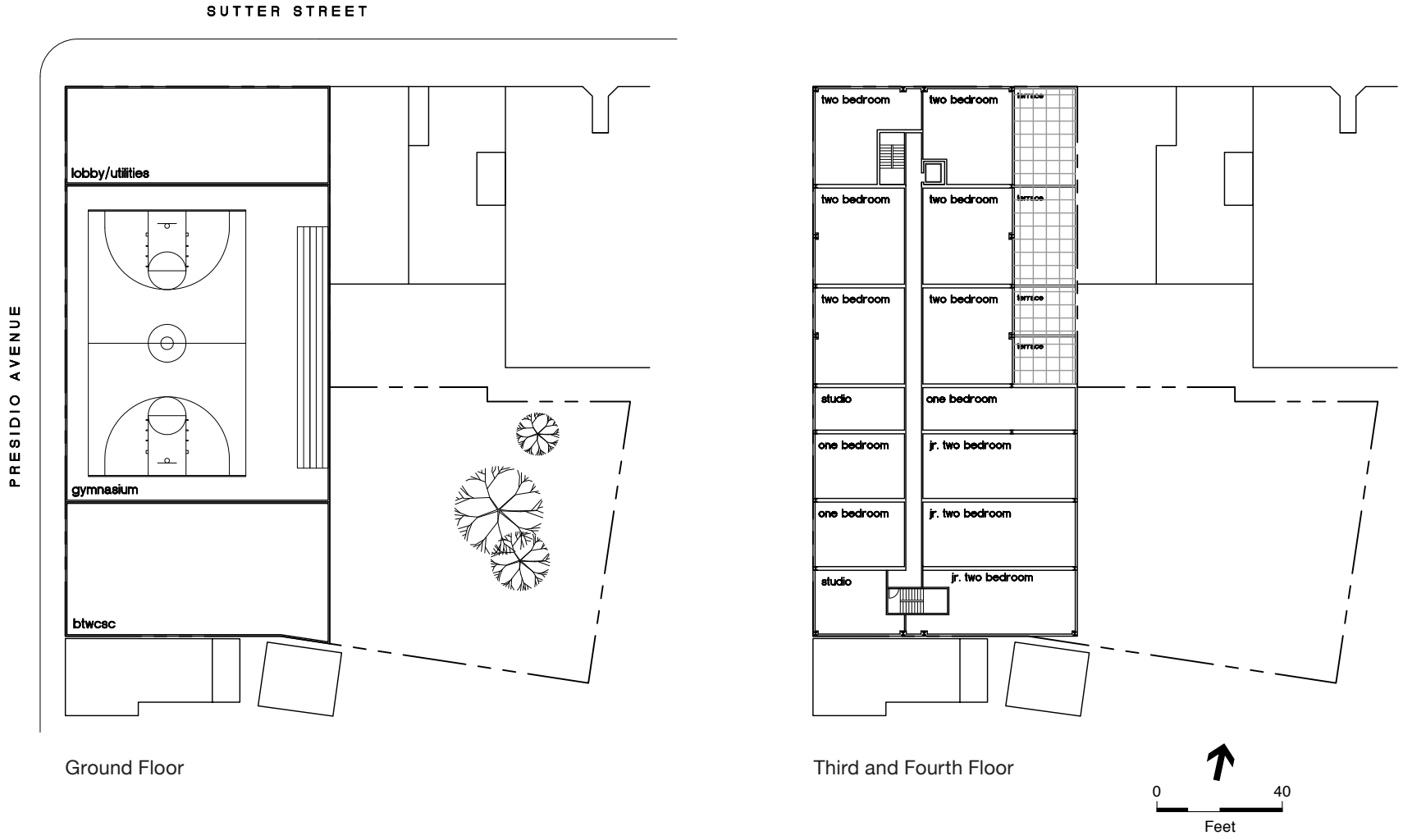


Basement/Parking

SOURCE: Brand + Allen Architects, Inc

800 Presidio Avenue . 206386

Figure 21
Code-Compliant Alternative–
Section, Elevations, and
Basement Level Plan



SOURCE: Brand + Allen Architects, Inc

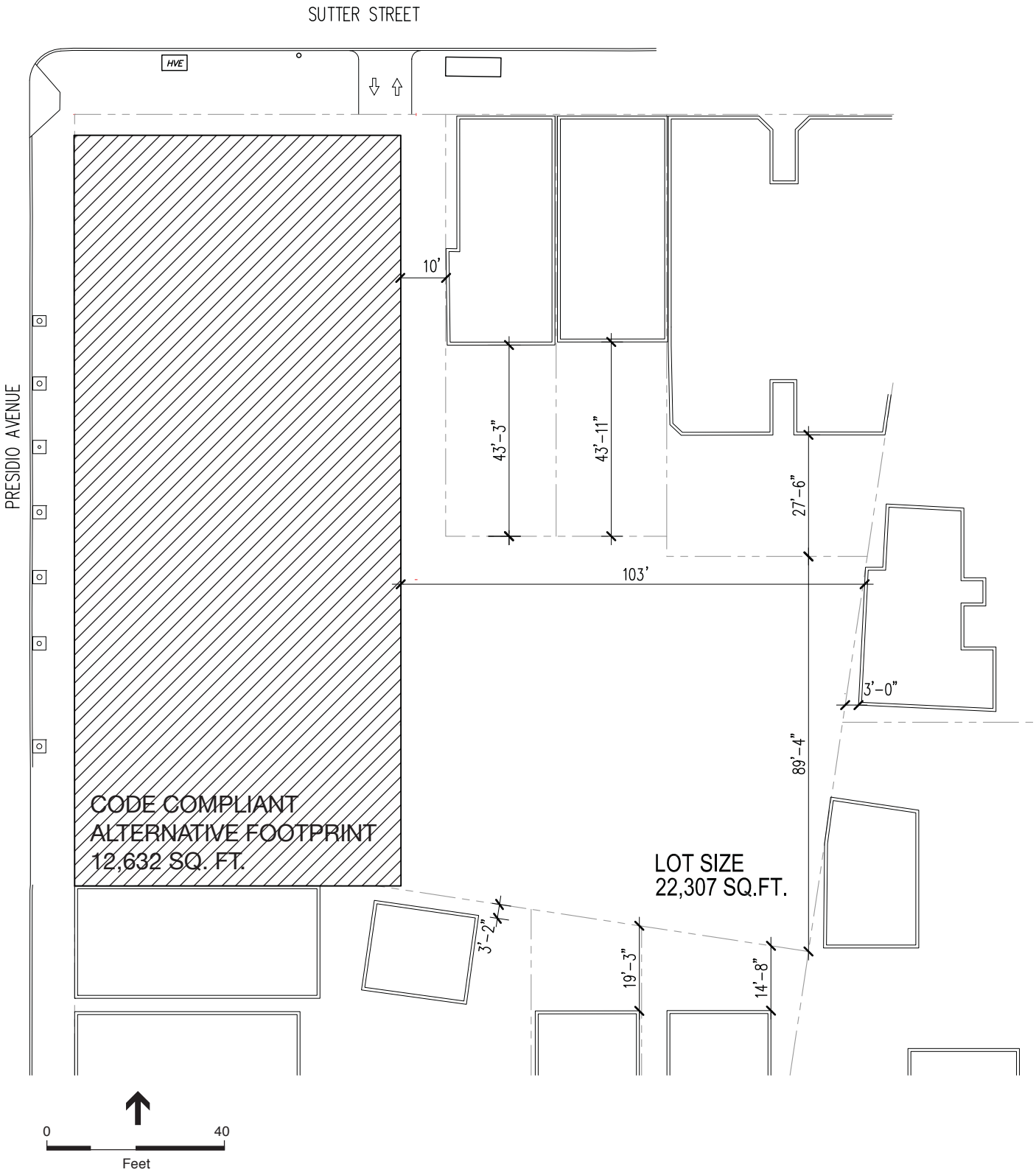
800 Presidio Avenue . 206386

Figure 22
Code-Compliant Alternative–
Ground Floor, Third and
Fourth Floor Plans

Unlike the proposed project, the Code Compliant Alternative would not require the establishment of an SUD to allow for the reclassification of the subject property's existing height and bulk district, because the proposed building height under this alternative would be within the site's existing 40-X Height and Bulk District. However, since the establishment of the SUD as proposed by the project would not disrupt or divide the existing neighborhood or substantially affect the character of the vicinity, this alternative would likewise not result in any significant impacts to land use, plans, or policies. As summarized in **Table 10**, below, the Code Compliant Alternative would be consistent with most of the Planning Code requirements, including those that pertain to permitted uses, minimum lot size, height and bulk limits, set backs, and parking. The sponsor would seek a PUD authorization to implement the Code Compliant Alternative for the modifications to unit density, rear yard configuration, maximum density, dwelling unit exposure, and open space. Overall, as shown in Table 5, the Code Compliant Alternative would be more consistent with Planning Code requirements and objectives for the project site, in that its program could be achieved in a manner that would not require a height reclassification on the subject property.

In terms of lot coverage, the Code Compliant Alternative would have a footprint of approximately 12,632 square feet, covering roughly 56 percent of the project site (see **Figure 23** on the following page). This would be greater coverage as compared to the footprint of the existing building on the site (9,857 square feet, covering 44 percent of the site), but lesser coverage as compared to the footprint of the proposed project (15,670 square feet, covering 70 percent of the site). The Code Compliant Alternative would preserve a greater portion of the rear yard as compared to the proposed project.

In terms of visual and aesthetic resources, the Code Compliant Alternative would develop a four-story (40 feet tall) structure on the project site, which would be similar in height to many of the buildings in the surrounding vicinity, such as the buildings across Sutter Street to the north of the project site and the buildings along Presidio Avenue (between Post Street and Geary Boulevard) to south of the project site. Like the proposed project, the Code-Compliant Alternative would alter the on- and off-site views by constructing a taller structure on the project site. The primary differences in visual effect would be the reduced height of the building that would be developed under this alternative (40 feet tall along Presidio Avenue) compared to the taller building proposed as part of the project (55 feet tall along Presidio Avenue). The scaled-down structure under this alternative would nevertheless constitute a visual change from the existing conditions that would be apparent in most views of the project site, including views from along Presidio Avenue to the east and west of the site, as well as views from Sutter Street, south of the site. Similar to proposed project conditions, the building would appear taller in views from Sutter Street than in views from Presidio Avenue due to the site's downward slope. However, such change would be of lesser magnitude in comparison to the proposed project, which proposes a building 15 feet taller than what is analyzed under the Code Compliant Alternative. Overall, the visual impacts associated with the Code Compliant Alternative would be characterized as less than significant, the same as identified for the proposed project, although as stated above, they would be further reduced under this 40-foot-tall alternative compared to proposed 55-foot-tall project the project.



SOURCE: Brand + Allen Architects, Inc.

800 Presidio Avenue . 206386

Figure 23
Code Compliant Alternative
Lot Coverage and Building Setbacks

TABLE 10
COMPARISON OF PROPOSED PROJECT TO CODE COMPLIANT ALTERNATIVE

Zoning Provision	Requirement for RM-1 Zoning District/40-X Height and Bulk District	Proposed Project	Code Compliant Alternative
Permitted Uses (Sec. 206.2)	Apartments, houses, child care, public structure or use of non-industrial character	Consistent. Proposes residential and public uses.	Consistent. Proposes residential (30 dwelling units), public, and child-care uses.
Height and Bulk (Article 2.5)	40 foot height limit, no bulk limit.	Not consistent. The project would be 15 feet taller than permitted.	Consistent. The building would be 40 feet in height.
Parking (Sec. 151)	Residential: one per units; Stadium or Sports Arena: 1 for each 15 seats	Not consistent. 22 parking spaces provided.	Consistent. 59 spaces provided.
Loading (Sec. 152)	None required.	Consistent.	Consistent.
Street Trees (Sec. 143)	A minimum of one 24-inch box tree must be planted each 20 feet of building frontage along each street or alley, with any remaining fraction of 10 feet or more of frontage requiring an additional tree.	Not consistent. Nine trees would be required along Presidio Avenue, with 7 trees proposed. Four trees would be required along Sutter Street, none proposed.	Consistent. Nine trees would be required along Presidio Avenue, none proposed. Four trees would be required along Sutter Street.
Maximum Density (Sec 209.1)	Three dwelling units per lot or one dwelling unit per 800 sf of lot area. A maximum of 28 units would be permitted.	Not consistent. The lot is 22,360 square feet in size. Therefore, a maximum of 28 units are permitted. 47 units are proposed.	Not consistent. Would seek exception though granting of a PUD, which would allow up to 36 units.
Minimum Lot Size (Sec. 121)	Width: 25 ft Area: 2500 sf	Consistent.	Consistent.
Rear Yard Requirement (Sec. 134)	45 percent of lot depth, except of reductions based upon average of adjacent buildings; if averaged, last 10 ft. is limited to height of 30 ft. and a minimum of 25 percent of lot depth, but not less than 15 feet	Not consistent. Project would extend 24 feet into the rear yard (past the footprint of the existing building.	Not consistent. Would seek an exception through granting of a PUD.
Usable Open Space Requirement (Sec. 135)	100 sf per unit if private; common space substituted must be 1/3 greater.	Consistent. Approximately 6,250 sf required, 9,843 sf proposed (4,033 sf of common rooftop open space for residences and 5,810 sf of common rear yard open spaces for community center)	Consistent. Approximately 3,900 sf required, about 7,360 sf of common rear yard open space proposed.
Unit Exposure (Sec. 140 (a) (2))	Dwelling unit windows must face a public street, alley, side yard or rear yard or an open area at least 25 feet in each direction.	Not consistent. 16 units would not meet this requirement.	Not consistent. Would seek exception through granting of a PUD. 14 units would not meet this requirement.
Setbacks (Sec. 132(d)(1))	For corner lots, a front setback area shall be required only along the street or alley elected by the owner as the front of the property. Along such street or alley, the required setback for the subject lot shall be equal to ½ the front setback of the adjacent building.	Consistent. The adjacent building along Presidio Avenue is built to lot line; thus, no set back would be required.	Consistent. The adjacent building along Presidio Avenue is built to lot line; thus, no set back would be required.

The Code Compliant Alternative would generate approximately 48 PM peak-hour vehicular trips.[4] This is nine fewer PM peak hour vehicle trips than would be generated by the proposed project (57), because this alternative would have 17 fewer residential units. This alternative would have similar (though at a lesser magnitude) less-than-significant traffic impacts under project or cumulative scenarios. Parking on the project site would be increased from the existing six tandem parking spaces to 59 spaces, a difference of 56 additional spaces. This alternative would provide 37 more off-street parking spaces than the proposed project.

In terms of historic resources, the Code Compliant Alternative would demolish the existing structure on the project site, thereby resulting in impacts to historic resources that are similar to the proposed project. Since the existing structure on the project site is considered to be a historic resource, its demolition would result in a significant and unavoidable impacts – both individually and cumulatively – to cultural resources. Mitigation Measures M-CP-1 (HABS-Level Recordation) can be implemented for this alternative to reduce the impacts to cultural resources, although not to less-than-significant levels, and historic resources impacts would remain significant and unavoidable, as under the proposed project.

Other Potential Impacts

All other impacts of the proposed project were found to be less than significant, with mitigation as applicable and as described throughout Chapter IV, such as Mitigation Measure HZ-1 (Hazardous Building Materials). With 30 housing units and about 20,380 square feet of community center space, and assuming that all of the applicable improvement measures would be incorporated, this alternative would have similar or slightly less severe impacts than would the proposed project in terms of effects resulting from the intensity of development, such as traffic-generated air quality emissions. Noise generation and demand for public services would be similar to or slightly less than those of the project. Construction-related impacts would be of similar or lesser severity than those of the proposed project, due to its reduced scale. Effects related to the location of the project site, such as archaeology, geology, hydrology, and hazards, would be similar to those of the proposed project, and would be less than significant (with mitigation, in the case of archaeology and hazards) as with the project.

Consistency with the Project Sponsor's Objectives

The Code Compliant Alternative would be consistent with most of the objectives of the BTWCSC and Mayor's Office of Housing, but would not provide the number of affordable housing units envisioned by the proposed project. This alternative would be consistent with objectives that call for the continuation and expansion of community center uses at the project site, the replacement of the existing building with one that could accommodate community-serving programs, and creating a mixed-use project with a diverse mix of affordability levels, services and programs. Furthermore, this alternative would also increase the supply of affordable rental housing both locally and citywide, would be located near existing public transit, and would

[4] ESA, *800 Presidio Avenue (Booker T. Washington Community Center) Residential/Community Center Project Final Transportation Study*, May 4, 2010. This document is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco.

create jobs for the local construction workforce. However, with 30 affordable housing units, this project would provide 17 less affordable units than our proposed by the project, be a substantial difference between the proposed project and the Code Compliant Alternative. The project sponsor has indicated that construction of two-level garage and the orientation of the gymnasium parallel to Presidio Avenue with stacked flats above would be infeasible from a construction cost standpoint.[5] For example, a staggered truss steel-framed system that allows for the clear span of the gymnasium while supporting two floors of housing above would be required; a system which would be substantially more costly than conventional wood frame construction typically used for residential projects of this scale. In addition, construction of a second, lower level of parking would increase the cost of construction due to additional excavation, shoring, concrete foundations, waterproofing, and possibly drainage/de-watering. As such, Code Compliant Alternative would be less feasible in meeting the project sponsor's program objectives. The prohibitive costs associated with constructing the Code Compliant Alternative is one of the main reasons why the design of the proposed project would orient the gymnasium perpendicularly to Presidio Avenue and structurally separates it from the residential component.

C. Alternatives Considered but Rejected from Further Consideration

An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (CEQA Guidelines, Section 15126.6[f][3]). Alternatives may be eliminated from detailed consideration in the EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects (CEQA Guidelines, Section 15126.6[c]). Several alternatives were considered in an attempt to alleviate impacts associated with the proposed project. Those that failed to meet the project objectives or were deemed infeasible were the Preservation Alternative and the Adaptive Reuse Alternative. As such, both were eliminated from further consideration, as discussed below.

Preservation Alternative

The Planning Department considered a preservation alternative that would meet the following recommendations in the Department's historic resources evaluation response:

> In order to comply with the *Secretary of the Interior's Standards*, the existing building should be preserved. Any vertical additions should be minimally visible from the public right of way as to not over whelm [overwhelm] the existing building or alter its scale and relationship to the street. Furthermore, any alterations to the primary facades of the building should not alter the character defining features of the building, including but not limited to the fenestration, window surround, recessed entry, smooth stucco cladding and massing.

[5] A more detailed response memorandum from the project sponsor about the financial infeasibility of the Code Compliant Alternative is available is available for review in Project File No. 2006.0868E at the Planning Department, Fourth Floor, 1650 Mission Street, San Francisco

To meet these recommendations, the preservation alternative would retain and preserve the existing building in accordance with the *Secretary of the Interior's Standards*, while constructing a new four-story addition in the rear yard that would be minimally visible from the public right-of-way and would contain approximately 20 residential units for emancipated foster youth. The ground floor would contain a community room, office, storage, and circulation spaces, with five one-bedroom units per floor on the three floors above, for a total of 20 units. No additional off-street parking would be provided.

This alternative was rejected from further consideration due to the physical constraints of access to the rear yard both for construction and operation, and because it would not meet residential open space requirements, because little or no rear yard open space would remain after project completion. Additionally, this alternative would not meet most project sponsor's objectives. As such, the preservation alternative was rejected from further consideration in this EIR.

Adaptive Reuse Alternative

The Planning Department also considered an adaptive reuse alternative that would retain and preserve the existing building for reuse purposes, while meeting the *Secretary of the Interior's Standards*. The interior of the existing building, including spaces within the gymnasium, would be adapted to contain approximately 25 affordable housing units for emancipated foster youth. No off-street parking would be provided. This reuse alternative would displace the BTWCSC and its activities for local youth, and could result in the elimination of this institution from San Francisco altogether if no other comparable facilities were found (such as at an offsite location). While this alternative would retain the character-defining features of the building's exterior, it would displace the very institution which conveys the building's historical significance. Any other uses for this building, such as commercial or retail uses, were considered too speculative for consideration, and would result in the same displacement of the institution as would residential uses. This alternative would not meet the project sponsor's objective of providing continued community center uses at the project site. As such, an adaptive reuse alternative was rejected from further consideration in this EIR.

D. Environmentally Superior Alternative

An EIR must identify the environmentally superior alternative to the proposed project. The No-Project Alternative would be environmentally superior to the proposed project on the basis of the minimization or avoidance of environmental impacts. As discussed above, this alternative would avoid significant unavoidable direct and cumulative impacts associated with the proposed project for historic architectural resources to a less-than-significant level because it would retain the BTWCSC building, which is considered an historical resource. The No Project Alternative would also avoid some of the project's less-than-significant impacts that pertain to visual effects, land use compatibility and neighborhood character, and parking deficiencies. However, the No-Project Alternative would not meet the project sponsor's objectives.

The CEQA Guidelines require that if the No-Project Alternative is found to be environmentally superior, "the EIR shall also identify an environmentally superior alternative among the other alternatives" (CEQA Guidelines, Section 15126.6[c]). Therefore, the Code-Compliant Alternative has been identified as the environmentally superior alternative. This alternative, however, would not avoid, reduce or fully mitigate the project-related direct and cumulative significant unavoidable impacts to historic architectural resources to a less-than-significant level, since the existing structure on the site would be demolished. However, the Code Compliant Alternative would further reduce the magnitude of the project's less-than-significant impacts that pertain to the project's visual effects, land use compatibility and neighborhood character, and parking deficiencies.

CHAPTER VII
EIR Authors and Consultants

EIR Authors

Planning Department, City and County of San Francisco
Major Environmental Analysis
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San Francisco, California 94103

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EIR Coordinator: Michael Jacinto
EIR Supervisor: Nannie Turrell
Archeology: Randall Dean
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EIR Consultants

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Anthony Padilla, Production

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Oakland, California 94612

Project Manager: Mark Hulbert

Project Sponsors

Booker T. Washington Community Services Center in association with the Mayor's Office of Housing

APPENDIX A
Notice of Preparation

SAN FRANCISCO
PLANNING DEPARTMENT

To Responsible Agencies, Trustee Agencies, and Interested Parties: March 08, 2008

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

RE: 2006.0868E: 800 PRESIDIO AVENUE
(BOOKER T. WASHINGTON COMMUNITY CENTER MIXED-USE PROJECT)
NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT

A Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project has been issued by the Planning Department. This notice is being sent to you because you have been identified as potentially having an interest in the project or the project area. A detailed project description may be obtained by contacting **Michael Jacinto, Environmental Planner** at **(415) 575-9033** or by visiting www.sfplanning.org.

Project Description: The project sponsors propose to demolish the existing 14,636-square-foot Booker T. Washington Community Center building, located on a single parcel (Assessor's Block 1073, Lot 13) at 800 Presidio Avenue, and construct a mixed-use structure which would replace and enlarge the community/recreation center and include new residential units above. The completed project would encompass approximately 85,000 square feet of space on seven levels, six above grade and one below at a height of 65 feet along Presidio Avenue. The roughly 20,059-square-foot community center space would accommodate the center's current and future programs and would also include a gymnasium, meeting space, and several classrooms. The project's residential component would consist of about 72 residential units, 12 of which would be designated below market rate (BMR) rental housing for emancipated foster youth. The remaining 60 dwellings would be a combination of 40 BMR units and 20 market-rate units. Parking for two vehicles from a car share organization would be provided in a subterranean garage, which would be accessible via a proposed curb cut on Sutter Street. The project site is within the RM-1 Zoning District and a 40-X Height and Bulk District. The sponsor seeks to amend the Planning Code by establishing a "Presidio-Sutter Special Use District" (SUD) to modify building height, density, and off-street parking, requirements. The proposed SUD would necessitate text and map amendments (rezoning), which would require approval by the Board of Supervisors.

The Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding project approval. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Such potentially significant environmental effects include those related to land use, historical architectural resources, traffic/transportation and visual quality. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

Written comments on the scope of the EIR are welcome. Please submit comments by the close of business on **April 10, 2008**. Written comments should be sent to Bill Wycko, Acting Environmental Review Officer, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA 94103. If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact **Michael Jacinto** at **(415) 575-9033**.

800 Presidio Avenue
(Booker T. Washington Community Center Mixed-Use Project)
Project: Case No. 2006.0868E

PROJECT OVERVIEW

The project sponsors, Booker T. Washington Community Service Center (BTWCSC) and AF Evans Development, Inc. propose to demolish and replace the existing Booker T. Washington Community Center (Center) with a new community center and mixed-income residential units at 800 Presidio Avenue in San Francisco's Western Addition neighborhood. The project would encompass approximately 85,000 square feet of space on seven levels. Due to the site's slope, six levels would be above grade and one level would be below the site's Presidio Avenue level, for a height of approximately 65 feet at Presidio Avenue (see Table 1, Project Characteristics, and Figures 1 – 5).

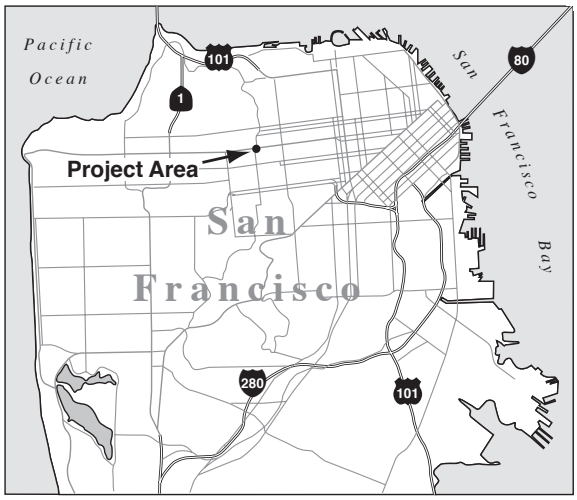
The community center space would be approximately 20,059 square feet in size, including a gymnasium, new classrooms, meeting rooms, counseling rooms, and other community and recreational space to accommodate the center's current and future programs. Community center uses would be located on the lower "gym" floor and on the ground floor. The residential component of the project would be constructed above the community center on levels 2 through 6, consisting of 72 dwelling units, 12 of which would be designated affordable rental housing for emancipated foster youth[1] (earning up to 60 percent of average median income, or AMI)[2]. The remaining 60 dwellings would be a combination of 40 units affordable to households earning an average of up to 100% of AMI, and 20 market-rate units. Parking for two vehicles from a car share organization would be provided in a subterranean garage for the community center's use, accessible via a proposed curb cut on Sutter Street.

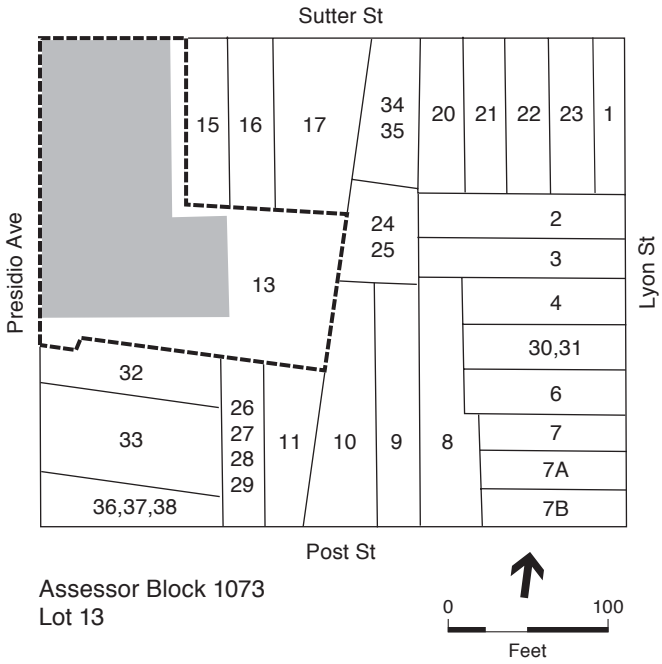
The project site is within the RM-1 Zoning District and a 40-X Height and Bulk District. The project would require a reclassification of the subject property's existing height and bulk district by the Board of Supervisors, as the proposed building would be 65 feet in height along Presidio Avenue, 25 feet taller than is currently permitted. Accordingly, the project sponsors are seeking to amend the Planning Code by establishing Section 249.32, the "Presidio-Sutter Special Use District (SUD)." The intent of the SUD would be to provide "essential housing and services for households of low and moderate income, housing designed to meet the needs of emancipated foster youth, market-rate housing, and a community center that provides services for San Francisco and the neighborhood." The SUD would increase the allowable residential density, increase the height limit of the project site from 40 to 65 feet, and reduce the parking requirements. The project sponsors also seek a Planned Unit Development (PUD) for the project for modifications to unit density, open space, dwelling unit exposure, and rear yard setback requirements mandated by Planning Code in an RM-1 district. The PUD would require Conditional Use authorization by the Planning Commission.

The site is currently occupied by the 14,636-square-foot BTWCSC building, which is a two-story, wood-frame structure constructed in 1951, and designed in a mid-century modernistic style. The building is one story high along Presidio Avenue, but because the project site slopes eastwardly from a high point along Presidio Avenue, a second, partially submerged ground floor is located beneath the building's Presidio Avenue façade. The building is about 20 feet tall to the apex of its barrel-arch roof along Presidio Avenue,

1 Emancipated foster youth are youth 18 years to 24 years of age that have aged-out of county funded foster care services. These youth will receive support services aimed at ensuring a successful transition from foster care to adult independent living.

2 According to the Mayor's Office of Housing, 60% of the AMI for a single person in 2007 is $33,700. Refer to Mayor's Office of Housing website, accessible at http://www.sfgov.org/site/moh_index.asp, for more information.

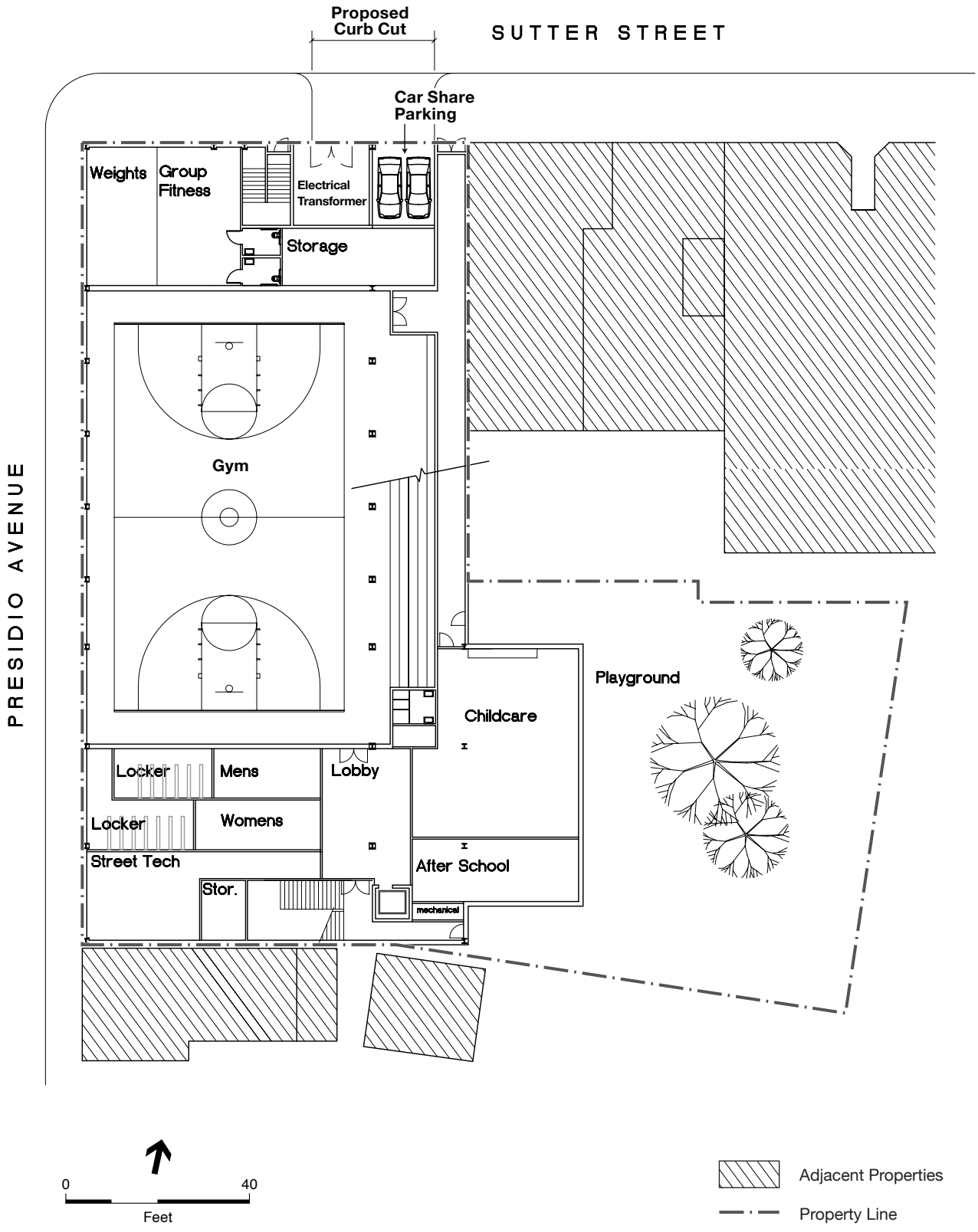




SOURCE: ESA

800 Presidio Avenue . 206386

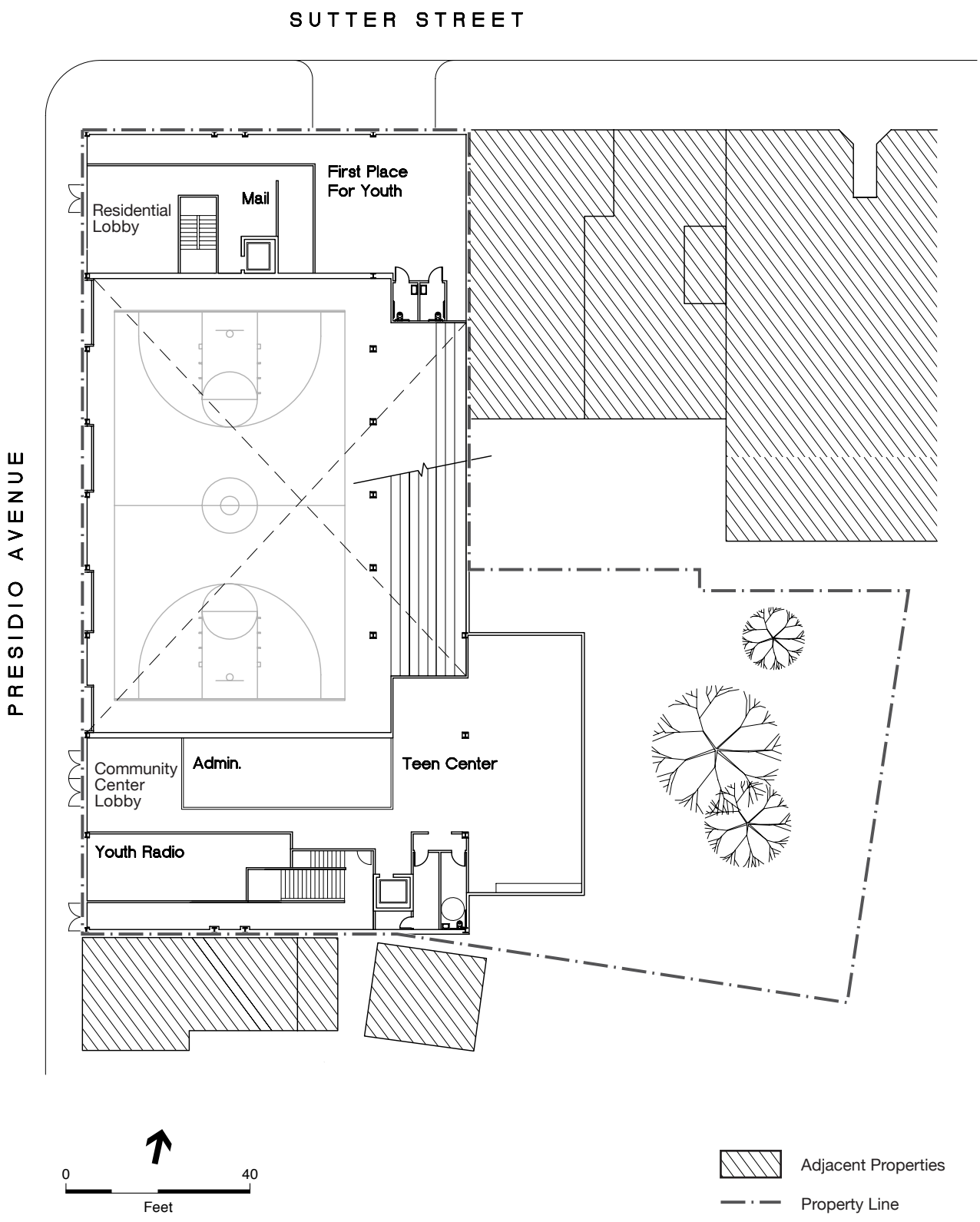
Figure 1
Project Location



800 Presidio Avenue . 206386

SOURCE: Brand + Allen Architects, Inc

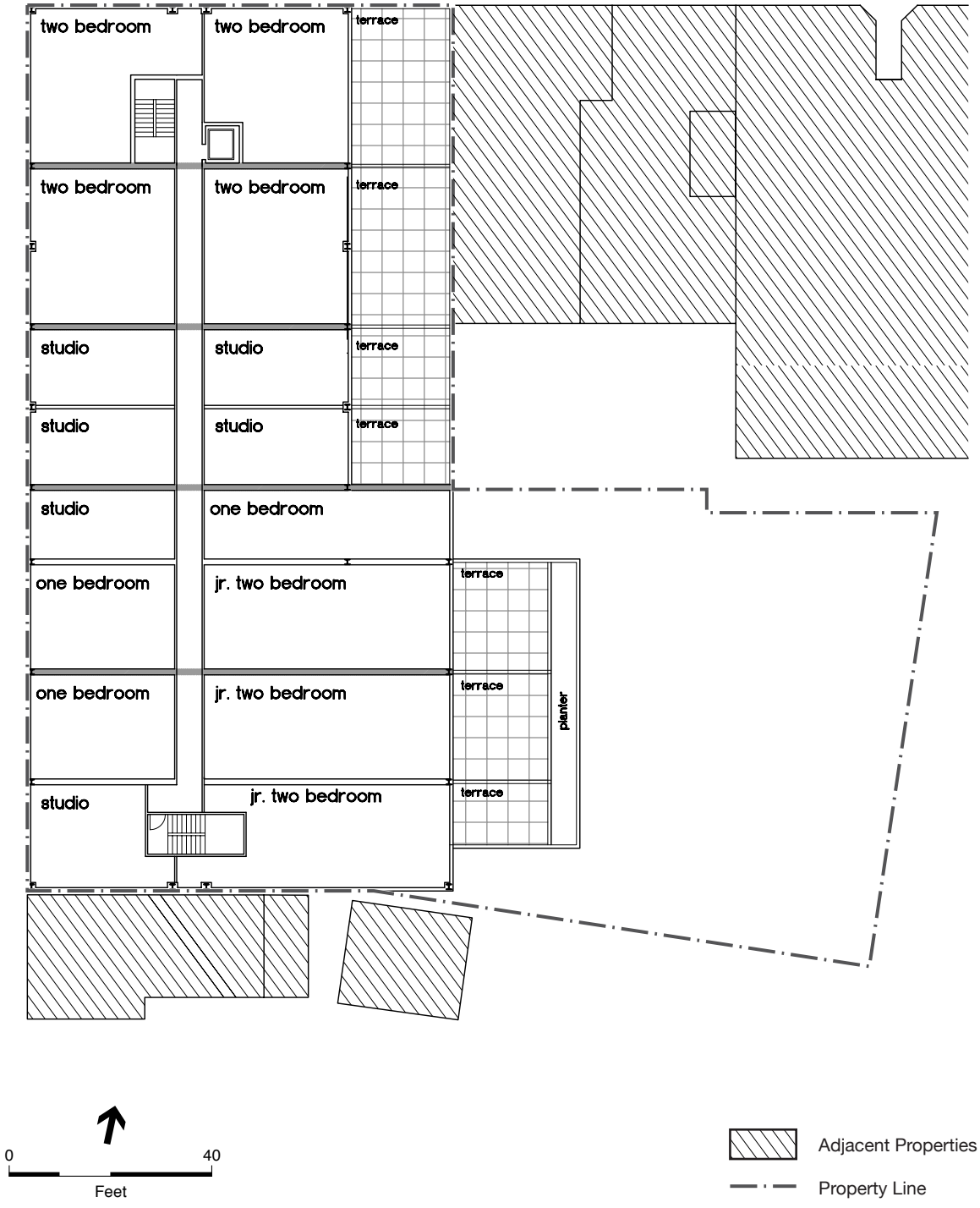
Figure 2
Gym Floor Plan



800 Presidio Avenue . 206386

SOURCE: Brand + Allen Architects, Inc

Figure 3
Ground Floor Plan



800 Presidio Avenue . 206386

SOURCE: Brand + Allen Architects, Inc

Figure 4
Second Floor Plan

EAST ELEVATION

NORTH ELEVATION - SUTTER STREET

WEST ELEVATION - PRESIDIO AVENUE

0 40
Feet

SOURCE: Brand + Allen Architects, Inc

800 Presidio Avenue . 206386

Figure 5
Elevations

and about 45 feet tall to the apex of the roof along the rear façade. Seven mature street trees are planted adjacent to the building on the Presidio Avenue side, and partially obstruct the view of this façade.

Table 1
Project Characteristics

Use	Area (square feet)
Residential	55,610
Community Center	12,786
Gym	7,267
Other areas (Utilities, Circulation, Storage, etc.)	9,351
Total	**85,014**
Dwellings	
Studios	22 /17 BMR
One-Bedroom	13/13 BMR
Two-Bedroom	37/ 22BMR
Total	**72 / 52 BMR**
Other	
Parking Spaces	2 (car share organization) 275 sf
Open Space	10,135 sf
Height of Building	65 feet (from Presidio Avenue) 75 feet (from rear yard)
Number of Stories	6 (from Presidio Avenue) 7 (from rear yard)

SOURCE: Brand + Allen Architects, 2008

PROJECT SETTING

The approximately 22,360-square-foot, L-shaped project site (Assessor's Block 1073, Lot 13) is located on the block bounded by Presidio Avenue to the west, Sutter Street to the north, Lyon Street to the east, and Post Street to the south, in San Francisco's Western Addition neighborhood (see Figure 1). The site is comprised of a single parcel at 800 Presidio Avenue. The subject property has a 175-foot frontage on Presidio Avenue and an 84-foot frontage on Sutter Street, and is immediately bordered by residential uses along its northern, southern and eastern sides.

The local topography generally slopes eastward from approximately 240 feet above mean sea level (AMSL) along the project site's Presidio frontage, to approximately 205 feet AMSL along its rear property line, for a total a drop in elevation of about 35 feet.

The project lot is located within a RM-1 (Residential-Mixed, Low Density) zoning district and a 40-X (40-foot height limit, no bulk limit) height and bulk district. The RM (Residential, Mixed) District is designed to accommodate a mixture of houses and apartment buildings of generally low densities and a variety of building forms and sizes. Supportive nonresidential uses, including community centers, are also permitted in this zoning district with Conditional Use authorization. The site is not within any special use or overlay district.

The site vicinity is primarily residential, with smaller amounts of public, commercial, and retail uses. Residential uses comprise all of the lots on the project block (other than the project site) and most lots on surrounding blocks, with the exception of the block across Presidio Avenue from the project site, where the

bus storage depot of the San Francisco Municipal Railway (MUNI) Presidio Yard is located. Residential uses in the project area range from single-story, single-family homes to four-story multi-family buildings, many of which were constructed in architectural styles typical for the late nineteenth or early twentieth centuries. Building heights are variable but most are approximately 15 to 45 feet in height. The predominant scale in the project site vicinity is two- to three-story buildings.

Uses immediately adjacent to the project site include a two-story multi-family building to the south and a one-story single-family home to the east. In addition, a four-story, multi-family building is located to the north of the project site, across Sutter Street. As mentioned above, the MUNI Presidio Yard is located west of and across Presidio Avenue from the project site. The Presidio Yard stretches along Presidio Avenue from Geary Boulevard on the south to Euclid Avenue on the north. The southern portion of the yard is occupied by a 50-foot tall bus repair building and the northern section of the lot (the portion directly across the street from the project site) contains a paved parking lot which is used for bus parking and maintenance.

Commercial uses in the project vicinity include a ground-floor retail establishment on the corner of Sutter and Lyon Streets (one block east of the project site) as well as The City Center shopping center located on the block bound by Geary Boulevard, Masonic Avenue, and O'Farrell and Lyon Streets, which contains retailers such as Mervyn's, Best Buy and Payless Shoe Source. The Love Chapel Church, located on the corner of Sutter and Lyon Streets, is the nearest institutional use to the project site. The Jewish Community Center (JCC) is located three blocks northwest from the project site, at the corner of California Street and Presidio Avenue. The site is also located less than one quarter mile of the UCSF Laurel Heights Campus, Kaiser Permanente Medical Center, Trader Joe's supermarket, and the Laurel Village shopping area.

Open spaces in the vicinity include the Laurel Hill Playground (an approximately 1.5-acre public playground located near the intersection of Collins and Sutter Streets, about three blocks west of the project site); the Bush and Broderick Mini-park (a 0.2-acre public park located on Bush Street, between Broderick and Baker Streets, about three and a half blocks northeast of the project site); the Presidio Library Mini-park (a 0.3-acre public park located on Sacramento Street, between Lyon and Baker Streets, about five and a half blocks north of the project site); the Clay Street Mini-park (a 0.1-acre public park located on Clay Street, between Lyon and Baker Streets, six and a half blocks north of the project site); and Presidio Heights Playground (an approximately 0.4-acre public playground located near the intersection of Walnut and Laurel Streets, six blocks northwest of the project site).

The project area is served by MUNI's 2-Clement and 4-Sutter bus lines which run along Sutter Street, and the 43-Masonic bus line which runs on Presidio Avenue, all of which have a stop at the corner of Sutter Street and Presidio Avenue immediately adjacent to the subject property. In addition, the 38-Geary, 38AX and 31AX bus lines are accessible from Geary Boulevard, less than two blocks from the project site. Geary Boulevard serves as a major transit corridor between the residential districts in the western part of the city and the Financial District/Downtown areas. Masonic Street, located one block west of the project site, accommodates the cross-town, north-south 43-Masonic transit line.