SAN FRANCISCO
PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

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Date:	August 17, 2011
Case No.:	**2009.0156E**
Project Address:	**89 Belgrave Avenue**
BPA Nos.:	201012156740, 201103292995
Zoning:	RH-1(D) (Residential House, One-Family (Detached Dwelling)) District 40-X Height and Bulk District
Block/Lot:	Block 2688, Lot 072
Lot Size:	7,500 square feet
Project Sponsor:	John Kevlin, Reuben & Junius LLP, 415-567-9000, Representing Lane McCauley, Belgrave Investment, LLC, 415 346-5926
Lead Agency:	San Francisco Planning Department
Staff Contact:	Jeremy D. Battis – 415-575-9022 Jeremy.battis@sfgov.org

PROJECT DESCRIPTION:

The proposed project would include 1) subdivision of an existing 7,500-square foot parcel into two lots, resulting in an approximately 4,200-sq ft lot with 42 feet of frontage along Belgrave Avenue containing an existing single-family residence, and a second undeveloped approximately 3,300-sq ft parcel with 33 feet of frontage along Belgrave Avenue to the west of the existing building; 2) enlarging an existing 2,270-sq ft residence by approximately 2,000 sq ft, resulting in an approximately 4,210-sq ft, approximately 37-foot-high building with two off-street parking spaces; and 3) construction of a new approximately 3,971-sq ft, 37-foot-high three-story-over two-car garage single-family residence. The project site is within the block bounded by Belgrave Avenue to the north, Bigler Avenue to the east, Clarendon Avenue to the south, and Stanyan Street to the west in the Haight-Ashbury neighborhood. The proposed project would require a variance from the minimum lot area requirements.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects: **See Section F., Page 104.**

INITIAL STUDY
89 Belgrave Avenue
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A. PROJECT DESCRIPTION

Project Location and Site Characteristics

The project site is located at 89 Belgrave Avenue (Assessor's Block 2688, Lot 072) on a parcel that slopes upward from north (at the Belgrave Avenue frontage) to south (toward the rear of the lot), with a 75-foot frontage along Belgrave Avenue and a depth of 100 feet. The site is located near the intersection of Belgrave Avenue and Shrader Street in San Francisco's Haight Ashbury neighborhood (see Figure 1: Project Location) and is within a RH-1(D) (Residential, One Family–Detached) use district and 40-X height and bulk district.

The eastern portion of the project site is developed with an existing three-story-over-garage, 2,270-sq ft single-family residence constructed in 1952 with four bedrooms. The approximately 37-foot-high wood-frame single-family home fronts on Belgrave Avenue and has an at-grade garage with two parking spaces. The rear yard of the existing parcel, constituting just over half the parcel's depth—along with a sizable side yard setback to the west of the existing building—is undeveloped and contains relatively dense foliage including several species of trees. As explained in detail within the Topic E. 13 Biological Resources, p. 77 of this Initial Study, the site also contains a groundwater spring and a small wetland.

Proposed Project

The proposed project would include 1) subdivision of the existing 7,500-square foot parcel into two lots, resulting in an approximately 4,200-sq ft lot with 42 feet of frontage along Belgrave Avenue containing the existing single-family residence, and a second undeveloped approximately 3,300-sq ft parcel with 33 feet of frontage along Belgrave Avenue to the west of the existing building; 2) enlarging the existing 2,270-sq ft, four-bedroom residence by approximately 1,940 sq ft,[1] resulting in an approximately 4,210-sq ft, four-bedroom, approximately 37-foot-high building with a new fourth floor; and 3) construction of a new approximately 3,971-sq ft, 37-foot-high, three-story-over two-car garage, four-bedroom single-family residence.[2]

Both garages would be accessed at ground level from Belgrave Avenue and would extend southward into the hillside so that a portion of the garages would be subterranean. The maximum excavation of the proposed project would be approximately 20 feet below grade surface (bgs); the total volume of soil to be excavated would be approximately 714 cubic yards (19,278 cubic feet).

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[1] The building would remain a 4-bedroom single family home and would include a new fourth floor addition.

[2] The garages of both buildings, which would extend southward into the existing hillside, would be at street grade level. The height of both buildings is calculated based on the upward slope of the project site.

The proposed project's demolition, grading, and construction phases are expected to total 18 months.

The proposed project would require approval of a variance from Planning Code requirements for minimum lot area as discussed in Section C. Compatibility with Existing Zoning and Plans (p. 20).

Figures 3 through 16 show the proposed project site plan, floor plans and elevations.

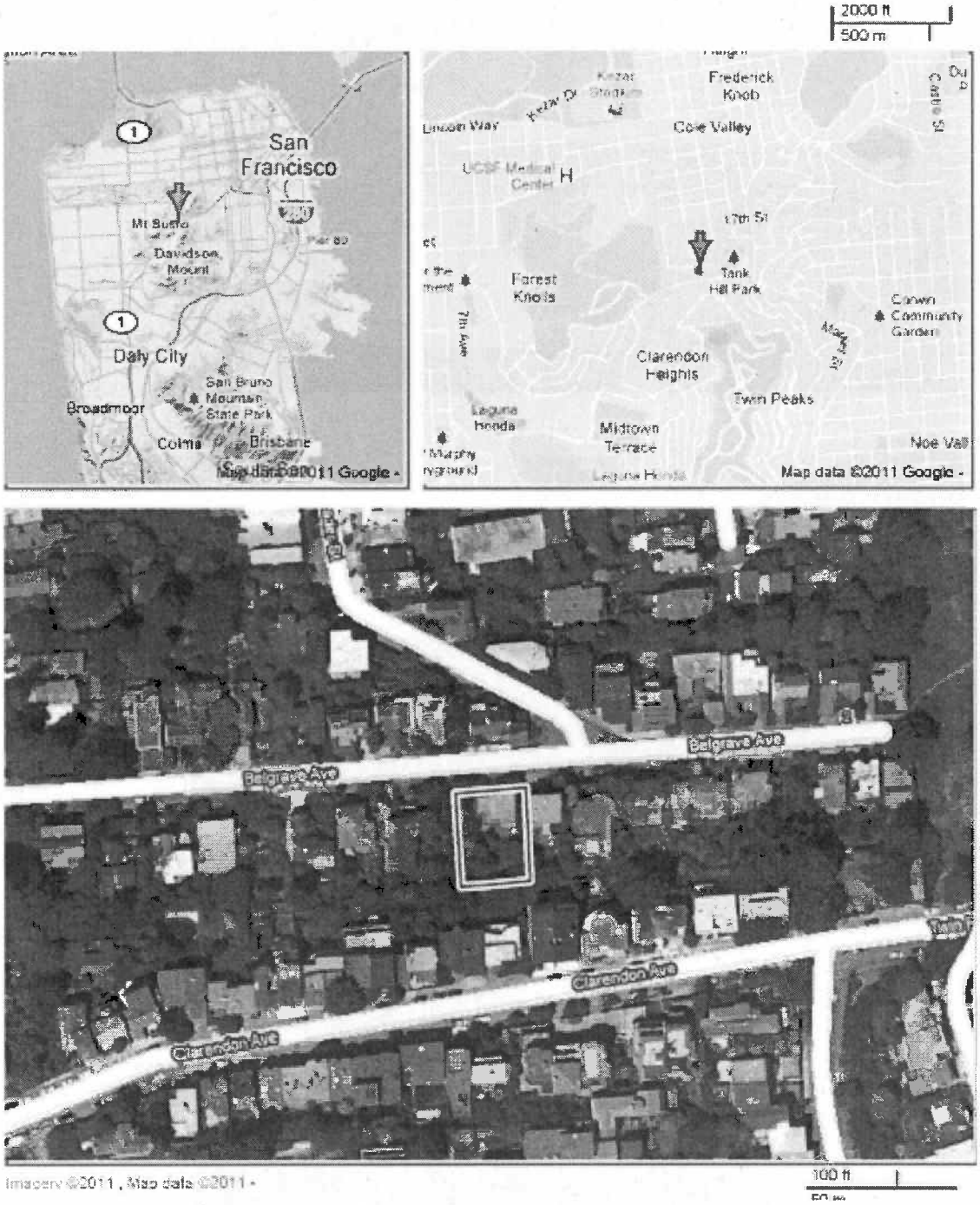
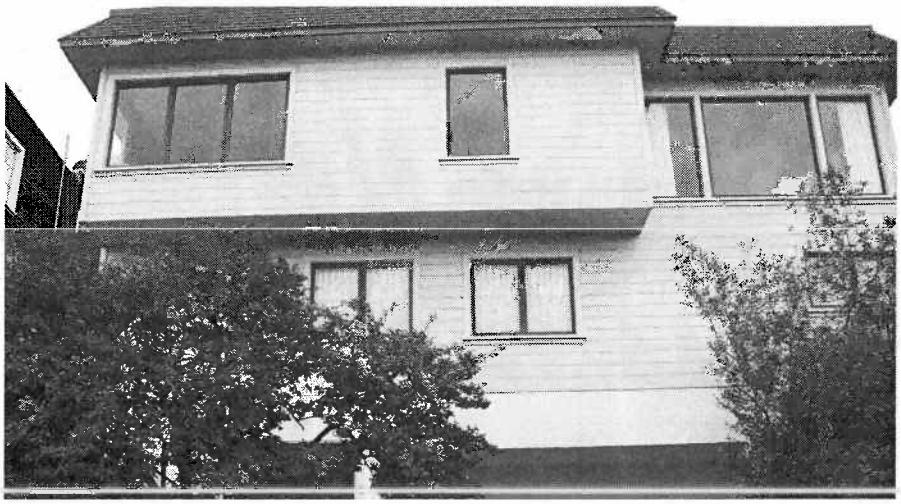


Figure 1 – Project Location Map
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)



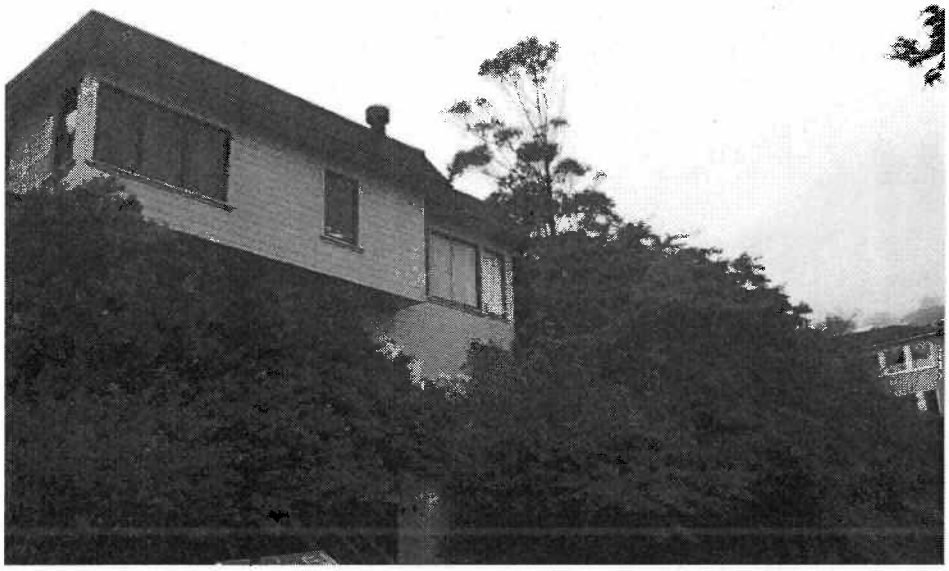


Figure 2 – Project Site Photos
Top Left: Existing Residence
Center Left: Vacant Parcel in Background
Center Left: Existing Residence in Background
View to the south
Source: SF Planning Department, February 2010

2 EXISTING SITE PLAN
SCALE 1/8" = 1'-0"

Figure 3 – Project Site Plan, Existing
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

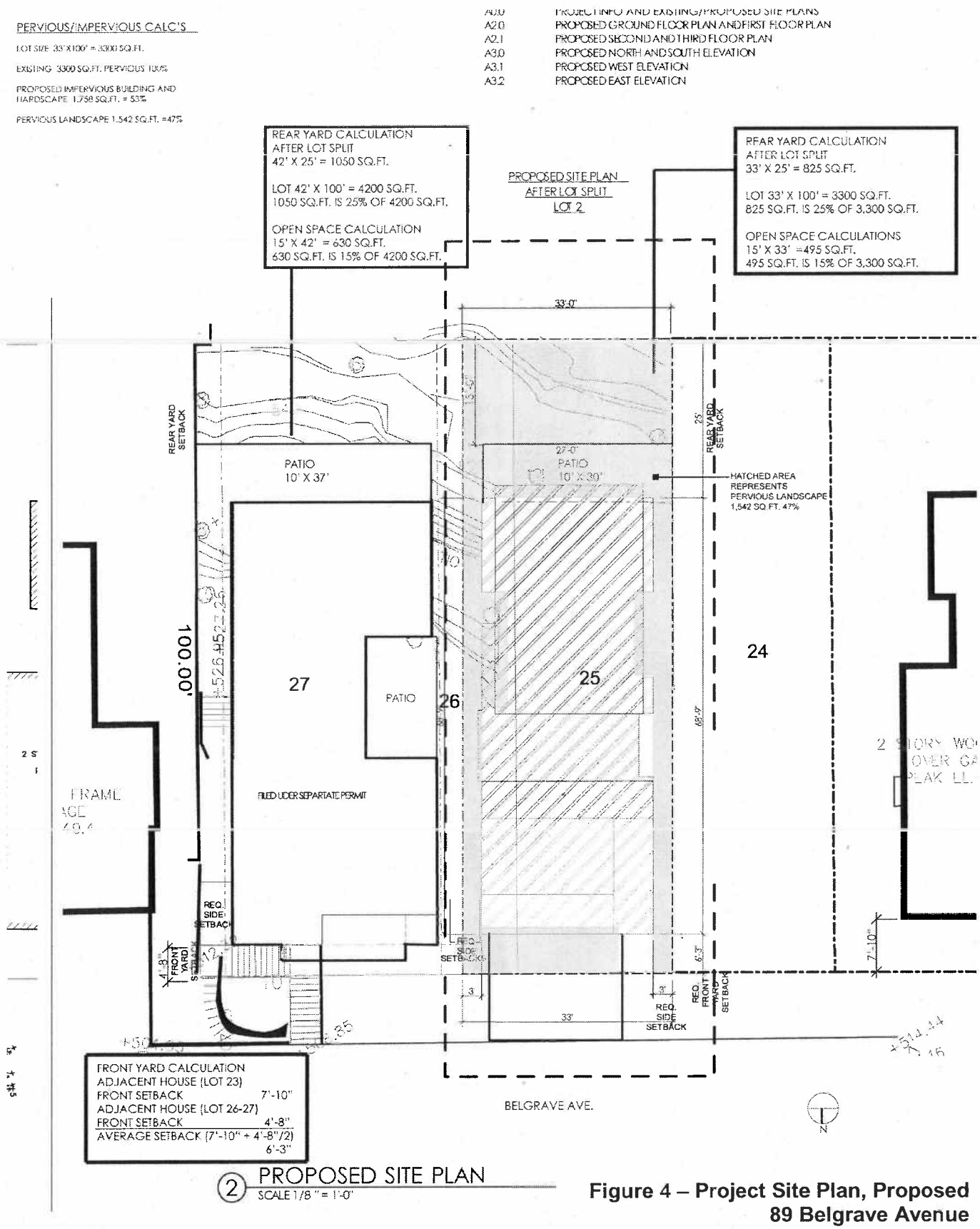


Figure 4 – Project Site Plan, Proposed 89 Belgrave Avenue

Source: Group 41 Architects, August 2011
(not to scale)

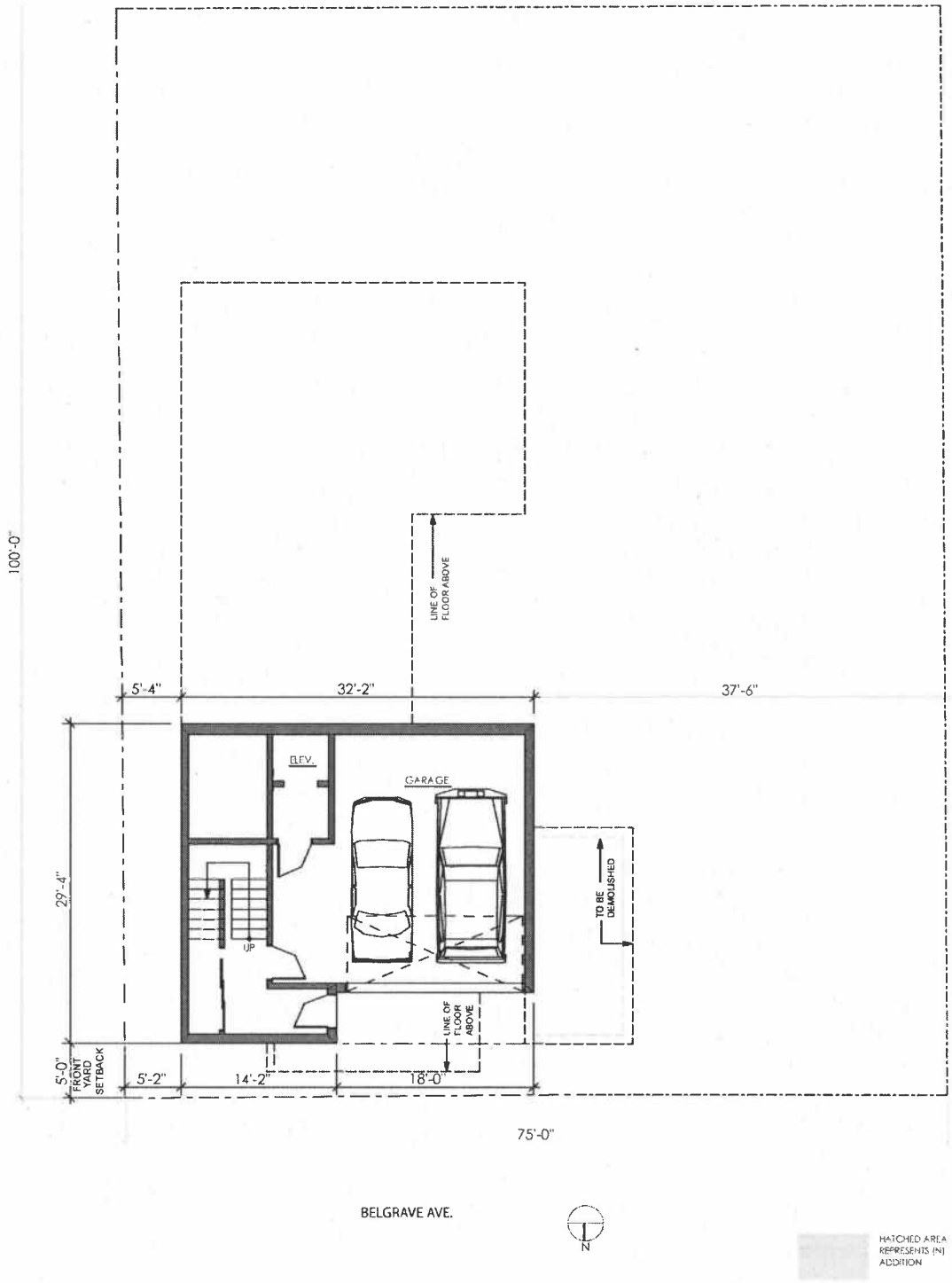


Figure 5 – Ground Floor Plan, Modified Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

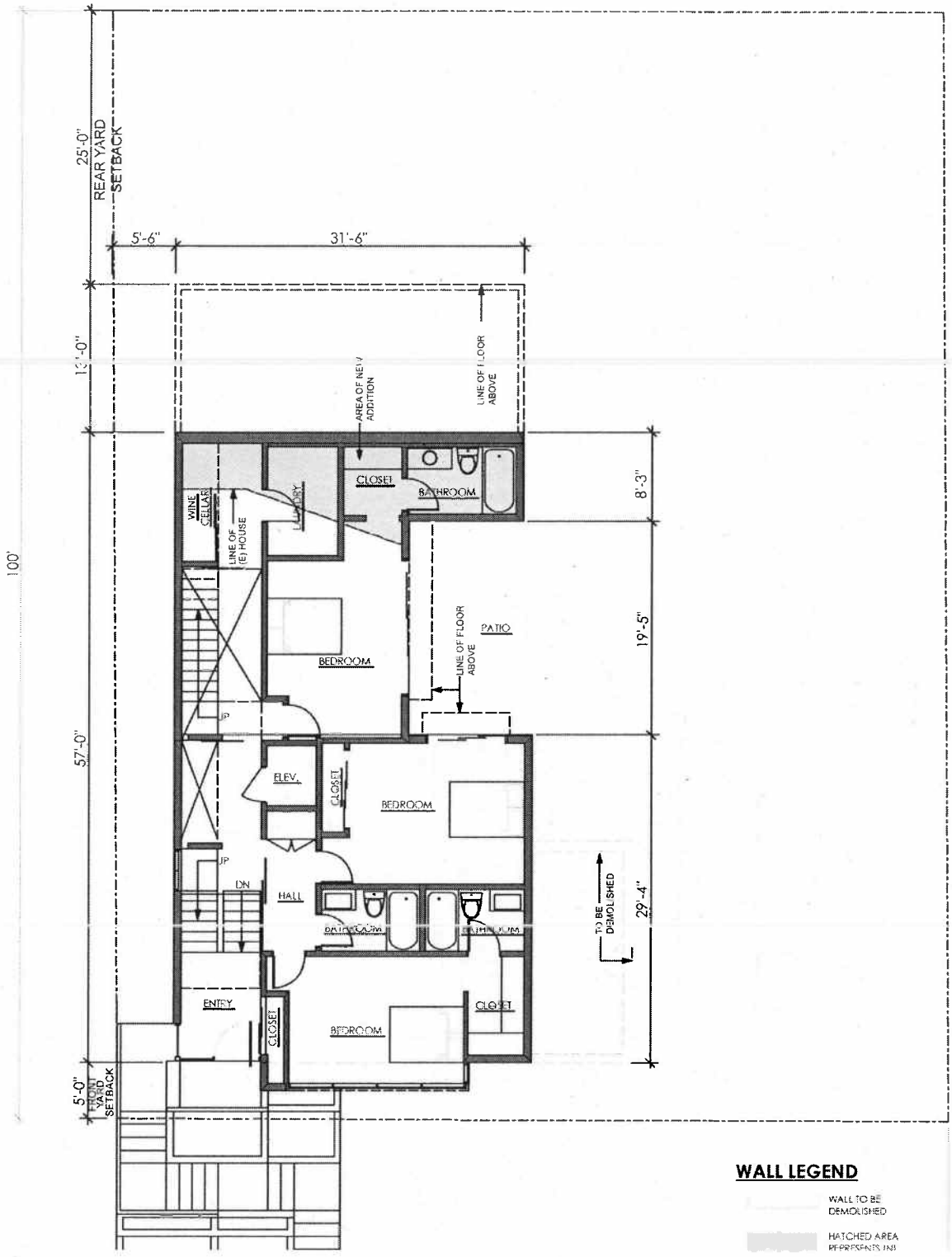


Figure 6 – Second Floor Plan, Modified Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

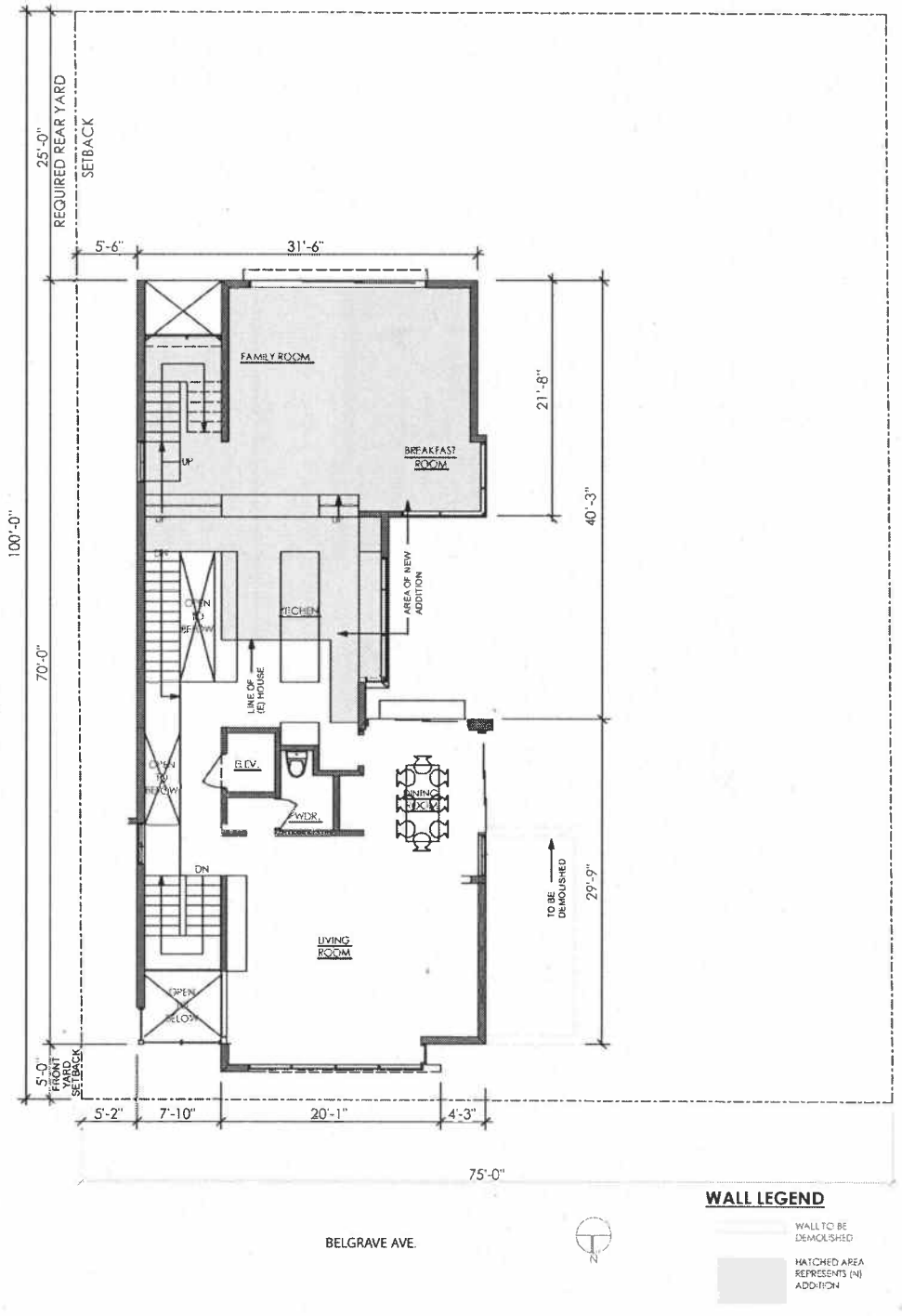


Figure 7 – Third Floor Plan, Modified Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

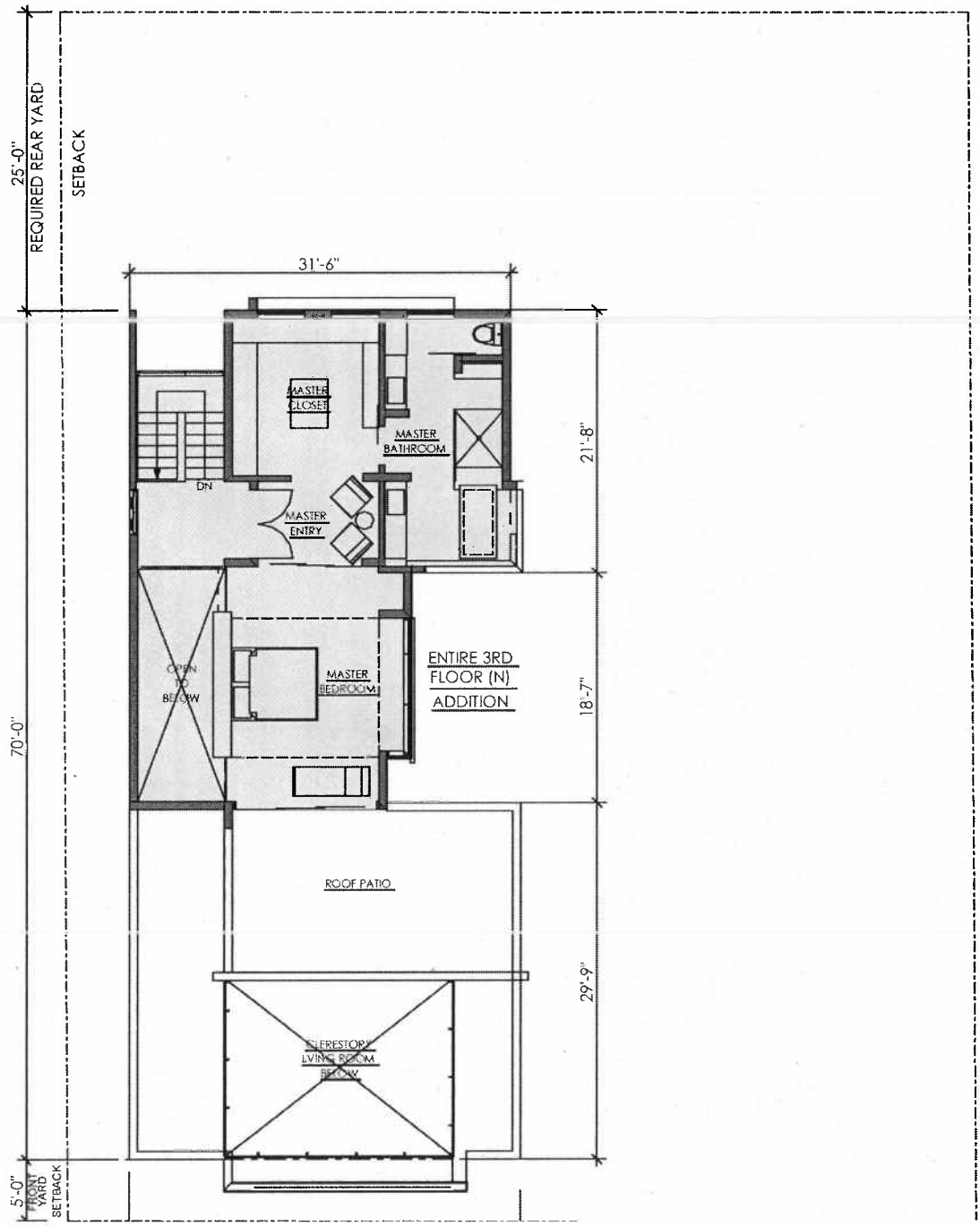


Figure 8 –Fourth Floor Plan, Modified Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

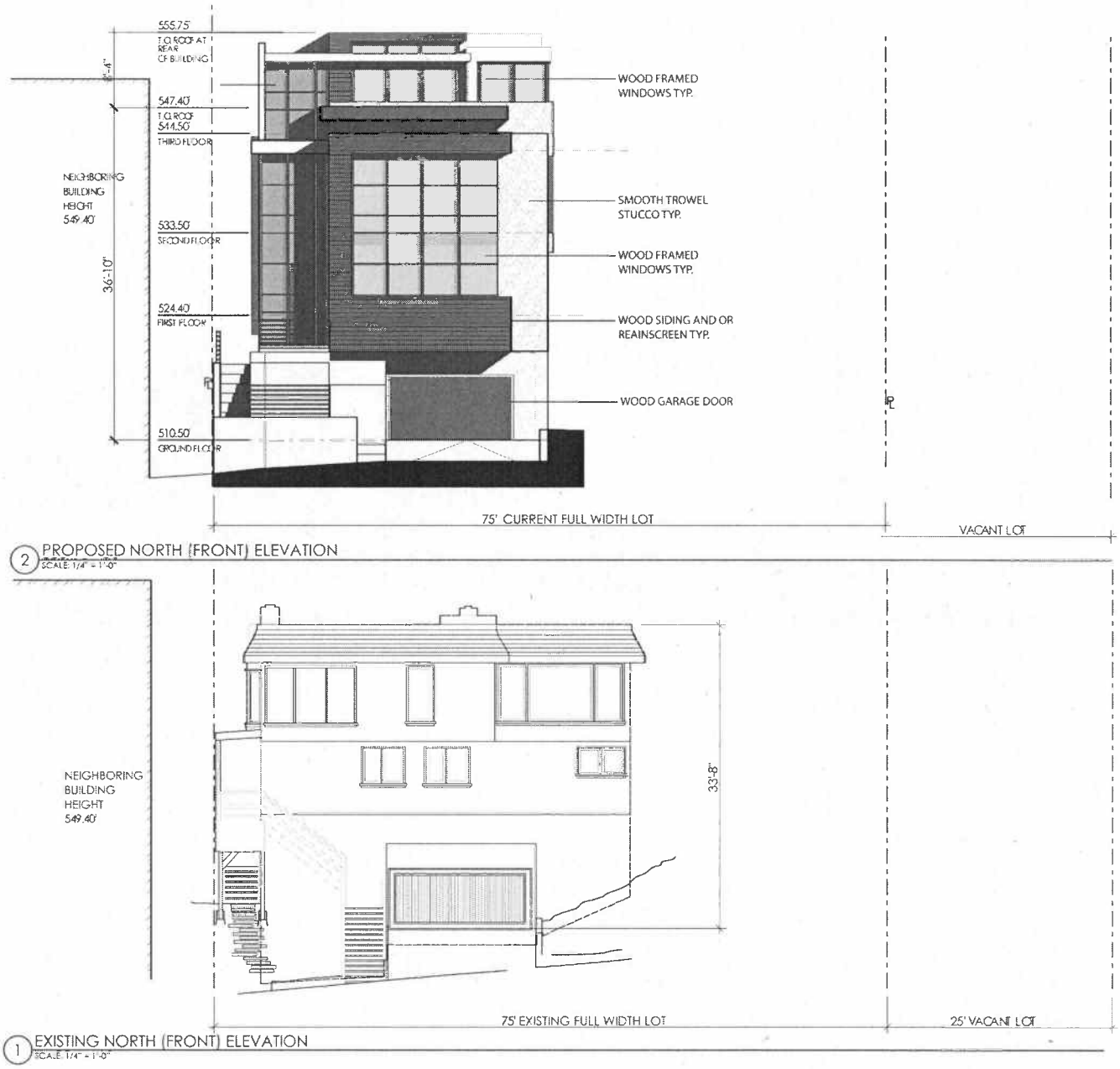


Figure 9 – Front Elevations, Modified Building Existing and Proposed, 89 Belgrave Avenue

Source: Group 41 Architects, August 2011
(not to scale)

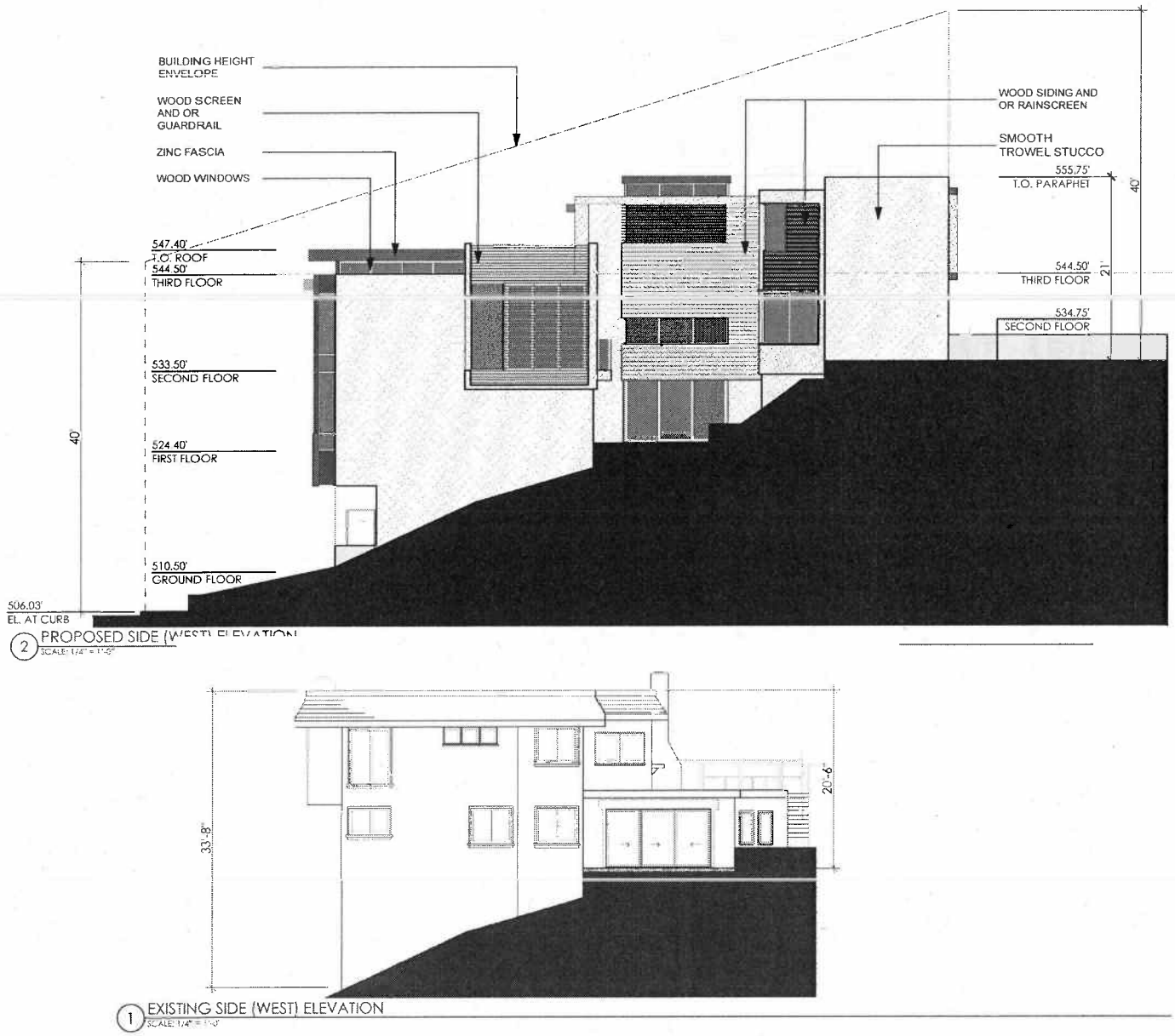


Figure 10 – West Elevations, Modified Building Existing amd Proposed
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

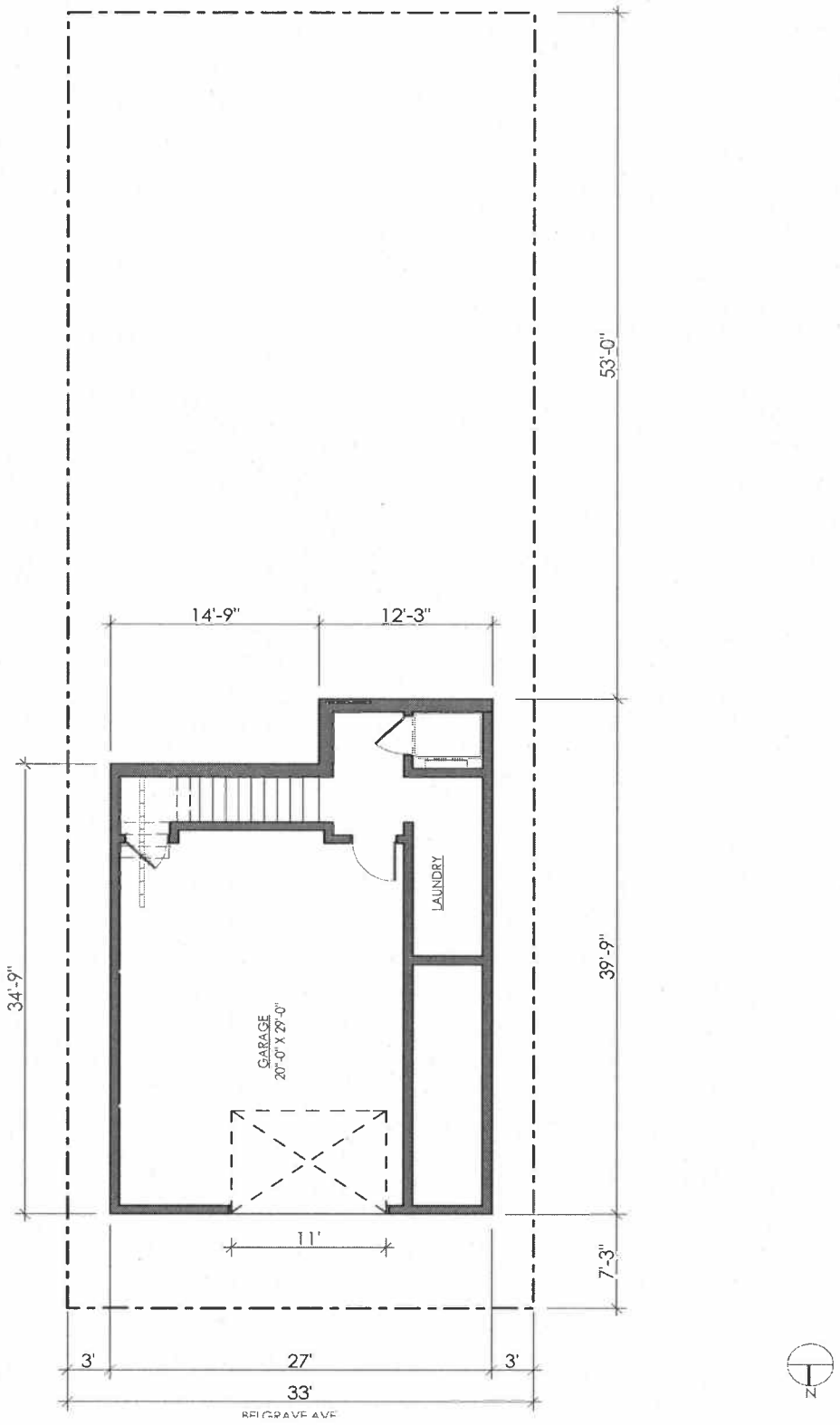


Figure 11 – Ground Floor Plan, New Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

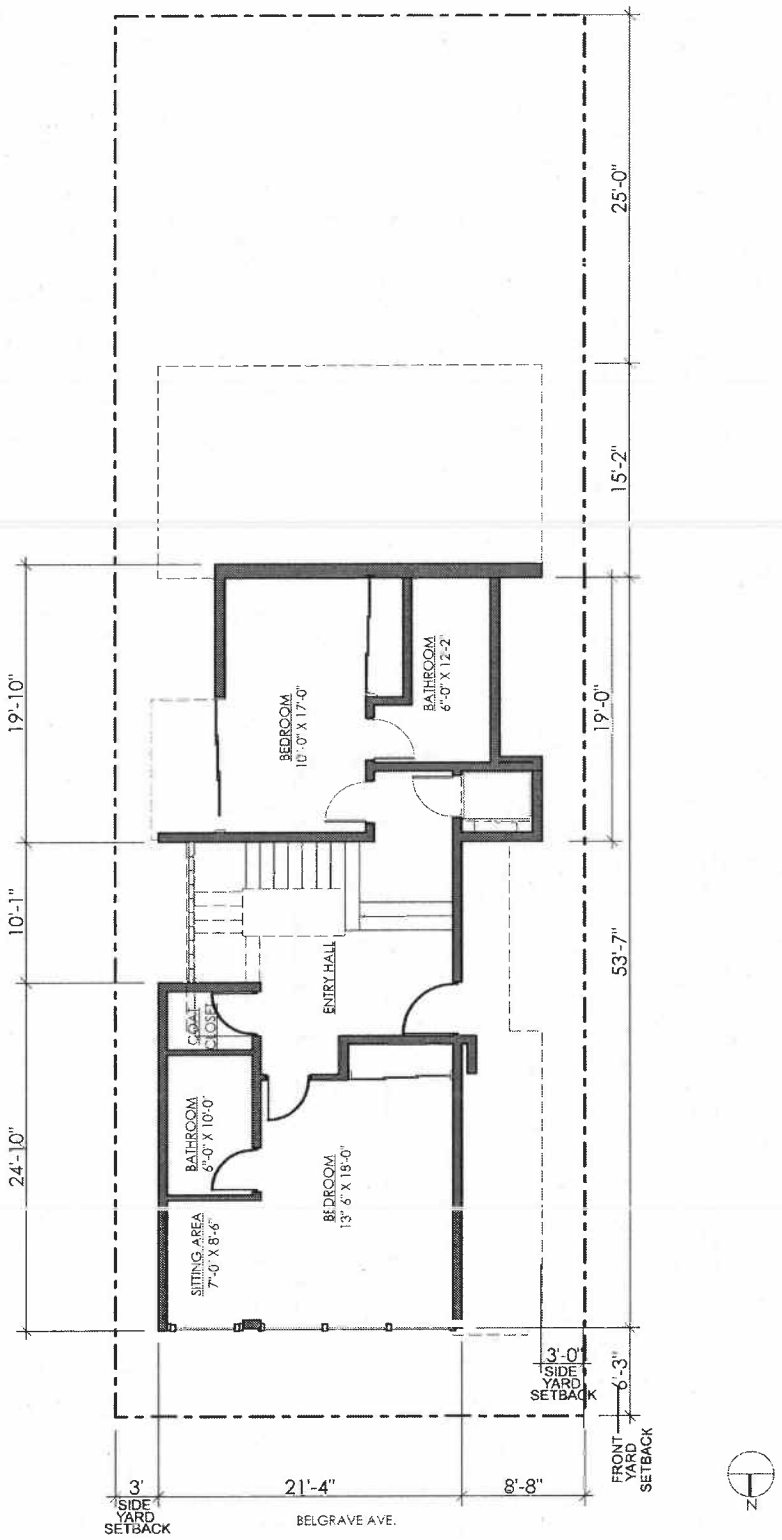


Figure 12 – Second Floor Plan, New Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

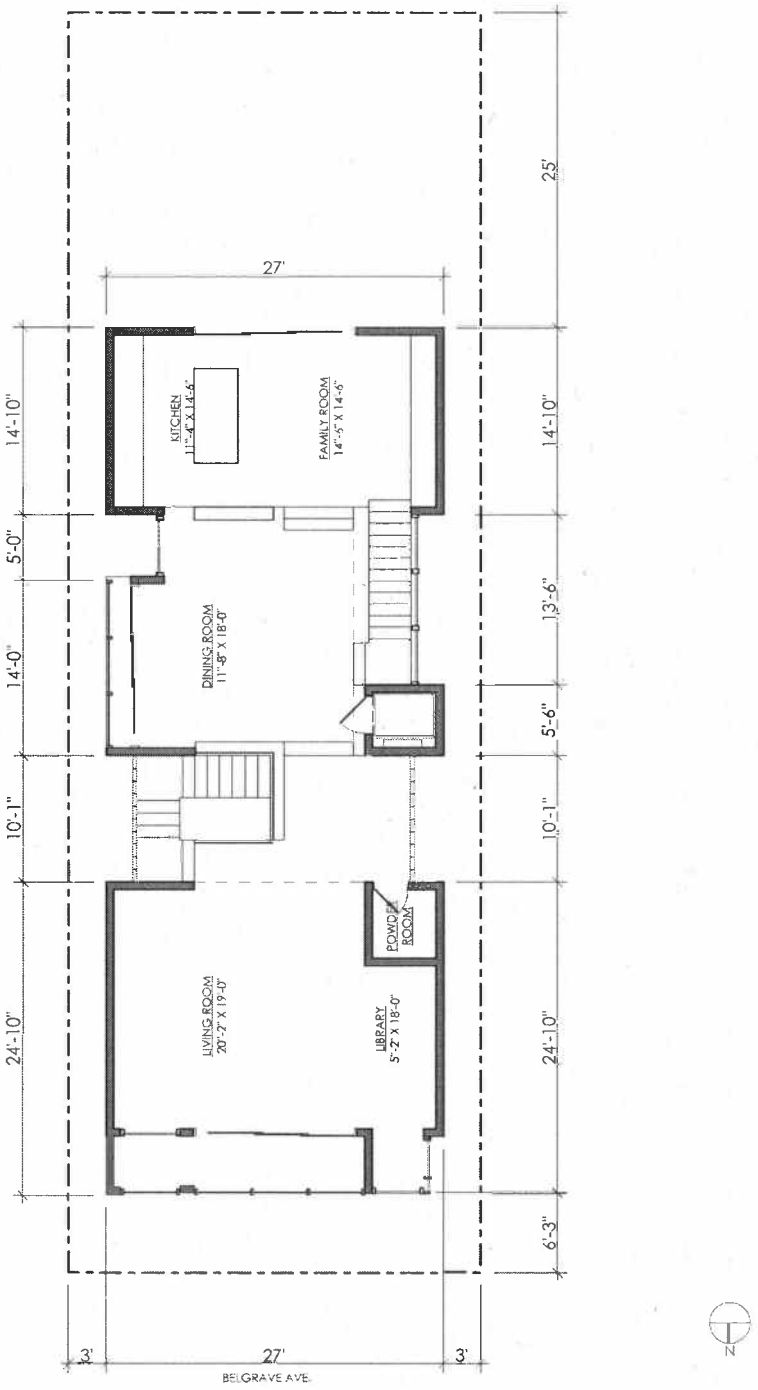


Figure 13 – Third Floor Plan, New Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

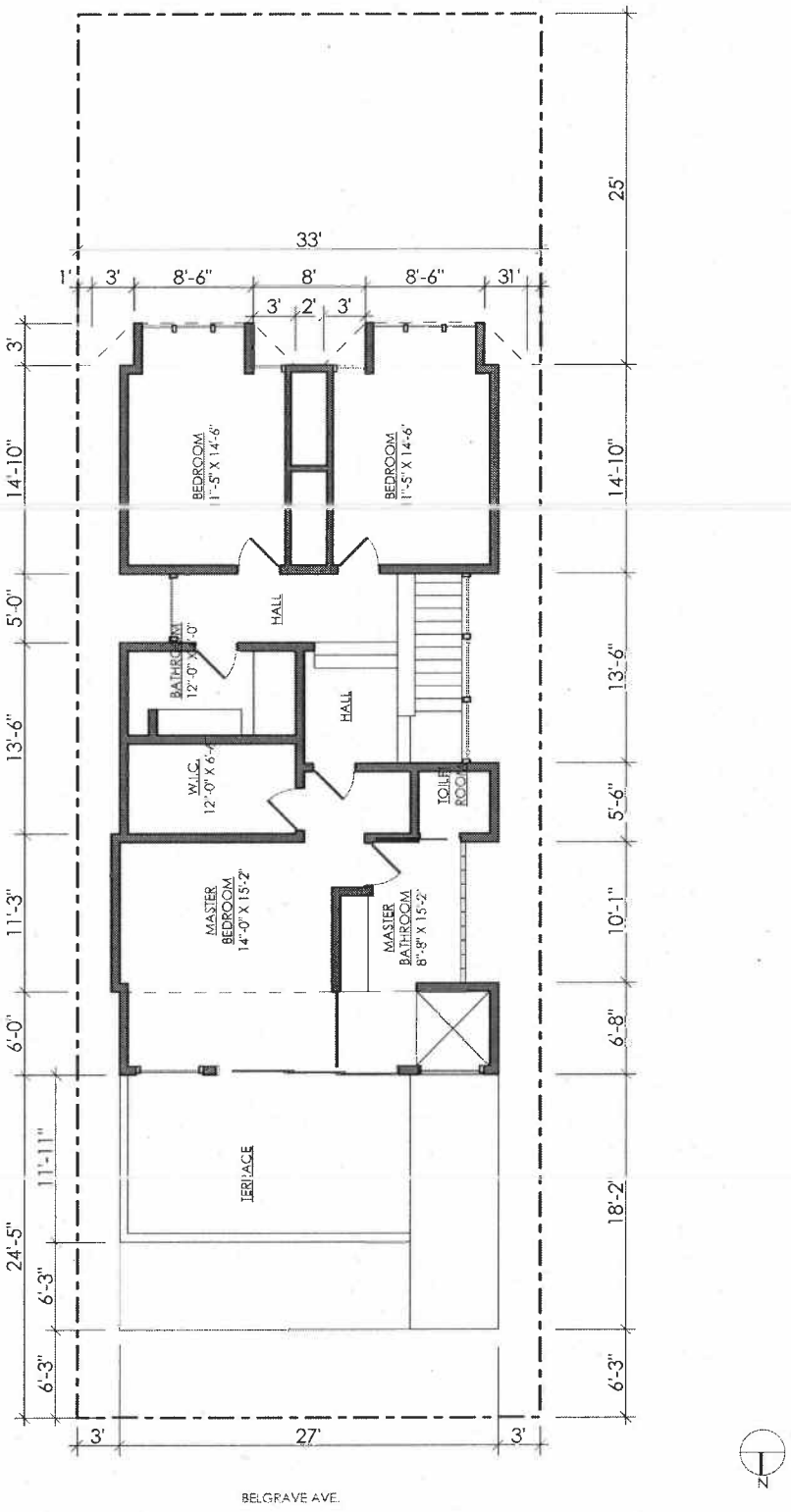


Figure 14 – Fourth Floor Plan, New Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

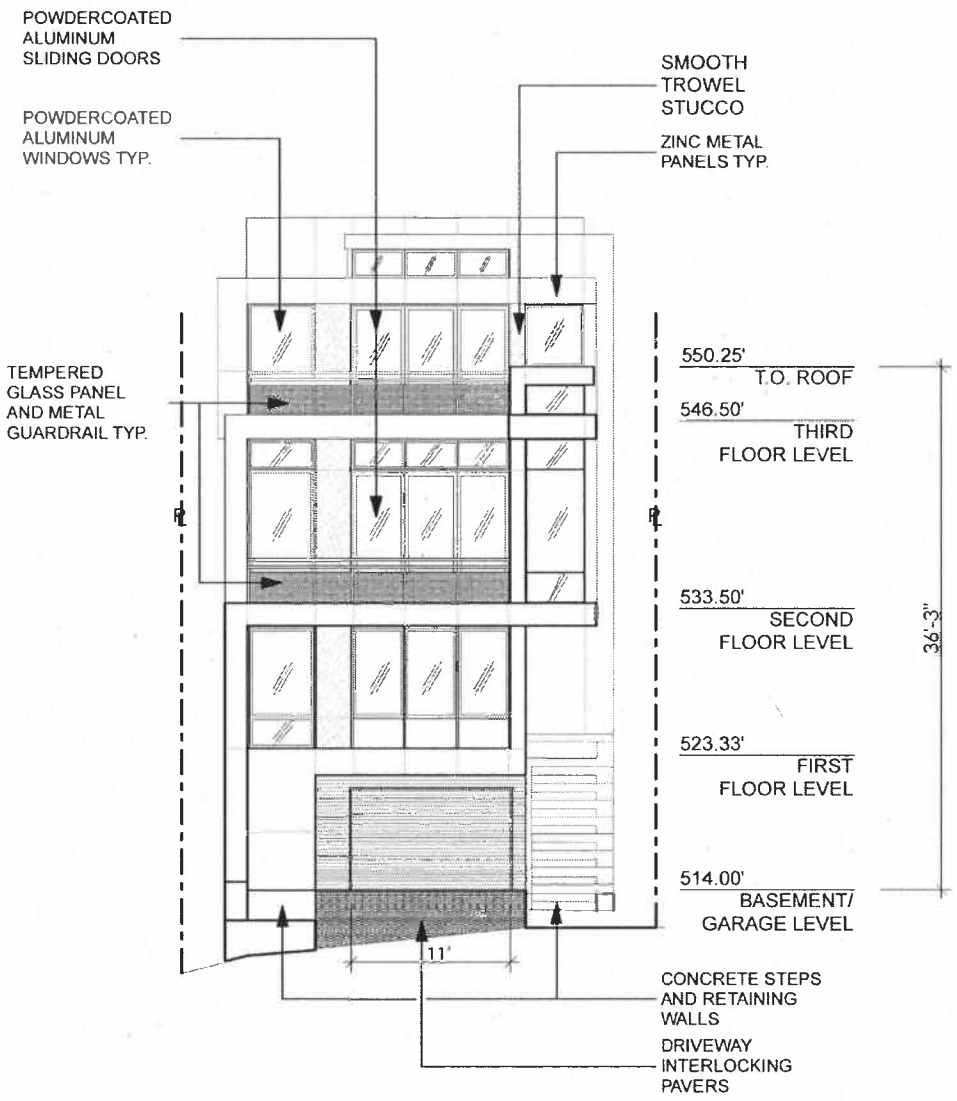


Figure 15 – Front Elevation, New Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

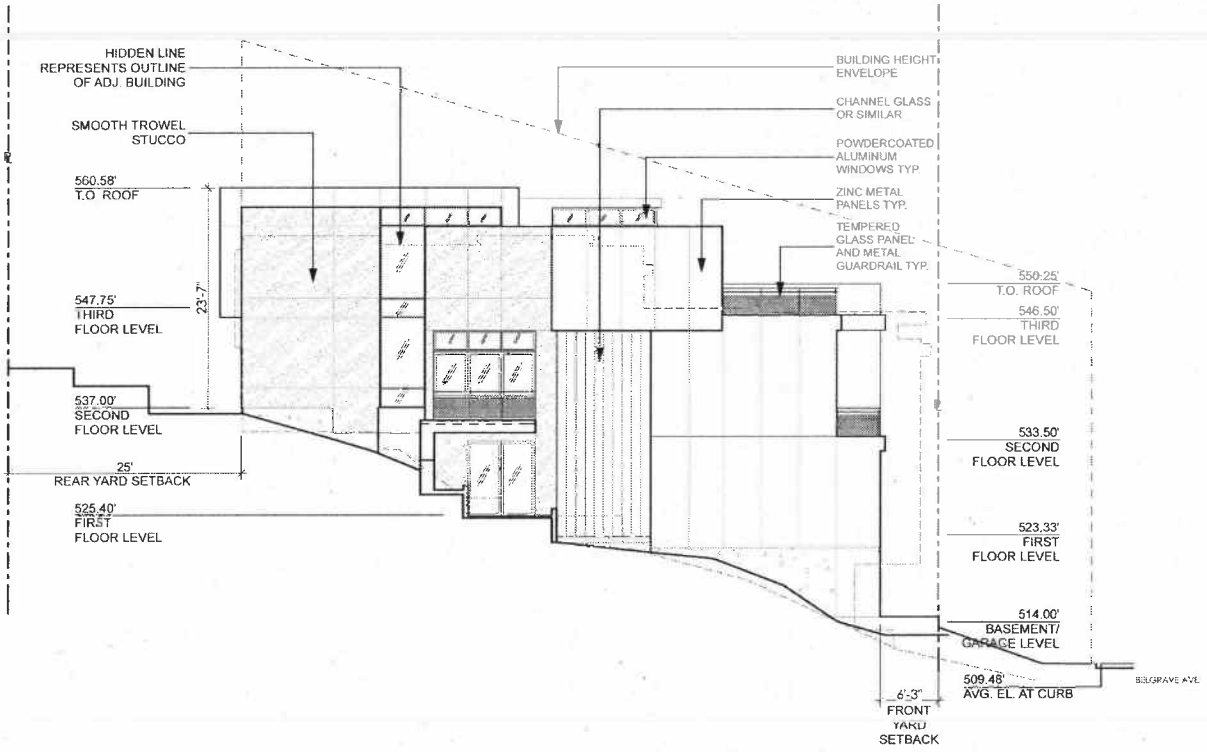


Figure 16 – East Elevation, New Building
89 Belgrave Avenue
Source: Group 41 Architects, August 2011
(not to scale)

B. PROJECT SETTING

The project site is located within the Haight Ashbury neighborhood of San Francisco. The area includes detached single-family residences sited on relatively steep slopes. Buildings on the south, project-site side of Belgrave Avenue are generally two stories over garage, while on the north side of Belgrave buildings are generally one story over garage.

In general, the scale of development in the immediate surrounding area is moderately dense. The project site is located on Belgrave Avenue about 60 feet to the west of Shrader Street. About 415 feet to the east of the project site, Belgrave Avenue terminates at Tank Hill Park. Belgrave Avenue's western terminus is at the "Interior Green Belt" open space. This three-acre vegetated open space is under the jurisdiction of the Recreation and Park Department and forms the eastern slope of Mount Sutro. Shrader Street is one of two north-south streets that, in addition to Stanyan Street a block to the west, provide access to Belgrave Avenue. Both streets approach Belgrave Avenue from the north and terminate at Belgrave Avenue.

Stanyan and Shrader Streets to the south have a range of architectural periods and styles ranging from those of the turn of the 20th century to contemporary. Homes are somewhat smaller than on Belgrave Avenue and the zoning changes to RH-2 – Residential, Two Family from RH-1(D) – after approximately six parcels. Homes to the south of and uphill from Belgrave Avenue on the project block side of Clarendon Avenue are more modest in scale and appear from the street to be one story or one story over garage in height. Across Clarendon Avenue, also within a RH-1(D) district, the predominant building form is two-story over garage attached residential buildings of late 20th century vintage. To the east near the intersection with Twin Peaks Boulevard, there are three substantially larger residential buildings, approximately 40 feet high and of recent construction.

The nearest retail corridors serving the project site are the Haight Street Neighborhood Commercial District, approximately 7/10 mile to the north of the project site, and the Castro Street Neighborhood Commercial District, approximately ¾ mile to the east of the project site. Belgrave Avenue has several deciduous street trees, most of which have not achieved enough growth to produce a significant shade canopy. The street is well defined by private front yard landscaping, generally large shrubs and bushes of various species.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable	Not Applicable
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☒	☐
Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.	☒	☐
Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.	☒	☐

Planning Code and Approvals Required

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

The proposed project would generally conform to the permitted uses under the RH-1(D) zoning requirements. The RH-1(D) district permits one dwelling unit per parcel. As described above, the proposed project would subdivide an existing parcel into two lots with one lot having a frontage width of 42 feet and the other with a frontage width of 33 feet.

One lot would contain an existing single-family residence and 4,200 square feet of area and the other 3,300-square-foot parcel would be vacant. Section 121(e)(1) of the Planning Code requires a minimum lot area of 4,000 square feet for any newly created lot in an RH-1(D) district. The 4,200-sq ft lot would meet the 4,000 square feet requirement; the 3,300-square-foot parcel would not have sufficient area to meet this requirement and would therefore require a variance from the Planning Code requirements.

Planning Code Section 133 defines side yard setback requirements in the RH-1(D) district, which are based on a subject parcel's frontage width. The proposed new parcel with a frontage width of 33 feet would be required to have two side yards with a width of three feet flanking any proposed structure. With three-foot-wide side yards, the proposed 33-foot-wide parcel would conform to planning Code Section 133. Similarly, the new parcel with a frontage width of 42 feet would be required to have two side yards with a minimum width of four feet flanking a structure. With a proposed eastern side yard of 5 feet, 4 inches and a proposed western side yard of 4 feet, 6 inches, the 42-foot-wide parcel would conform to Planning Code Section 133.

The project site is within a 40-X height and bulk district, which in an RH-1(D) district generally permits structures to a height of 35 feet, or 30 feet at the front of the property, with exceptions and allowances made for buildings sited on upward sloping lots. The existing and proposed buildings, each at a height of 37 feet, would be sited on upward sloping lots, and would therefore be within the allowable height limit. The "X" bulk designation indicates that there are no restrictions on bulk. The proposed project would comply with the applicable bulk designation.

Section 151.1 of the Planning Code requires that in the RH-1(D) district, a minimum of one off-street parking space be provided per dwelling unit. With the existing and proposed buildings each providing two parking spaces, the proposed project would be in compliance with the off-street parking requirements under Section 151.1

Under Section 135 of the Planning Code, 300 square feet of open space per dwelling unit is required. The 33-foot-wide parcel would provide 1,593 sq ft of open space, while the 42-foot-wide parcel would provide 2,218 sq ft of open space. Therefore, the proposed project would exceed the minimum open space required by Section 135.

Planning Code Section 134 requires that in the RH-1(D) a minimum of 25 percent of a lot's area be preserved as undeveloped rear yard space. Both proposed parcels would preserve 25 percent of lot area as undeveloped rear yard space. Therefore, the proposed project would comply with Section 134.

San Francisco General Plan and Priority Planning Policies

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

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, and f Transportation and Circulation); (5) protection of

industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 14a-d, Geology and Soils); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 9a and b, Wind and Shadow, and Questions 10a and c, Recreation and Public Space).

Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project will contain the Department's findings regarding consistency of the proposed project with the Priority Policies.

Regional Plans and Policies

The five principal regional planning agencies and their policy plans that guide planning in the nine-county Bay Area include: (1) the Association of Bay Area Governments' A Land Use Policy Framework and Projections 2009, (2) the Bay Area Air Quality Management District's (BAAQMD's) Clean Air Plan (CAP) and Bay Area 2005 Ozone Strategy, (3) the Metropolitan Transportation Commission's Regional Transportation Plan (RTP)- Transportation 2030, (4) the San Francisco Regional Water Quality Control Board's (RWQCB's) San Francisco Basin Plan, and (5) the San Francisco Bay Conservation and Development Commission's San Francisco Bay Plan. Due to the size, location, and nature of the proposed project, there would be no anticipated conflicts with regional plans.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

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

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

The project site is located near the southern edge of the Haight Ashbury neighborhood, near the boundaries of the Twin Peaks and Castro/Upper Market neighborhoods.

Land use impacts are considered significant if they disrupt or divide the physical arrangement of an established community, conflict with any applicable land use plan, policy, or regulation. While the proposed project would introduce a new residential building to the subject property where an existing single-family residence exists, the project would not cause a significant land use impact. The proposed project is located within a moderately-dense residential area. Surrounding uses would be expected to continue in operation and to relate to each other as they do presently, without disruption from the proposed project. The proposed new residential building would be incorporated within the established street network and would not disrupt or divide the physical arrangement of existing uses on or adjacent to the project site or impede the passage of persons or vehicles.

The proposed residential use would be a permitted use in the RH-1(D) district. The use and density would be compatible with the surrounding residential uses and RH-1(D) zoning, and would be generally compatible with existing uses on adjacent and surrounding properties.

At approximately 37 feet in height, the proposed development would be higher than some surrounding buildings but would not be out of character with the area or be the area's tallest structure. Overall, the project would not physically divide or conflict with an established community and would have a less-than-significant impact.

Impact LU-2: The proposed project would be consistent 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. (Less than Significant)

The proposed project's residential development would not obviously conflict with applicable plans, policies, and regulations such that an adverse physical change would result (see Section C. Compatibility with Existing Zoning and Plans).

In addition, environmental plans and policies are those, like the Bay Area Air Quality Plan, that directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The current proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Therefore, the proposed project would have a less than significant impact with regard to existing plans and zoning.

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

Within the RH-1(D) zoning district, residential uses are principally permitted uses. The 7,500-sq ft project site currently contains a 2,270-sq ft residential building, which would be enlarged to 4,210 sq ft, including a new fourth floor. The project would also subdivide the existing parcel and construct a new 3,971-sq ft single-family residence on the resulting new lot to the west. The new building and expansion of the existing building would result in a visual change to the project site but would be generally compatible with the established pattern of development and would not be noticeably visible in long-range views of the site.

As described above in Section B. Project Setting, the immediate surrounding area, within two to three blocks of the project site, consists of zoning districts RH-1(D) – Residential, One Family (Detached) and RH-2 – Residential, Two Family. In general, the scale of the immediate surrounding area is moderately dense. Belgrave Avenue, which runs east-west, terminates at either end with public open space. To the east, Belgrave Avenue terminates at Tank Hill Park. To the west is a relatively substantial three-acre vegetated open space known as "Interior Green Belt."

The south side of Belgrave Avenue, the street on which the project site is located, is typified by upward sloping lots predominately consisting of contemporary ranch style structures with relatively long front façades and at heights of two stories over garage. Residential buildings on

the north side of Belgrave Avenue are less uniform in design, with a mix of building forms with both flat and gabled roofs.

The proposed project would increase the scale and density of development at the project site because a new building would be constructed and an existing building would be enlarged to additional floor space including a new fourth floor. Both buildings would generally be compatible with the existing scale of development of other buildings in the vicinity. Both the enlarged and new buildings would be within the density limits allowed under the existing RH-1(D) zoning district. The proposed project would be developed within the allowable height and bulk limits of the area, and would include principally permitted land uses. The proposed project would comply with the height limit of 40 feet. [3]

Although the proposed project would result in the intensification of uses at the project site, it would not result in a significant land use impact. The proposed residential use would not introduce new or incompatible uses to the project area and would be consistent with existing uses in the vicinity. The proposed residential use would therefore not be considered a substantial change in the character of the vicinity because the proposed use is permitted and already present in the area.

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

The project would intensify land uses on the subject property by enlarging an existing two-story over garage building with one that is four stories in height and constructing a new building similar in height. Existing or planned nearby development projects include 160 Belgrave Avenue a proposed single-family residence with two-car garage that would entail demolition of an existing single family residence constructed in 1937 (Planning Department Case File No. 2010.1093E); and 47 Clarendon Avenue, on the block to the south, a proposed single-family residence with two-car garage to be constructed on a vacant lot (Planning Department Case File No. 2009.0444E). The cumulative effect of these projects would be an increase in residential use, with the construction of new larger residential buildings replacing existing residential buildings, sited as in-fill development.

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[3] The new building would be sited on a newly-created parcel that would be smaller than some other parcels in the project area. Final approval of the proposed project's new subdivision and lot dimensions would be made by the Planning Commission. These decision makers would weigh the merits of the project and would then choose to approve or disapprove the requested conditional use authorization necessary to create a lot with 33 feet of street frontage. While informative as a background discussion, the proposed project's non-conforming lot dimensions issue is one concerning Planning Code conformance and would not be considered a potential adverse impact under CEQA.

The proposed project, combined with other proposed projects, would result in a physical change to the surrounding area in terms of increasing the number of residential units and adding population density. However, although the proposed project and other potential development would result in a noticeable physical change to the vicinity, such change would not result in a significant cumulative land use impact because the uses and density are consistent with surrounding development and with zoning controls and would represent a small increase in the existing development density.

In sum, the proposed project would result in less-than-significant direct and cumulative land use impacts because it would not physically divide an established community; conflict with applicable land-use plans, policy, or regulation; or contribute to a substantial impact on the existing character of the surrounding area.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
2. AESTHETICS—Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?	☐	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	☐	☐	☒	☐	☐

Impact AE-1: The proposed project would have a less-than-significant impact on scenic views and vistas. (Less than Significant)

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

There are no existing public scenic views or vistas that would be substantially affected by the proposed project. Tank Hill Park, approximately 415 feet to the east of the project site, offers

sweeping views to the east of the park; the project site is not within any public vista offered from Tank Hill Park. The topography of the project site slopes upward to the south toward the rear of property. As such, any existing views—from the project site, from behind the project to the south, or in front of the project site to the north—are north facing to the Bay. Adjacent properties and public rights of way to the south are located sufficiently upslope of the project site such that views, if any, to the north and across the project site, would not be substantially degraded by the proposed project. The proposed project would not substantially modify or eliminate a scenic view or vista now observed from any public space in proximity to the project site and would not have a substantial impact on public view corridors. Therefore, the proposed project would not block or degrade any existing public scenic views or vistas.

Since the project site is currently occupied by a smaller two-story over garage building, private views from some nearby residential buildings on the block, particularly dwellings on the north side of Belgrave Avenue, could be affected by the proposed project. From these private residences, the proposed project would modify views of the project site and could partially block views of Twin Peaks. Although such changes for some nearby residents would be an unavoidable result of the proposed project and could be undesirable for those individuals affected by the proposed project, it would not be considered a significant impact pursuant to CEQA.

Impact AE-2: The proposed project would not substantially damage any scenic resources. (Less than Signficant Impact)

The proposed project would result in the construction of a new single-family home and an expansion of an existing single-family home on the site, and result in the removal of 7 trees. The project site has 11 trees and another 3 street trees in the public right of way. All three street trees would be removed and replaced with similar trees plus a fourth new street tree. Because of the upward sloping topography of the project site, a tall solid fence along the vacant portion of the project site frontage, and the visual dominance of one large and particularly leafy and wide shade canopy tree, the net visual change to the project site from the public right of way would be primarily the loss of this single large tree and the substitution of three existing street trees with four similar new replacement trees. Although the trees may be considered attractive, their loss would not rise to a level of impact considered significant. Therefore, the proposed project's impact on scenic resources would be less than significant.

Impact AE-3: The proposed project would result in a change to the existing character of the project site, but this change would not degrade the visual character or quality of the site and its surroundings. (Less than Significant)

The proposed size, scale, and density of the new building would be generally compatible with the existing development in the area, which is generally composed of large detached single-family homes on large parcels. Surrounding blocks downslope of the project site to the north within the RH-2 district are predominately composed of taller buildings on narrow lots, some of which are multifamily. The proposed project would not have a substantial, demonstrable negative aesthetic effect within its urban setting because the proposed buildings, of contemporary design with a flat roof and stepped back height and massing, would not be incompatible with existing development in the area which includes other similar-sized contemporary design buildings with flat roofs in the project area, including on the project block.

The proposed project would result in a visual change because it proposes to construct an additional approximately 37-foot-high, 3,971-sq ft building currently on a vacant portion on the project site, along with enlarging the existing on-site building to include a new fourth floor. Therefore, it would increase the scale and density of development on the project site. This alteration of the appearance of the project site would not be generally incompatible with the existing scale of development found on Belgrave Avenue or the immediate project area. The proposed project therefore would not cause a significant adverse visual change to the surrounding area, as defined by CEQA. The proposed building would be larger in scale than some buildings in the vicinity, but generally consistent with the size, scale, and design of contemporary residential buildings on the subject block. The proposed new building and enlarged building would be indistinguishable in long-range views and would be compatible with the residential character of the area. Thus, the proposed project would not degrade the visual quality of the site or its surroundings.

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

The proposed project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. The proposed buildings would include outdoor lighting typical of other single-family residential buildings in the project vicinity. The nighttime lighting generated by the proposed project would be typical of some other similar structures in the area. Because the proposed project would comply with Planning Commission Resolution 9212, light and glare impacts would not be expected to have a significant adverse effect on day or nighttime views in the area, nor would it substantially impact other people or properties.

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

As described more fully above in Topic E. 1 Land Use (p. 24), two projects in the project site vicinity have been submitted to the Planning Department for review. If these projects were built, they would collectively increase the scale and intensity of the existing built environment along Belgrave Avenue and the project area, with the introduction of larger residential buildings into the immediate area. The projects would change the pattern of Belgrave Avenue, with the newer buildings of contemporary character becoming more visible along the street frontage. This change, although noticeable, would be consistent with the moderately dense residential character of the project area. Thus, cumulative development would not substantially degrade existing public scenic views, damage scenic resources, or degrade the existing visual character of the area. While the 89 Belgrave Avenue project and other potential nearby projects could generate additional nighttime illumination, any such future projects would be required to comply with City regulations regarding light and glare and cumulatively would not result in obtrusive light and glare in amounts unusual for a developed urban area. For these reasons, the proposed project's impacts related to aesthetics would not be cumulatively considerable. Thus, the proposed project's impacts related to aesthetics, both individually and cumulatively, would be less than significant.

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

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

San Francisco consistently ranks as one of the most expensive housing markets in the United States. It is a 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 a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited, and land and development costs are relatively high.

During the period of 1990-2000, the citywide annual average of new housing units completed was about 1,130 units.[4] In June 2008, the Association of Bay Area Governments (ABAG) released their Housing Needs Plan for years 2007-2014.[5] The projected housing need of the City through 2014 is 31,193 net new dwelling units, or an average yearly need of 4,456 new dwelling units. The proposed project would add one new dwelling unit to the City's housing stock, helping to meet this need.

In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development through the extension of roads or other infrastructure that might not occur if the project were not implemented.

Currently there is one four-bedroom residential unit on the project site, which according to the project sponsor, is presently occupied by four persons. Therefore, it is foreseeable that upon completion of the proposed project, the existing building would be occupied by four persons. Based on average household size of 2.03 persons per dwelling unit within Census Tract 301.02 (U.S. Census Bureau, Census 2000),[6] the proposed new single-family residential building, if it followed the nearby household density pattern, would be expected to result in an estimated two new residents. Thus, with the introduction of a new single-family residential building, the population of the project site could be expected to increase by two persons, to a total population of six persons on the project site, or even eight persons if the present population density at the existing residence on the site[7] were to occur within both households.

The 2000 U.S. Census indicated that the population of the project's census tract, Census Tract 301.02 (bounded roughly by Parnassus Avenue to the north, Stanyan Street and Clarendon Avenue to the east, Woodside Street to the south, and 6th and 7th Avenues to the west), was approximately 2,326 persons. The proposed project would increase the population in Census Tract 301.02 by substantially less than one percent, and would increase the overall citywide

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

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

[6] US Census 2000 data. Available for download at http://factfinder.census.gov/servlet/AdvGeoSearchByListServlet?_command=getResults&_programYear=50&_geoAreaType=140&_treeId=420&_disp_order=1007&_currentGeoAreaType=140&_geoIdsHierarchy=60279822|60724965|50|Y&_placename=14000US06075031400&_geoBucketId=50&_lang=en2007-2014. Accessed on June 30, 2011.

[7] The existing single-family home on the project site presently has an estimated occupancy of four persons.

population by less than 0.1 percent based on year 2000 population totals.[8] While potentially noticeable to immediately adjacent neighbors, the increase in population on the site would not substantially increase the existing area-wide population (directly or indirectly), and the resulting density would not exceed levels that are common and accepted in urban areas such as the Haight-Ashbury neighborhood of San Francisco. The project would not indirectly induce population growth since its construction would entail no extension of roads or other infrastructure.

Overall, the increase in housing would be less than significant relative to the population of the neighborhood and the city as a whole. The project would not directly or indirectly result in a significant increase in population. Project-related impacts with respect to population growth would be less than significant.

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

The existing building on the project site, which is occupied, contains four bedrooms and has an estimated occupancy of four residents. Thus, the proposed project could result in the displacement of approximately four occupants who rent the building. While this might be considered an undesirable circumstance for those affected, the displacement of an estimated four persons would not be considered substantial. Therefore, the proposed project would not have a significant impact due to displacement of existing residents.

Impact C-PH: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would have a less-than-significant impact on population and housing. (Less than Significant)

As described above, the proposed project's estimated two to four new residents would add substantially less than one percent population to subject Census Tract 301.02, based on year 2000 population counts. Nearby proposed development projects include 160 Belgrave Avenue a proposed single-family residence with two-car garage that would entail demolition of an existing single-family residence; and 47 Clarendon Avenue, a proposed single-family residence to be constructed on a vacant lot. Cumulative development in the project vicinity, including the 89 Belgrave Avenue, 160 Belgrave Avenue, and 47 Clarendon Avenue projects, would add approximately four to six additional residents to the neighborhood.

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8 The calculation is based on the estimated Census 2000 population of 776,733 persons in the City and County of San Francisco (and population generated by household size factor).

The combined population increase for these three projects would be about four to six residents. The cumulative increase in population for Census Tract 301.02 would thus increase the existing 2,326 residents by four to six persons. As such, cumulative population and housing impacts would be less-than-significant.

According to regional planning estimates San Francisco's population is forecasted to grow in the coming decades, and the city will continue to be absorb a portion of the Bay Area's regional population growth. Given that population growth within the city is anticipated and that the proposed project's resulting small number of additional persons on the site, the resulting population increase would be considered less than significant. In addition, the projected housing need of the City through 2014 is 31,193 net new dwelling units, or an average yearly need of 4,456 new dwelling units. The proposed project would add one new dwelling unit to the City's housing stock, helping to meet this need.

Thus, for the reasons discussed above, the proposed project's impacts, combined with the 160 Belgrave Avenue and 47 Clarendon Avenue projects, related to population and housing would not be cumulatively considerable.

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

Impact CP-1: Impact CP-1: The proposed project would have a less-than-significant impact on historic architectural resources. (Less than Significant)

The existing single-family residential building on the project site was constructed in 1952 and designed by the architect Herman C. Bauman in the Modern Style.[9] Because the existing building proposed for demolition is more than 50 years old, a Historic Resource Evaluation Response (HRER) memorandum was prepared for the proposed project.[10] The HRER concluded that the subject building on the project site is not a historic resource for the purposes of CEQA, stating that the building is not eligible for inclusion in the California Register, either individually or as a contributor to any potential historic district. The HRER notes that none of the owners, occupants, or others associated with the building was historically important, nor does the structure possess extraordinary architectural qualities that merit special consideration. A circa 1970 building modification included a rear addition to the building and the addition of a mansard roof, which gives the existing building a "Neo-eclectic look."[11] The existing building does not appear to be a noteworthy example of Modernist or Neo-eclectic architecture.[12]

The HRER also evaluated the potential for the proposed project to have an adverse effect on off-site historical resources (such as adjacent historic properties) and concluded that the proposed building's design is compatible with the neighborhood context and would not have an adverse effect on off-site historic resources or a potential historic district. The HRER indicates that although four homes constructed between 1930 and 1940 and appearing in the City's 1976 Architectural Survey are located across the street from the subject property, the area does not appear to be eligible as a potential historic district.

The building on the project site was determined to be ineligible for inclusion in the California Register of Historic Places, determined not to be a historic resource or a contributor to a potential historic district, and the proposed project's design was determined not to have an impact on off-site historic resources. Therefore, the proposed project would have a less-than-significant impact on historic resources or potential historic resources.[13]

Impact CP-2: Implementation of the proposed project would result in a less than significant impact to archeological resources. (Less than Significant with Mitigation)

Factors considered in determining the potential for encountering archeological resources include the location, depth, and the amount of soils disturbance proposed, as well as any existing information about known resources in the area. The maximum excavation of the proposed

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[9] Aaron Starr, San Francisco Planning Department. *Historic Resource Evaluation Response for 89 Belgrave Avenue,* February 4, 2010. This document is on file and is available for public review at the Planning Department 1650 Mission Street, San Francisco, as part of Case File No. 2009.0156E.

[10] Ibid.

[11] Ibid.

[12] Ibid.

[13] Ibid.

project would be approximately 20 feet below grade surface (bgs); the total volume of soil to be excavated would be approximately 714 cubic yards (19,278 cubic feet). The proposed development would be supported on a conventional spread foot foundation which could also incorporate drilled piers. A preliminary archeological assessment of the proposed project by the Planning Department's archeology staff determined that the implementation of appropriate mitigation would reduce the proposed project's effects, if any, on archeological deposits to a less than significant level.[14] Implementation of **Mitigation Measure M-CP-2**, detailed below and within Section F., p. 104, at the end of this Initial Study, would reduce this impact to a less-than-significant level.

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

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

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

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is

[14] *MEA Preliminary Archeological Review: Checklist for 89 Belgrave Project*, Don Lewis/Randall Dean, Planning Department archeology staff, November 16, 2009. A copy of this document is on file with the Planning Department at 1650 Mission Street, Suite 400 and is available for public review by appointment as part of Case File No. 2009.0156E.

warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

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

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

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

Impact with Mitigation Incorporation: Less than Significant.

Impact CP-3: The proposed project would result in no impact to paleontological resources and human remains. (No Impact)

Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation

of fossils are not favorable, fossils will not be present. Lithological units which may be fossiliferous, include sedimentary and volcanic formations. Soil conditions on the project site are characterized by a mixture of sand, gravel, and clay covering sandstone, chert, and shale at relatively shallow depths.[15] Such soil characteristics would not be expected to yield paleontological resources. Therefore, the proposed project would not result in adverse impacts on paleontological resources or geological resources.

Human Remains

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, the lead agency is required to work with the appropriate Native Americans, as identified by the California Native American Heritage Commission (NAHC). The CEQA lead agency may develop an agreement with the appropriate Native Americans for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials. By implementing such an agreement, the project becomes exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than the dedicated cemetery (Health and Safety Code Section 7050.5) and the requirements of CEQA pertaining to Native American human remains. The project's treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the City and County of San Francisco (CCSF) Coroner. If the Coroner were to determine that the remains are Native American, the NAHC would be notified and would appoint a Most Likely Descendant (PRC Section 5097.98). The archeological sensitivity analysis, discussed above did not identify the project site as a site of potential Native American burials. As such the project is not anticipated to disturb any human remains, including Native American burials, and the project would not have any foreseeable impact on human remains.

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

The project site is not located within an existing or potential historic district, and therefore, the proposed project would not contribute to a cumulative impact on historic resources. As discussed above within this CEQA Checklist topic, the proposed project was assessed to determine whether the project has the potential to result in impacts to cultural resources, including archeological, paleontological, and historic resources. The proposed project would not have the potential to

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[15] *Report Geotechnical Investigation 89 Belgrave Avenue* by H. Allen Gruen, Earth Mechanics Consulting Engineers, March 29, 2010. A copy of this document is on file with the Planning Department at 1650 Mission Street, Suite 400 and is available for public review by appointment as part of Case File No. 2009.0156E.

combine with any future projects in the project vicinity to create cumulative impacts on cultural resources.

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

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

Setting

The project site is located on the south side of Belgrave Avenue between Schrader and Stanyan Streets in San Francisco's Haight-Ashbury neighborhood. Belgrave Avenue is an east-west approximately two-block-long street extending a length of approximately 1,100 feet. Parking is generally unrestricted on the project block.

Roadway Network

Regional Freeways

Interstate 80 (I-80) and U.S. Highway 101 (U.S. 101) provide the primary regional access to the project area. U.S. 101 serves San Francisco and the Peninsula/South Bay, and extends north via

the Golden Gate Bridge to the North Bay. Van Ness Avenue serves as U.S. 101 between Market Street and Lombard Street. I-80 connects San Francisco to the East Bay and points east via the San Francisco–Oakland Bay Bridge. U.S. 101 and I-80 merge south of the project site. The closest access to freeway ramps is at Market Street and Octavia Boulevard (accessed via Fell and Oak Streets). Interstate 280 (I-280) provides regional access to southern San Francisco, the Peninsula, and the South Bay. I-280 merges with Highway 1 near the San Francisco/San Mateo county line, at the interchange with Junipero Serra Boulevard (which connects with 19th Avenue). In addition, I-280 connects with U.S. 101 in the southeastern part of the city.

Local Streets

The immediate area local roadway network within the project vicinity is primarily composed of Stanyan Street, Shrader Street, 17th Street, and Clarendon Avenue/Twin Peaks Blvd/Clayton Street. Stanyan Street is a north-south roadway that extends between Geary Boulevard and Belgrave Avenue, forming the eastern edge of Golden Gate Park. Near the project site, Stanyan Street has two travel lanes in each direction and on-street parking on the east side of the street. The *General Plan* identifies Stanyan Street as a Secondary Arterial and as a Transit Preferential Street (transit important) street between Fulton and Frederick Streets. Shrader Street is a north-south roadway that runs discontinuously between Fulton Street and Belgrave Avenue, with one travel lane in each direction and on-street parking on both sides of the street.

Transit Network

The project site is well-served by transit. The San Francisco Municipal Railway (Muni) provides local bus and cable car service, which can be used to access regional transit operators. Service to and from the East Bay is provided by Bay Area Rapid Transit (BART) along Market Street, ferry service from the Ferry Building, and AC Transit buses from the Transbay Terminal. Service to and from the North Bay is provided by Golden Gate Transit along Van Ness Avenue[16] and at the Transbay Terminal, and ferry service from the Ferry Building. Service to and from the Peninsula and South Bay is provided by Caltrain at its terminal located at Fourth and Townsend Streets and by the San Mateo County Transit District (SamTrans) at the Transbay Terminal.

The Civic Center BART station is located approximately 2¼ miles south of the project site and riders near the project site would connect to it with the 6-Parnassus and the 71/71L-Haight Noriega bus lines or via the N-Judah streetcar line. The Caltrain terminal is located

[16] It should be noted that only alightings are allowed from Golden Gate Transit buses destined to San Francisco from Marin and Sonoma counties. Conversely, only boardings are allowed onto Golden Gate Transit buses destined to Marin and Sonoma counties from San Francisco.

approximately 3½ miles east of the project site and riders would travel to and from it on the 6-Parnassus or 71/71L-Haight Noriega. The temporary Transbay Terminal is located approximately 3 miles northeast of the project site and riders would connect via the 6-Parnassus.

Muni bus lines in the project site vicinity generally operate during the weekday peak period with wait times (headways) of 10 to 15 minutes between buses, and weekend day headways between 15 and 30 minutes. Nearest the project site—at Carmel and Cole Street—about two blocks northwest of the project site, the 37-Corbett offers "community" service that links the area between Haight Street and Twin Peaks. The 6-Parnassus travels on Parnassus Avenue, Cole Street, and Haight Street. The 43-Masonic travels along Haight Street and Masonic Avenue north toward the Marina District. The 71-Haight-Noriega travels on Haight Street and on Stanyan Street south of Haight Street, while the 33-Stanyan travels on Haight Street and on Stanyan Street north of Haight Street. Along Haight Street during the a.m. and p.m. peak periods, there are about 14 buses per hour per direction (about one bus every four minutes).

Near the project site, transit lines have available capacity to accommodate additional riders. The maximum load points for lines serving the project area are generally to the east of the project site, at Market Street, Van Ness Avenue, and Castro Street. The maximum load point for the 43-Masonic and the 71-Haight Noriega are at Masonic and Haight Streets. The maximum load point for the 33-Stanyan is at 18th and Castro Streets.

Impact TR-1: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. (Less than Significant)

Project Travel Demand

Project travel demand, parking demand, and freight service loading demand were estimated based on the San Francisco Planning Department's Transportation Impact Analysis Guidelines for Environmental Review (October, 2002) (SF Guidelines) and information obtained from the 1990 U.S. Census journey-to-work data. The person trip generation includes residents and visitors to the proposed residential building and is based on weekday daily and PM peak hour trip generation rates (number of trips per unit of residential uses). The project-generated person-trips were assigned to travel modes in order to determine the number of auto, transit, walk and other trips ("other" includes bicycle, motorcycle, and additional modes of transportation). Mode

split information is based on 2000 U.S. Census data for residential uses. Parking and loading demand were based on SF Guidelines for Superdistrict 3.

The proposed project would generate 10 daily person trips (inbound and outbound) on a weekday daily basis and 2 person-trips during the weekday PM peak hour with about 62 percent of all person trips by auto, 30 percent by transit, and 7 percent by other modes (including walking and bicycling).[17] The proposed project is estimated to result in approximately peak hour vehicle trip. The proposed project's residential uses would generate a parking demand of approximately 2 spaces.

The proposed project's residential uses would also generate a demand for approximately 3 daily transit trips, 1 of which would be during the PM peak hour, all of which would be dispersed among local Muni bus routes and regional transit providers. It is anticipated that most of the delivery/service vehicles generated by the proposed project would consist of small trucks and vans. The residential uses would generate an occasional demand for large and small moving vans.

Parking Demand

Per Section 151 of the San Francisco *Planning Code*, the proposed project would be required to provide one parking space for each new residential unit. The proposed new single-family residence would provide two parking spaces and would therefore meet Planning Code requirements.

The parking demand analysis estimated that parking demand associated with the proposed new residential building would be approximately two spaces. Therefore, it is expected that the project's parking supply would be sufficient to meet the parking demand associated with the project.

Nevertheless, 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. However, this report presents a parking analysis to inform the public and decision makers of parking conditions that could result were the proposed project to be implemented.

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.

[17] The transportation demand analysis was conducted for the new residential building only because the proposed project would not be expected to substantially change the number of trips associated with the existing occupied residential building.

Loading

The project does not propose off-street loading areas and the Planning Code would not require any off-street loading for the proposed residential use. The project would generate about 0.01 truck trips per hour, resulting in a demand of less than one loading space It is anticipated that this minimal loading demand would be accommodated on-street. Similarly, residential move-in and move-out activities would generate a small loading demand. It is anticipated that prior to these activities, the curb parking on Belgrave Avenue in front of the project site would be reserved through the San Francisco Police Department. Curb space would be set aside for small moving vans during the initial move-in phase. Therefore, the project would not result in a significant loading impact.

Impacts TR-2: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, established by the county congestion management agency for designated roads or highways. (Less than Significant)

The intensification of the project site with the introduction of a new residential building and an addition to the existing single-family residence, would result in less-than-significant transportation impacts with regard to any conflict with an applicable congestion management plan.

Impact TR-3: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (No Impact)

The project site exists within a developed block of San Francisco. The proposed new building would be constructed so as to be compatible with the surrounding buildings and infrastructure in the immediate area and would be built to align with the street face formed by the other neighboring buildings on the block face; the proposed new development would not introduce new transportation-related hazards or design features. A new curb cut accessing the project's proposed garage would be the project's only transportation-related design feature, and would not be out of character with the neighborhood or present a substantial increased hazard.

Impact TR-4: The proposed project would not adversely affect emergency access. (No Impact)

Emergency access to the project site would be via Belgrave Avenue. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic-related hazards or emergency access provisions. Proposed buildings are required to meet the standards contained in the Building and Fire Codes and the San Francisco Building

and Fire Departments would review the final building plans to ensure sufficient access and safety. The proposed project would therefore not adversely impact emergency access conditions in the vicinity of the project site.

Impact TR-5: The proposed project would result in a less-than-significant impact with regard to any conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes. (Less than Significant)

Transit

The proposed project's residential uses would generate a demand for approximately 3 daily transit trips, 1 of which would be during the PM peak hour, all of which would be dispersed among local Muni bus routes and regional transit providers. As described above, near the project site transit lines have available capacity to accommodate additional riders. Therefore, the small increase that would be expected to result from the proposed project would result in a less than significant effect with regard to transit capacity.

Bicycle

A 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. Section 155.5 of the Planning Code requires a total of one bicycle parking space per two dwelling units. Thus the proposed residential project would not require any bicycle parking spaces. It is anticipated that a small portion of the daily trips generated by the proposed project would be bicycle trips. The project site, near the top of a large and relatively steep hill, attracts few bicyclists. For the above reasons, the proposed project would not be expected to create a significant conflict with bicycles, and the project as a whole would have a less than significant impact on bicycle travel.

Pedestrian

Pedestrian impacts resulting from the proposed project would be considered a significant effect on the environment if they 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. Pedestrian trips generated by the proposed project would include walking trips to and from the proposed residential building, plus walking trips to and from the local and regional transit operators. Overall, the project would add a very small number of pedestrian trips to the surrounding streets during the weekday PM peak hour. Observation indicates that pedestrian flows along the Belgrave Avenue frontage of the project block are relatively low and sidewalks were observed to have excess capacity. Pedestrians would

enter and exit the project site via the building entrances on Belgrave Avenue and would be dispersed throughout the study area depending upon the origin/destination of each trip. The proposed project would be constructed within the lot limits and would not have features which would create potentially hazardous conditions for pedestrians, nor would the project interfere with pedestrian accessibility to the site or adjoining areas.

Construction Impacts

The proposed project would be constructed over a period anticipated to last 18 months. Construction activities would typically occur Monday through Friday between 7:00 AM and 5:30 PM. Some construction activities would occur on Saturdays between 7:30 AM and 5:30 PM. Throughout the construction period there would be a flow of construction-related trucks into and out of the site. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and transit operations.

The project sponsor estimates that during construction, there would be an average of four truck trips per day during excavation, shoring and grading activities and about two truck trips per day for the remaining construction activities. It is anticipated that a majority of the construction-related truck traffic would use I-80/U.S. 101 and I-280 to access the project site from the East Bay and South Bay and Oak and Fell Streets from locations within the City. There would be approximately five construction workers per day at the project site. It is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions. Construction workers who drive to the site would cause a temporary increase in parking demand. During construction, workers would park on-street. Prior to construction, the project contractor would coordinate with MUNI's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations. Due to their temporary and limited duration, construction-related impacts generally would not be considered significant. Although the project's construction parking impacts would be considered less than significant, the project sponsor has agreed to adopt an improvement measure that would further reduce any non-significant transportation effects associated construction activities by limiting truck movements during peak-hour traffic. **Improvement Measure, I-TR-5,** is presented below and within Section F. of the Initial Study, p. 104.

Improvement Measure I-TR-5: Construction Traffic

Construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. The project sponsor will require the construction contractor to limit truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by the San Francisco Municipal Transportation Authority) in order to minimize the disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor will meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion and other potential transit and pedestrian circulation effects during construction of the proposed project.

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

In light of the above, the proposed project would not have a significant project-specific or cumulative impact to transportation and circulation. The number of trips associated with the proposed project would be dispersed throughout the local roadway network and throughout the hours of day. In addition, there are no intersections identified as having deterioration of Level of Service sufficient to result in a significant impact within a half-mile of the project site. The proposed project would not cause a substantial increase in transit demand that could not be accommodated by existing and proposed transit capacity, and alternative travel modes. As previously discussed, an improvement measure for less-than-significant construction-related transportation impacts has been identified (see **Improvement Measure I-TR-5,** Section F. of the Initial Study, p. 104).

Project construction activities, in combination with other development in the project area, including the proposed 160 Belgrave Avenue and 47 Clarendon Avenue projects, would incrementally increase the demands on the City's transportation network, but not beyond levels anticipated and planned for by local transportation and transit agencies. Construction schedules of the other projects could overlap, resulting in a temporary increase of construction workers and delivery trucks to the area. However, given their distance from the project site, any related impacts would not be substantial. Thus, project-related impacts to transportation and circulation would not be cumulatively considerable.

Given the above, the intensification of use on the project site with the introduction of a new residential building and an addition to the existing, single-family residence, would result in less-than-significant transportation impacts, either individually or cumulatively.

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

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

Impact NO-1: The proposed project's uses would not result in a substantial temporary or permanent increase in ambient noise levels or vibration in the project vicinity and would not expose persons to noise levels in excess of standards established in the local general plan or noise ordinance. The new uses on the project site would not be substantially affected by existing noise levels. (Less than Significant)

Applicable Regulations. Noise in San Francisco is regulated by the following state and local statutes and documents:

- The San Francisco Noise Ordinance (Article 29 of the Police Code, as amended in November 2008), which outlines the City's policy to prohibit unnecessary, excessive, and offensive noises from all sources subject to police power. Sections 2907 and 2908 of Article 29, enforced by the Department of Building Inspection, regulate construction equipment and construction work at night, while Section 2909, enforced by the Department of Public Health, provides for limits on stationary-source noise from machinery and equipment.

- California's Building Standards Code (Title 24 of the California Code of Regulations, which at the local level is enforced by the Department of Building Inspection) establishes

energy efficiency standards for residential and non-residential building. Title 24 also contains noise insulation standards that require new multi-unit and hotel/motel structures to meet an interior noise level not exceeding 45 dBA (Ldn) in any habitable room and, where such units are proposed in areas subject to outdoor noise levels in excess of than 60 dBA (Ldn), acoustical studies must be conducted that demonstrate that the design of the building will reduce interior noise to 45 dBA (Ldn) or less. If compliance with the required interior noise levels would only occur with windows closed, an alternative means of ventilation must be provided.

- The San Francisco General Plan, which contains Land Use Compatibility Guidelines for Community Noise in its Environmental Protection Element.[18] These guidelines, which are similar to state guidelines promulgated by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. For residential uses, the maximum "satisfactory" outside noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while in areas where noise levels exceed 60 dBA, a detailed analysis of noise reduction requirements is typically necessary prior to final review and approval, and new construction or development of residential uses typically requires that noise insulation features be included in the design. Above noise levels of 65 dBA (Ldn), residential development is generally discouraged but, if permitted, noise insulation must be included in the design. The guidelines also indicate that commercial development such as retail establishments, movie theaters and restaurants, should be discouraged at noise levels above 77 dBA (Ldn).[19] [20]

Noise Conditions in the Project Area. Ambient noise levels in the project vicinity are somewhat lower than those typical of residential neighborhood levels in urban San Francisco, which are dominated by vehicular traffic, including, cars, Muni buses, and emergency vehicles and surrounding land use activities, such as commercial or light industrial uses. Belgrave Avenue, along the project site's northern façade, is a low-traffic dead-end street used primarily by local residents or visitors to the two open space areas on the east and west ends of the street. Thus the low levels of traffic result in low levels of traffic noise. Field observation indicates that surrounding land uses do not noticeably conduct noisy operations. Based on recent noise modeling conducted by the Department of Public Health (DPH), average ambient background noise levels on the project block are less than 50 Ldn.[21] [22]

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18 City and County of San Francisco, Planning Department, *General Plan Environmental Protection Element, Objective 11, Land Use Compatibility Chart*. Available on the web at *http://www.sf-planning.org/ftp/general_plan/I6_Environmental_Protection.htm* Accessed on April 15, 2011.

19 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, via a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

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

21 Ldn is the abbreviation for the Day-Night Average Sound Level, which is the average noise level over a 24 hour period. The noise between the hours of 10 pm and 7am is artificially increased by 10 dB (decibels). This noise is weighted to take into account the decrease in community background noise of 10 dB during this period. A decibel is a unit of measurement for the sound loudness (amplitude). A dBA is the symbol for decibels using the A-weighted scale, which is a logarithmic scale that approximates the sensitivity of the human ear.

The Environmental Protection Element of the General Plan identifies compatible land uses based on noise levels. According to the General Plan Land Use Compatibility Chart for Community Noise, the below 50 Ldn noise levels at the project site are satisfactory for residential uses.[23] Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Title 24 requires that residential structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room, but excludes detached single-family dwellings from this requirement. This standard is consistent with the City of San Francisco's Noise Element Policies for indoor residential uses. The San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code, as amended November 2008, provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours.

Because noise levels on the project block are less than 50 Ldn over an average 24 hour period, nighttime interior noise levels would not exceed 45 dBA.[24] Thus, the proposed project would not have significant effect regarding existing outdoor noise levels.

Project-Generated Noise. In order for increased traffic volumes to result in a perceptible increase in noise levels, traffic volumes would need to approximately double. The proposed project would not cause a doubling of traffic volumes, and would therefore not cause a noticeable increase in the ambient noise level in the project vicinity related to traffic.

Operational Noise. Noise generated by residential uses is common and generally accepted in this urban location. The proposed project would include mechanical equipment, such as cooling and ventilation systems, that could produce operational noise. All operations would be subject to the San Francisco Noise Ordinance, Article 29 of the San Francisco Police Code, which establishes noise limits for fixed noise sources. As amended in November 2008, this section establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the limit is 5 dBA in excess of the ambient. Compliance with Article 29, Section 2909, would minimize noise from building operations. Based on the above, the noise effects related to building operation would not be significant, nor would the building contribute a considerable increment to any cumulative noise impacts from mechanical equipment.

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[22] City and County of San Francisco, Planning Department, *General Plan Environmental Protection Element, Objective 11, Map 1 – Background Noise Levels 2009.* Available on the web at *http://www.sf-planning.org/ftp/general_plan/I6_Environmental_Protection.htm* Accessed on April 15, 2011.

[23] *Ibid.*

[24] The 2009 noise map has a lower noise limit of 50 Ldn.

TABLE 1
TYPICAL COMMERCIAL CONSTRUCTION NOISE LEVELS (DBA)[25]

Phase	$(L_{eq})^a$
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Exterior Finishing	89
Pile Driving	90-105

[a] Estimates correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase and 200 feet from the other equipment associated with that phase.

SOURCE: U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.

All construction activities would be required to comply with the San Francisco Noise Ordinance, as discussed above. The Department of Building Inspection (DBI) is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 AM to 5:00 PM). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA) at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Directors of the Department of Public Works (DPW) or DBI to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the property line of the site by five dBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of DPW or DBI authorizes a special permit for conducting the work during that period. Nonetheless, during the construction period nearby properties could be disturbed by construction noise. Nearby properties could be also possibly be disturbed by temporary and intermittent groundborne vibration if the project were to require a building foundation relying on drilled piers as discussed in Topic E. Geology and Soils (p. 84). The increase in noise and vibration in the project area during project construction would not be considered a significant impact because it would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the City's Noise Ordinance.

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

[25] U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

As discussed above, the proposed project would result in a less-than-significant exposure of persons to, and generation of, noise levels in excess of standards described in Title 24, the General Plan, and the Noise Ordinance, because the project would be designed and constructed in accordance with Title 24 standards. The noise and vibrations from construction activities would be regulated by the Noise Ordinance. The proposed project would result in less-than-significant exposure of persons to groundborne vibration or groundborne noise levels. The project would result in a less-than-significant increase in permanent or temporary ambient noise levels, because area traffic would not double with project development and project operational noise would be regulated by Title 24. Although there may be instances when the ambient noise level in the project area vicinity is above that considered normally acceptable for residential uses, the project would be subject to Title 24 standards, which would reduce ambient noise exposure impacts to less-than-significant levels for future residents of the proposed development. Thus, the project would result in less-than-significant noise impacts.

On the project block, a new single-family residence with two-car garage is proposed at 160 Belgrave Avenue that would entail demolition of an existing single-family residence constructed in 1937. And to the south, the project at 47 Clarendon would construct a new single-family residence with two-car garage on a vacant lot. These projects, in combination with the proposed project, could incrementally contribute to cumulative noise impacts in the project vicinity; however, the cumulative impact would not be considerable because combined, the projects would not add substantial noise-generating development to the project area and both projects would be subject to local requirements and the Noise Ordinance for reduction of potential noise impacts to less-than-significant levels. The proposed project's associated construction noise could foreseeably occur during the same time as other proposed projects in the immediate vicinity. However, any such construction noise would be temporary by nature and would be regulated by the noise ordinance, and would therefore result in a less-than-significant impact. In light of the above, noise-related impacts would be less than significant. For these reasons, these projects would not result in cumulatively considerable noise impacts from operations or construction and the proposed project would not contribute to cumulatively considerable noise impacts.

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

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county Bay Area Air Basin. BAAQMD is responsible for attaining and maintaining air quality in the Air Basin within federal and State air quality standards. Specifically, BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Air Basin and to develop and implement strategies to attain the applicable federal and State standards. The BAAQMD has also adopted *CEQA Air Quality Guidelines* (Air Quality Guidelines) to assist lead agencies in evaluating the air quality impacts of projects and plans proposed in the Air Basin. The Air Quality Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The BAAQMD recently issued revised Air Quality Guidelines that supersede the 1999 Air Quality Guidelines.[26]

According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, greenhouse gas (GHG) emissions, and health risks from new sources of emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds of significance (June 2, 2010). Thresholds of significance pertaining to the health risk impacts of sources upon new sensitive receptors are intended to apply to environmental analyses begun on or after May 1, 2011. Therefore, according to the BAAQMD's policy, the proposed project would be subject to the thresholds identified in the BAAQMD 1999 Air Quality Guidelines. The 2010 thresholds of significance have generally been lowered and are more health protective than the 1999 Guidelines. Therefore, the following analysis is based upon the BAAQMD's recently adopted CEQA thresholds of significance (2010).

[26] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010.

Impact AQ-1: Construction of the proposed project would result in fugitive dust emissions. (Less than Significant)

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

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

For fugitive dust emissions, the 2010 Air Quality Guidelines recommend following the current best management practices, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The Air Quality Guidelines note that individual measures have been shown to reduce fugitive dust by 30 percent to 90 percent or more and conclude that projects that implement BAAQMD's recommended construction best management practices will reduce fugitive dust emissions to a less-than-significant level.[27]

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 on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Dust Control 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

[27] *Ibid*, Section 4.2.1.

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 would be required to 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.

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 less than significant level.

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

The BAAQMD's 2010 CEQA thresholds of significance for criteria air pollutant emissions resulting from construction or operation of a proposed project is whether the project would emit reactive organic gases (ROG), oxides of nitrogen (NO_x), or fine particulate matter (PM_{10}) in excess of 54 lbs./day or whether the project would emit particulate matter (PM_{10}) in excess of 82 lbs./day.[28]

The 2010 Air Quality Guidelines state that the first step in determining the significance of criteria air pollutants and ozone precursors related to construction or operation of a proposed project is to compare the attributes of the proposed project with the applicable screening criteria provided

[28] The thresholds for criteria air pollutants have generally been lowered with the exception of PM_{10}. The threshold for PM_{10} has been increased from 80 lbs./day to 82 lbs./day. The difference between the 1999 and 2010 thresholds would not change the conclusions of this analysis.

in the Air Quality Guidelines[29]. The purpose of this comparison is to provide a conservative indication of whether construction or operation of the proposed project would result in the generation of criteria air pollutants or ozone precursors that exceed BAAQMD's thresholds of significance. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions, and construction or operation of the proposed project would result in a less than significant criteria air pollutant impact. If the proposed project does not meet all the screening criteria, then project emissions need to be quantified and compared against the thresholds of significance.[30]

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

Based on a review of the Air Quality Guidelines' screening tables, the proposed project would be well below the screening level required for a detailed analysis of criteria air pollutants and ozone precursors;[31] thus, the project would not exceed any of the thresholds of significance for criteria air pollutants and would result in a *less-than-significant* air quality impact related to construction exhaust emissions.

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

A screening level analysis for project operations, similar to that described above for construction activities, was conducted to determine whether operation of the proposed project could exceed the BAAQMD's 2010 thresholds of significance. Projects that exceed the screening level sizes require a detailed air quality analysis. Projects below the screening levels would not be anticipated to exceed BAAQMD's 2010 significance thresholds for ROG, NO_x, PM_{10} and $PM_{2.5}$.

The Air Quality Guidelines' screening level for operational criteria air pollutant and ozone precursors for a low-rise apartment building is 451 dwelling units. For retail projects, the

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[29] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, June 2010, at page 3-2 to 3-3.

[30] *Ibid*, p. 3-1.

[31] *Ibid*, Table 3-1.

screening level is 99,000 sf.[32] The proposed project includes a single-family residence and no retail component and thus is well below the screening level that requires a detailed air quality assessment of criteria air pollutant emissions. Therefore, the project would not result in the generation of criteria air pollutants and ozone precursors that exceed the BAAQMD's thresholds of significance and operational criteria air pollutants and ozone precursors would be less than significant.

Impact AQ-4: Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

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.[33] 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 that experiences 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 $PM_{2.5}$. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of $PM_{2.5}$ from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).[34] If this standard is exceeded, the project sponsor must design the project to reduce $PM_{2.5}$ exposure to any residential units. Reduced exposure to $PM_{2.5}$ may be accomplished through the location of air intakes or by installation of a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient $PM_{2.5}$ from habitable areas of residential units.

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32 *Ibid*, Table 3-1.

33 San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 6, 2008, http://www.sfphes.org/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed June 21, 2010.

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

The 2010 Air Quality Guidelines also recommend an analysis of health risk impacts, which are effects related to the placement of a new sensitive receptor (for example, a residential project) in proximity to source(s) of toxic air contaminates (TACs) and particulate matter. The BAAQMD's thresholds of significance for health risk impacts are an increase in lifetime cancer risk of 10 chances in one million, an increase in the non-cancer, chronic or acute, hazard index greater than 1.0, and an increase in the annual average concentration of $PM_{2.5}$ in excess of 0.3 micrograms per cubic meter. If a single roadway or stationary sources exceeds any one of these thresholds, the project would be considered to expose sensitive receptors to a significant health risk impact. The BAAQMD also recommends cumulative thresholds of an increased cancer risk of 100 in one million, acute or chronic hazard index greater than 10.0, and a $PM_{2.5}$ concentration greater than 0.8 micrograms per cubic meter. If the total of all roadway and point sources within 1,000 feet of the proposed project exceed these cumulative thresholds, the project would be considered to expos sensitive receptors to a significant cumulative health risk impact.

Sources of TACs include both mobile and stationary sources. To determine whether the proposed project would be below BAAQMD thresholds for TAC exposure, roadway and stationary sources in proximity to the project site were identified and quantified using the BAAQMD's screening-level methodology.[35]

Stationary Sources. BAAQMD data sources identified no permitted stationary source of air pollutants within 1,000 feet (zone of influence) of the project site. Therefore, no further analysis of the stationary sources is required.

Roadway Sources. The BAAQMD considers roadways with average daily vehicle traffic greater than 10,000 to result in potential health risks. Table 2 identifies one roadway within 1,000 feet of the project site with daily traffic over 10,000 vehicles per day.[36] A screening analysis of 17th Street was conducted pursuant to the BAAQMD's 2010 Guidelines. The results of this analysis indicate that 17th Street does not exceed the BAAQMD's individual health risk significance thresholds (cancer risk of 10 chances in one million, and an increase in the annual average concentration of $PM_{2.5}$ in excess of 0.3 micrograms per cubic meter). Non-cancer health risks from roadways were

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

36 Vehicle rate data obtained from the California Environmental Health Tracking Program website, *http://www.ehib.org/traffic_tool.jsp*, accessed December 21, 2010. A copy of this is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0156E.

not quantified since San Francisco has not identified roadways within the project vicinity anticipated to exceed the non-cancer hazard index thresholds individually or cumulatively.

Table 2
Stationary and Roadway Toxic Air Contaminant Sources

Roadways greater than 10,0000 vehicles within 1,000 feet				
Street	**Volume**	**Distance to Site (feet)**	**Cancer Risk**	**$PM_{2.5}$**
17th Street	15,433	740	< 0.06	< 0.025
		Total Roadway	< 0.06	< 0.025
Cumulative Health Risks				

Conclusion. No individual sources would exceed the BAAQMD's significance thresholds for cancer risks, non-cancer risks and the annual average concentration of $PM_{2.5}$. Based on these results, the proposed project would not result in exposure of sensitive receptors to substantial pollutant concentrations. The cumulative risk from all sources within 1000 feet of the project site would be below the BAAQMD cumulative thresholds of significance (excess cancer risk of 100 in one million, chronic and acute Hazard Index of 10, or a $PM_{2.5}$ increase of 0.8 micrograms per cubic meter). Thus, cumulative and project level impacts involving exposure of sensitive receptors to substantial pollutant concentrations would be less than significant.

Impact AQ-5: The proposed project would not create objectionable odors affecting a substantial number of people. (Less than Significant)

The project would not result in a perceptible increase or change in noxious odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of noxious odors. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore, would not adversely affect project vicinity residents.

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

With respect to cumulative criteria air pollutant impacts, BAAQMD's approach to cumulative air quality analysis is that any proposed project that would exceed the criteria air pollutant thresholds of significance would also be considered to result in a cumulatively considerable increase in criteria air pollutants. As discussed in Impact AQ-2 and AQ-3, the proposed project would result in less-than-significant impacts related to construction and operational air quality

emissions. Therefore, the proposed project's contribution to cumulative criteria air pollutant impacts is less than significant.

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

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

Environmental Setting

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

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. 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 (CO_2E).[37]

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.[38]

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.[39] 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.[40] 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% of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[41] Electricity generation accounts for approximately 16% of the Bay Area's GHG emissions followed by residential fuel usage at 7%, off-road equipment at 3% and agriculture at 1%.[42]

Regulatory Setting

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).

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[37] 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.

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

[39] 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.

[40] Ibid.

[41] 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.

[42] Ibid.

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.[43] 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 3, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[44] Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

Table 3. GHG Reductions from the AB 32 Scoping Plan Sectors[45]

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**

[43] 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.

[44] 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.

[45] Ibid.

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

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

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

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

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

The most common GHGs resulting from human activity are CO_2, CH_4, and N_2O.[46] State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

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

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified Greenhouse Gas Reduction Strategy, as defined in the *2010 CEQA Air Quality Guidelines*. On August 12, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.[47] This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy in compliance with the BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance.

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[46] 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.

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

San Francisco's GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced greenhouse gas emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses and taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

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

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

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in greenhouse gas emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO_2E and 2005 GHG emissions are estimated at 7.82 $MMTCO_2E$, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's CEQA Guidelines (2010) and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."[48]

Based on the BAAQMD's 2010 *CEQA Air Quality Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant

[48] Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: *http://www.sfplanning.org/index.aspx?page=1570*. Accessed November 12, 2010.

impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce greenhouse gas emissions. Applicable requirements are shown below in Table 4.

Table 4. Regulations Applicable to Private Development Projects

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

Regulation	Requirements	Project Compliance	Discussion
	6. All water leaks have been repaired. Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.		
Waste Reduction Sector			
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.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project includes construction of a residential building that would be required to comply with the San Francisco Green Building Requirements for solid waste.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would comply with this requirement.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project includes partial demolition of an existing structure, and thus must comply with the San Francisco Green Building Requirements for demolition debris.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (Planning Code Section 428)	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage. In conformance with Planning Code Section 143, the proposed project would plant one net new additional street tree in addition to replacing three existing street trees.

Regulation	Requirements	Project Compliance	Discussion
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fireplaces except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	X Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would not include any wood burning fireplaces.

As shown above, the proposed project would be required to comply with the City's GHG reduction measures which include energy and water conservation requirements, waste reduction measures, and tree planting, thereby reducing the project's contribution to GHG emissions and global climate change.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce greenhouse gas emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured success of reduced greenhouse gas emissions levels; (3) San Francisco has met and exceeded AB 32 greenhouse gas reduction goals for the year 2020; (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with these requirements, and was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions.*[49] As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

[49] Greenhouse Gas Analysis: Compliance Checklist. November 12, 2010. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

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

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

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Development in the project vicinity is generally small-scale. The proposed project's total building height would be approximately 37 feet. Since the proposed project would not be substantially taller than nearby buildings, the project would not substantially alter ground-level winds. Accordingly, the proposed project would result in a less-than-significant wind impact.

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

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

Recreation and Park properties in proximity to the project site include Tank Hill Park, located at the east end of Belgrave Avenue, and on the west end of Belgrave Avenue is Interior Green Belt open space; each are within one block of the project site. The proposed project would not have the potential to introduce new shade to these or other Recreation and Park properties.

Section 295 of the Planning Code does not provide protection of sunlight for non-Recreation and Park properties. However, these properties are evaluated under CEQA. Other public spaces that would be affected by the shadow caused by the proposed project include public sidewalks in the

project vicinity. However, the proposed project would not increase the total amount of shading in the neighborhood above levels that are common and generally accepted in urban areas. While an increase in shadow at any time of the year may be regarded as an adverse change to those affected, it would not be considered a significant adverse effect under CEQA. In light of the above, the proposed project would have less than significant shadow impacts.

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

Based on the information provided above, the proposed project, along with other potential and future development in the vicinity would not result substantially alter wind patterns in public areas.

Also, the proposed project, along with the proposed 166 Belgrave Avenue and 47 Clarendon Avenue projects, would result in net new shadows in the vicinity. The proposed projects would be result in some additional new shadow on nearby sidewalks, but not above expected levels in an urban environment and not at levels considered significant. Thus, the proposed project, in combination with the 166 Belgrave Avenue and 47 Clarendon Avenue projects, would not be expected to contribute considerably to adverse shadow effects under cumulative conditions.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
10.	**RECREATION—Would the project:**					
a)	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☒	☐	☐
b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐
c)	Physically degrade existing recreational resources?	☐	☐	☐	☒	☐

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

Recreation facilities in the project vicinity include the Recreation and Park properties in proximity to the project site, including Tank Hill Park at the east end of Belgrave Avenue, and Interior Green Belt open space on the west end, each within one block of the project site. Also,

Golden Gate Park is located approximately one half-mile north of the project site and the Twin Peaks open space is located approximately 1000 feet to the south. Accordingly, project residents would have convenient access to public open space and recreational facilities. The proposed project is expected to result in about two to four new residents. These new residents would not be expected to increase the use of existing neighborhood parks and recreational facilities to such extent that these facilities would be physically degraded or their substantial physical deterioration would be accelerated. The small increase in residential use that would result from the proposed project would not require the construction of new recreational facilities or the expansion of existing facilities. The impact on recreational facilities would, therefore, be less than significant.

Impact RE-2: The proposed project would include some limited outdoor recreational facilities. No expansion of recreational facilities would be required as a result of the project. (No Impact)

The proposed project would provide rear yard open space, for passive recreational use, for project residents. This area, plus required side yards, would result in a combined 3,811 square feet of private open space on the project site.

Residents at the project site would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population of two to four persons to the project site, it would not require the construction of new recreational facilities or the expansion of existing facilities. Thus, the proposed project would have no impact relating to the construction or expansion of recreational facilities

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Impact RE-3: The proposed project would not physically degrade existing recreational facilities. (No Impact)

The project site has no recreational resources that would be affected by the proposed project and construction of the proposed project would not physically degrade existing recreational facilities.

Impact C-RE: The proposed project would not considerably contribute to recreational impacts in the project site vicinity. (Less than Significant)

As described on p. 26, there are two other potential projects in the site vicinity that have been reviewed by the Planning Department, and that combined with the proposed project would be expected to result in the addition of four to six new residents to the project area. At 160 Belgrave Avenue, a proposed single-family residence with two-car garage would entail demolition of an

existing single-family residence; and at 47 Clarendon Avenue, on the city block to the north, a single-family residence with two-car garage is proposed for construction on a vacant lot.

The four to six estimated new residents resulting from the combined projects would create a demand for recreational services that can be accommodated by existing facilities. There would be no significant cumulative impact to recreational resources because the proposed project in combination with other nearby projects would result in a relatively small increase in population and recreational resource users, and also because the overall impact to recreational resources is less than significant.

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

Impact UT-1: Implementation of the proposed project would result in a less-than-significant impact on wastewater collection and treatment facilities and would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities because existing capacity can accommodate the proposed project. (Less than Significant)

The project site is located within an area served by existing utilities and service systems including solid waste disposal, wastewater, and stormwater collection and treatment, power, water and communication facilities. The proposed project would add new residential uses to the project site

that would incrementally increase the demand for utilities and service systems, but not in excess of amounts expected and provided for in the project area.

The proposed project would not require new wastewater or stormwater collection and treatment facilities or expansion of existing wastewater or stormwater facilities. Project-related wastewater and stormwater would continue to flow into the City's combined storm drainage and wastewater treatment system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant (SEWPCP), prior to discharge into the San Francisco Bay. The SEWPCP has capacity to accommodate forecasted population growth within the city and the proposed project's growth is anticipated and would be a relatively minor increase in demand on the facility.

At present, about 71 percent of the project site, or 5,325 sq ft, consists of pervious surface. The proposed project would result in increased coverage of the site so that pervious surface area would be reduced to 45 percent of the total lot area. This increase in site coverage, which would reduce permeable on-site surface by about 1,950 sq ft, would be less than significant in the dense urban context of the project site's location with San Francisco. Moreover, the reduction in permeable on-site surface would not substantially affect the amount of stormwater discharged from the project site. As new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Green Building Ordinance (SFGBO), adopted May 6, 2008. The SFGBO requires that projects meet the performance standard identified in the LEED NC[50] credit 6.2 for quality control of stormwater. Specifically, this requires the project sponsor to implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using a variety of best management practices (BMPs). The BMPs must be capable of removing 80 percent of the average annual post-development total suspended solids (TSS). The SFPUC emphasizes the use of low-cost, low impact BMPs to meet this requirement. Although the project would incrementally increase the demand for wastewater treatment and could increase the demand for stormwater treatment, it would not cause the wastewater and stormwater collection treatment capacity to be exceeded, or require the expansion of wastewater treatment facilities or extension of a sewer trunk line or exceed wastewater treatment requirements of the SWBRWQCB. Additionally, requirements for stormwater treatment as mandated by the SFGBO[51] would decrease the incremental amount of stormwater requiring

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

[51] The proposed project would disturb over 5,000 square feet of ground surface, which would require compliance 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.

treatment at the Southeast Water Pollution Control Plant. Therefore, the proposed project would have less than significant impacts on San Francisco's wastewater and stormwater systems.

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

The proposed project would increase the amount of water required to serve the proposed residential uses. However, the proposed project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Public Utilities Commission's (SFPUC) 2005 Urban Watershed Management Plan.[52] Additionally, as required by the SFGBO, the project would be required to implement a 20 percent reduction in potable water for other uses (requiring installation of low-flow fixtures). Although the project would increase the amount of water required on site, the increase in water use on the site is accounted for in the SFPUC's 2005 Urban Watershed Management Plan. Also, the project would be required to implement water conservation measures as required by the SFGBO, would be served by the existing water supply and would not require new or expanded water supply resources or entitlements. Therefore, the project's impact on water supply would be less than significant.

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

Solid waste from the project site would be collected by Golden Gate Disposal Company and hauled to the Norcal transfer station near Candlestick Point, and recycled as feasible, with non-recyclables being disposed of at the Altamont Landfill in Alameda County. The Altamont Landfill has a permitted maximum disposal of 6,000 tons per day and received about 1.29 million tons of waste in 2007 (the most recent year reported by the State). The total permitted capacity of the landfill is more than 124 million cubic yards; with this capacity, the landfill can operate until 2025.[53] However, the amount of solid waste that San Francisco can deposit at Altamont Landfill is governed by the City's agreement with the landfill operator, and the City is anticipated to reach its current limit between 2013 and 2015. The City is currently reviewing alternatives for longer-term disposal capacity, which may or may not involve continuing disposal at Altamont Landfill.

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

[53] California Integrated Waste Management Board, Active Landfill Profiles, Altamont Landfill, *http://www.calrecycle.ca.gov/Profiles/Facility/Landfill/LFProfile2.asp?COID=3&FACID=01-AA-0009*, accessed May 27, 2010.

The Department of the Environment anticipates having a new agreement in place during 2010.[54] Although the proposed project would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill. Given this, and given the long-term capacity available at the Altamont Landfill, the solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would result in a less-than-significant solid waste generation impact. The proposed project would be subject to the City's Mandatory Recycling and Composting Ordinance, which requires all San Francisco residents and commercial landlords to separate their refuse into recyclables, compostables, and trash, thereby minimizing solid waste disposal and maximizing recycling. The project would also be subject to the City's Construction and Demolition Debris Recovery Ordinance, which requires 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. Therefore, the project's impact on existing landfill capacity would be less than significant.

Impact UT-4: The construction and operation of the proposed project would be required to follow all applicable statutes and regulations related to solid waste. (No Impact)

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went to a landfill.[55] San Francisco residents currently divert approximately 72 percent of their solid waste to recycling and composting, bringing the city's residents closer to their goal of 75 percent diversion by 2010 and 100 percent by 2020.[56] The solid waste associated with the proposed project's construction would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance.

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be

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[54] San Francisco Department of the Environment, "Timeline and Analysis: Disposal Alternatives for San Francisco," January 25, 2008. Available on the internet at: *http://www.sfenvironment.org/downloads/library/1_salalternativesjanuary2008.pdf.* Accessed October 21, 2010.

[55] San Francisco Office of the Controller, Community Indicators Report. Available on the internet at: *http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/index.htm.* Accessed October 20, 2010.

[56] San Francisco Department of the Environment. Zero Waste. Website available at: *http://sfgov.org/site/frame.asp?u=http://www.sfenvironment.org.* Accessed October 20, 2010.

required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste.

Therefore, solid waste generated from the project's construction and operation would comply with all applicable statutes and regulations related to solid waste and no solid waste impacts would occur.

Impact C-UT: In combination with past, present, and reasonably foreseeable future development in the project site vicinity, the proposed project would have a less-than-significant cumulative impact on utilities and service systems. (Less than Significant)

Cumulative development in the project area, including the proposed project and the projects at 160 Belgrave Avenue and 47 Clarendon Avenue combined with future development that could occur in the project site vicinity, would incrementally increase demand on citywide utilities and service systems, but not beyond levels anticipated and planned for by public service providers. Given that the City's existing service management plans address anticipated growth in the vicinity and the region, the project, in combination with other foreseeable projects and citywide growth, would not have a cumulatively considerable impact on utility service provision or facilities.

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

As an urban infill development project, the project site is already served by existing public services including police and fire protection, schools, and parks. The location of the project site to these services is described below.

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

The project site currently receives police protection services from the San Francisco Police Department (SFPD). The proposed project would create additional demand for police service in the area by adding a single-family residence, which is estimated to provide housing for two to four new residents. The police station serving the project site is located at 1899 Waller Street, less than one half-mile north of the project site.

Although the proposed project could increase the number of service calls received as a result of the increase in population on the site, the increase would not be substantial in light of the existing demand for police protection services in the area and would not exceed amounts anticipated and provided for in the area. Therefore, the proposed project would result in a less than significant impact to police protection service.

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

The project site currently receives fire protection service from the San Francisco Fire Department (SFFD). The proposed project would create additional demand for fire suppression service in the area by adding one new single-family residence serving approximately two to four new residents. Fire Station No. 12, which services the project site, is located at 1145 Stanyan Street, less than one half-mile north of the project site. An additional fire station in the area is located at 100 Hoffman Avenue, less than one mile southeast of the project site. The proposed project would be equipped with fire prevention systems such as fire sprinklers and smoke detectors.

Although the proposed project could increase the number of service calls received from the project site, the increase would not be substantial in light of the existing demand for fire suppression service in the area and would not exceed amounts anticipated and provided for in the area. Therefore, the proposed project would result in a less than significant impact to fire protection service.

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

It is foreseeable that the proposed new single-family residence could include a family with school-age children. Existing schools in the area could accommodate these students. Nearby public schools to the project site include: (1) Grattan Elementary at 165 Grattan Street; (2) Rooftop

Alternative School, Mayeda Campus at 500 Corbett Avenue; (3) Rooftop Alternative School, Burnett Campus at 442 Burnett Avenue; and (4) Newcomer High School at 1350 7th Avenue.

The San Francisco Unified School District (SFUSD) is currently not a growth district, most facilities throughout the City are generally underutilized, and the SFUSD has more classrooms district-wide than are needed.[57] Additionally, similar to other citywide development, the proposed project would be assessed a $2.42 per gross square foot school impact fee for the increase in residential space. The proposed project would therefore not result in a substantial unmet demand for school facilities and would not necessitate new or physically altered school facilities. Therefore, the proposed project would result in a less-than-significant impact on schools.

Impact PS-4: The proposed project would potentially result in an incremental increase in the use of parks and open spaces in the project vicinity, but the increased use would result in a less than significant impact. (Less than Significant)

Recreation and Park Department properties in the project vicinity include Tank Hill Park and Interior Green Belt open space on the project street within a block of the project site. Golden Gate Park and the Twin Peaks open space are both within one half-mile of the project site These parks and open spaces provide a range of facilities for active and passive recreational uses. As described above within Topics 10.a. and b., the proposed project would not result in substantial adverse physical impacts from the incremental increase in the use of park facilities.

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

The incremental population increase that would result from the proposed project would marginally increase demand for government services such as libraries and community centers, but not to a level that would lead to significant environmental impacts.

Impact C-PS: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to public services. (Less than Significant)

Cumulative development in the project area, including the proposed 160 Belgrave Avenue and 47 Clarendon Avenue projects and future development that could occur in the vicinity of the proposed project, would incrementally increase demand for public services, but not beyond

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[57] San Francisco Unified School District, Facilities Master Plan, 2003.

levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not be cumulatively considerable.

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

The project site does not fall within any local, regional or state habitat conservation plans, and therefore, criterion 13f is not applicable to the proposed project.

The rear yard of the existing project site, constituting just over half the site's depth—along with a sizable side yard setback to the west of the existing on-site building—slopes upward at a grade of about 25 percent. This undeveloped area contains some relatively dense foliage including trees of various species, a groundwater spring, and a small wetland. However, with mitigation as described below, the proposed project would not have a significant adverse impact on biological resources.

Impact BI-1: Implementation of the proposed project would not result in a substantial adverse effect—either directly or through habitat, including riparian habitat, modifications—on any federally-protected wetlands or 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. (Less than Significant)

In order to determine the nature of water observed pooling at the project site, a hydrology survey was performed by William Vandivere, P.E. of Clearwater Hydrology.[58] This study identified the presence of a small watershed of approximately 0.96 acres (41,818 sq ft) partially within the northern edge of the project site. The site visit and inspection conducted to inform the survey were completed during the winter rainy season. Groundwater was also observed discharging from a vertical slope near the rear of the property. The rate of discharge from this identified spring was estimated at approximately 3 to 5 gallons per minute. The study indicated that the most probable source of the spring is seeping rainwater originating near the Twin Peaks reservoir and ridgeline.[59]

A biotic assessment for the project site[60] was then undertaken to determine the proposed project's impacts on biological resources. This study identified a very small but intact wetland of approximately 336 square feet in area, based on the presence of three qualifying factors that define a wetland under Section 404 of the Clean Water Act: hydroponic vegetation, hydric soils, and wetland hydrology.[61] The study found that the small wetland is a minor hydrologic area of little to no habitat value.[62]

On August 3, 2010, the U.S. Army Corps of Engineers concluded that it has no jurisdiction over the wetlands at the project site.[63] This determination found that because water present at the project site drains to the City's combined storm drainage and wastewater treatment system, and does not drain to an open water, stream, or navigable waters, it is isolated from other "waters of the U.S.," and therefore not under the jurisdiction of the Army Corps. Thus, the project site is not subject to federal (Clean Water Act Sections 401 or 404) jurisdiction. Rather, the wetland on the project site is considered a water body of the state subject to California's Porter-Cologne Water

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58 *RE: Hydrology Report for proposed residential construction project at 89 Belgrave Ave., San Francisco, California* by William Vandivere, P.E., Clearwater Hydrology, April 8, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0156E.

59 *Ibid.*

60 *Biotic Assessment for 89 Belgrave, San Francisco, California* by Rachel Brush, ESA, April 20, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0156E.

61 *Ibid.*

62 *Ibid.*

63 *Subject: File Number 2010-00241S [89 Belgrave Avenue, San Francisco, CA] Jurisdictional Determination]* by Jane M. Hicks, U.S. Army Corps of Engineers, August 3, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0156E.

Quality Control Act, administered by the San Francisco Bay Regional Water Quality Control Board (SFBRWQCB).[64]

The biotic assessment surveyed the site for potential wildlife and special status species plants and animals, and evaluated the project site's suitability to support such species. The survey found no such species at the project site and concluded that the site is unlikely to support special status species because its small size and the surrounding area's pattern and density of development do not allow for a contiguous, sizable habitat territory.[65] Thus, the project site was determined to be of limited habitat value. The report concluded that the proposed project would be unlikely to adversely impact any special status plants or wildlife.

In evaluating the value of bird habitat, the biotic assessment determined that there is a moderate potential for an adverse impact to nesting birds protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code as a result of project construction activities.[66] However, with mitigation as described on p. 80 below—which requires a nesting bird survey and buffer zone if project construction necessitates tree removal during the bird nesting season—the proposed project would not have a significant adverse effect on biological resources.

Planning Department staff consulted with staff of SFBRWQCB to clarify issues surrounding the small wetland including its significance, governmental agency jurisdiction, and appropriate measures to address its proposed modification. Upon reviewing the biotic assessment and conducting a field inspection at the project site, SFBRWQCB staff determined that the small isolated wetland is considered *de minimis* because its small size renders its habitat value insignificant.[67] Therefore, impacts related to modification of the wetland as a result of the proposed project would be considered less than significant.

SFBRWQCB staff then recommended that the project sponsor apply for coverage under the Statewide General Waste Discharge Requirements for Dredge or Fill Discharges to Waters Deemed by the U.S. Army Corps of Engineers to be Outside Federal Jurisdiction, a necessary precursor to the SFBRWQCB issuing a permit to modify the existing wetland. SFBRWQCB staff anticipate issuing a permit that would allow the wetland to be covered and redirected such that water would flow through a drainage system into the City's combined storm drainage and wastewater treatment system. SFBRWQCB staff also approved a proposal to compensate for the elimination of the wetland and associated waters, identified at 336 square feet in area, through a

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[64] *Email correspondence.* From Marla Lafer, SFBRWQCB to Jeremy Battis, Planning Department, November 23, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0156E.

[65] Supra note 60.

[66] Supra note 60.

[67] Supra note 64.

proposed donation to support local watershed restoration efforts, which was determined to be adequate to compensate for the less-than-significant biological impacts associated with the proposed project.[68] [69]

Therefore, the project sponsor, Belgrave Investments LLC, has agreed to **Improvement Measure-I-BI-1**, detailed below, which would provide a $2,000 donation to the Golden Gate Park National Conservancy (GGPNC) to fund restoration efforts in the Tennessee Hollow Watershed at the Presidio in San Francisco. The GGPNC has confirmed that it is able to accept the monetary donation. This improvement measure, detailed below and within Section F. of this Initial Study, p. 104, would reduce the less than significant impacts on wetland habitat associated with the proposed project.

Therefore, .project-related impacts on special status species habitat would be less than significant.

Improvement Measure-I-BI-1: Monetary Compensation to Support Local Watershed Restoration Efforts

The project sponsor, Belgrave Investments LLC, shall provide a $2,000 donation to the Golden Gate Park National Conservancy (GGPNC) to fund restoration efforts in the Tennessee Hollow Watershed at the Presidio in San Francisco.

Impact BI-2: Implementation of the proposed project would not 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 (Less than Significant with Mitigation)

The biotic assessment prepared for the proposed project concluded that the project site's small size and the surrounding area's urban density with high levels of human activity do not allow for a contiguous, sizable habitat territory of the kind that would serve as wildlife habitat or migration corridors. The relatively small size of the project site and surrounding area parcels, generally enclosed on all sides, do not allow for movement or migration of terrestrial species. There are no special-status fish or birds known to use the project site and a site visit conducted as part of the evaluation did not reveal the presence of special-status wildlife species, fish, or bird nests.[70] Because no special-status species movement or migration corridors currently exist on the project site, project-related impacts would be less than significant.

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[68] *Email correspondence.* From Marla Lafer, SFBRWQB to Mathew Swain, Farella Braun + Martell LLP, and Jeremy Battis, Planning Department, September 3, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0156E.

[69] *Re: Notice of Intent and Waste Discharge Requirement Application; 89 Belgrave, San Francisco, California* by Leslie Lazarotti, WRA, Inc., November 1, 2010. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0156E.

[70] Supra note 60.

The biotic study did find that the potential exists for the proposed project's construction activities to impact nesting birds, most likely common species, including native birds, protected by the federal Migratory Bird Treaty Act and the California Fish and Game Code, but not considered special-status species, and also possibly raptors such as Cooper's hawk, red-tailed hawk, and red-shouldered hawk.[71] Therefore, to the extent that construction of the proposed project could adversely affect nesting birds, the following mitigation measure, detailed below and within Section F. of this Initial Study, p. 104, has been agreed to by the project sponsor to reduce potentially significant construction impacts to nesting bird habitat located at the project site to levels considered less than significant.

Mitigation Measure M-BI-2: Pre-construction Surveys for Nesting Birds

The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. To the extent feasible, the project sponsor and/or the construction contractor(s) shall extract from the project site any vegetation necessitating removal by the proposed project during the period extending from September 1 to December 31. Should vegetation removal occur between January 1 to August 31, pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all vegetation in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest until the young have fledged.

Impact with Mitigation Incorporation: Less than Significant

Implementation of the above-described mitigation measure to limit construction activities to times of the year generally outside of bird nesting season would reduce any associated impact to a less than significant level. Therefore, project-related impacts on the movement or migration of any wildlife species or on the use of wildlife nursery site would be less than significant

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Impact BI-3: Implementation of the proposed project would not conflict with local tree protection regulations. (Less than Significant)

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[71] Supra note 60.

The San Francisco Board of Supervisors 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.[72] 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. Article 16 of the San Francisco Public Works Code, the Urban Forestry Ordinance, provides for the protection of "landmark" trees, "significant" trees, and street trees. Landmark trees are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which determines whether a nominated tree meets the qualification for landmark designation by using established criteria (Section 810). Significant trees are those trees within the jurisdiction of the Department of Public Works, or trees on private property within 10 feet of the public right-of-way, that meet certain size criteria. To be considered significant, a tree must have a diameter at breast height of more than 12 inches, a height of more than 20 feet, or a canopy of more than 15 feet (Section 810(A)(a)).

The project site has 11 trees, and there are three street trees in the public right-of-way adjacent to the site. None of the trees on the project site is considered significant, because none of the trees on the project site is within 10 feet of the property line.[73] These trees are of various age and species including Sequoia, cherry, cedar, and avocado. One of the existing street trees, located in the public right of way—a Pittisporum—appears to be a significant tree because of its 22-foot height and 20-foot-wide canopy. The removal of protected trees requires a permit under Article 16 of the San Francisco Public Works Code.

Because of the need to secure access to the site to conduct grading and construction activities as part of the proposed project, the three street trees would be removed and replaced with trees of similar quality species and size. Similarly, within the project site, four trees would require removal to accommodate proposed construction. The four trees are presently sited within the proposed new building footprints. For example, a magnolia with an 18-inch diameter trunk is now located where the rear expansion of the existing building is proposed.

If the Department of Public Works (DPW) grants a permit under Article 16 of the San Francisco Public Works Code to allow for removal of the three street trees, it will require that replacement trees be planted (at a one-to-one ratio) or that an in-lieu fee be paid (Section 806(b)). The Planning Code also requires that for every 20 feet of project site frontage, one new street tree be planted. In calculating the street tree requirement, any fraction of 10 or more feet of frontage requires an additional tree. Thus, the project site, with 75 feet of street frontage, would receive one net new

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[72] San Francisco Planning Department, Director's Bulletin No. 2006-01, May 5, 2006, Planning Department Implementation of Tree Protection Legislation, page 2, http://www.sf-planning.org/ftp/files/publications_reports/DB_01_Tree_Protection.pdf.

[73] *Tree Disclosure Statement, 89 Belgrave Avenue,* completed by Lane McCauley, owner, September 1, 2009. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2009.0156E.

street tree in addition to the three street trees that would be replaced. The final number and placement requirement of such street trees would be subject to review and approval by DPW.

The project sponsor would conduct tree removal activities in accord with the DPW tree-protection ordinance. Thus, with Section 806(b) compliance, the project would not conflict with any local policies or ordinances protecting trees. Therefore, tree removal would result in a less-than-significant effect on biological resources.

Impact BI-4: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not have a considerable contribution to cumulative biological impacts. (Less than Significant)

The project area is essentially built out with very little vacant remaining land available for development. Thus, the few potential development opportunities that remain would not have the potential to combine with the proposed project to create cumulatively considerable biological impacts. As described on p. 26, there are two other potential projects in the site vicinity that are under review by the Planning Department. At 160 Belgrave Avenue, a proposed new single-family residence with two-car garage would entail demolition of an existing single-family residence constructed in 1937; and at 47 Clarendon Avenue, on the city block to the north, a single-family residence with two-car garage is proposed for construction on a vacant lot. These projects would not have the potential to combine with the proposed project to substantially adversely affect biological resources. Thus, the proposed project and other cumulative projects in the area would not have a significant cumulative impact on biological resources.

As described above, the proposed project would not substantially affect any rare or endangered animal or plant species or the habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species. Therefore, project-related impacts on biological resources, either individually or cumulatively, would be less than significant.

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

As indicated in Topic E. 11 Utilities and Service Systems (p. 68), the project site is currently served by the City's combined storm drainage and wastewater treatment system. Therefore, the project site would not require use of septic systems and significance criterion E.13.e would not be applicable to the project site.

Impact GE-1: The proposed project would result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, landslide, or lateral spreading, but the impact would be less-than-significant. (Less than Significant)

The project site is not located in an Alquist-Priolo Special Studies Zone. No known active fault exists on or in the immediate vicinity of the site.[74] In a seismically active area, such as the

[74] California State Department of Conservation, Division of Mines and Geology (CDMG) *Cities and Counties Affected by Alquist-Priolo Earthquake Fault Zones as of May 1, 1998*, [http://www.consrv.ca.gov], November 16, 1998, and CDMG,

San Francisco Bay Area, the possibility exists for future faulting in areas where no faults previously existed. The closest active faults are the San Andreas Fault, located approximately five miles southwest of the project site, and the Hayward Fault, about 13 miles east of the project site.

The San Francisco General Plan Community Safety Element contains maps that show areas of the City subject to geologic hazards. General Plan, Community Safety Element, Map 4 identifies areas of liquefaction potential.[75] The project site is not within an area of liquefaction potential and the project site is identified by the US Geological Survey as an area that is not characterized by artificial fill. Within San Francisco these seismic hazard zones are generally lands that are essentially manmade in that they underwent a process of overlaying fill material onto estuarine areas.[76]

The State of California Seismic Hazards Zone Map for San Francisco, prepared under the Seismic Hazards Mapping Act of 1990,[77] shows that the project site, as with most hillside sites within the city, is within an area of potential earthquake-induced landsliding (Map 5 of the Community Safety Element).[78] The geotechnical report for the project site indicates that the area offers no evidence of past of recent landslide activity and concludes that the risk of ground displacement near the project site is low and would be reduced by the proposed project's site drainage and the added rigidity features found within the proposed building.

The geotechnical report also found that the project site has some potential for soil creep. Soil creep typically occurs at a rate of a fraction of an inch per year due to soil expanding and contracting with fluctuations in its moisture content. The clayey nature of the surface soils underlying the project site have the potential to swell and shrink, and therefore, the geotechnical report recommends that certain foundation and engineering approaches, as described below, be incorporated into the project design to reduce the potential for ground displacement and soil creep or sliding to a less-than-significant level.[79]

The geotechnical report findings and recommendations are summarized below. The report indicated that two sample borings were drilled to depths of 7 and 10 feet. Boring 1 encountered sandy lean clay to a depth of seven feet below grade surface (bgs) mixed with gravel, below all of

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Fault Rupture Hazard Zones in California Alquist Priolo Earthquake Zoning Act, Special Publication 42, Interim Revision 2007.

[75] California Geological Survey Seismic Hazards Map available at http://gmw.consrv.ca.gov/shmp/html/pdf_maps_no.html and San Francisco *General Plan*, Community Safety Element, Map 4 available at *http://www.sf-planning.org/ftp/General_Plan/I8_Community_Safety.htm* Accessed September 22, 2010.

[76] *Ibid.*

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

[78] San Francisco *General Plan*, Community Safety Element, Map 5 available at *http://www.sf-planning.org/ftp/General_Plan/I8_Community_Safety.htm* Accessed September 22, 2010.

[79] Supra note 11

which was chert and shale. Boring 2 encountered stiff, sandy lean clay to a depth of between four and six feet bgs, below all of which was sandstone and shale. Groundwater was encountered within boring 1 at a depth of approximately seven feet bgs, but was not encountered within boring 2.[80] The report indicated that groundwater would be expected to be a concern primarily in the rainy season. The maximum excavation of the proposed project would be approximately 20 feet below grade surface (bgs); the total volume of soil to be excavated would be approximately 714 cubic yards (19,278 cubic feet).[81]

The geotechnical report for the proposed project found the project site to be suitable for the proposed development providing that prescribed recommendations, including a conventional spread-footing or mat foundation be incorporated, possibly with the added placement of drilled piers. The project sponsor has agreed to implement the recommendations of the geotechnical report, including but not limited to: grading, conducting site preparation, foundation recommendations, retaining walls, and drainage subject to DBI permit review and conditions.[82]

The final building plans would be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. Potential geologic hazards would be mitigated during the permit review process through these measures. To ensure compliance with all Building Code provisions regarding structure safety, when DBI reviews the geotechnical report and building plans for a proposed project, they will determine the adequacy of necessary engineering and design features. Past geological and geotechnical investigations would be available for use by DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through DBI's requirement for a geotechnical report and review of the building permit application pursuant to DBI implementation of the Building Code.

Impact GE-2: The proposed project would not result in substantial loss of topsoil or erosion. (Less than Signficant)

Excavation of the project site would occur to accommodate expansion of the existing building and to grade the site for construction of the proposed new single-family residence. Review of any

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[80] *Ibid.*

[81] *Ibid.*

[82] *Ibid.*

potential stormwater runoff resulting from construction of the proposed project in accordance with the City's NPDES permit for the Southeast Water Pollution would ensure that significant soil erosion would not occur. Additionally, Building Code requirements (which would include the installation of sandbags or other erosion control measures on or adjacent to the project site to prevent silt runoff to public roadways and neighboring properties) and the DBI and DPW review process would reduce erosion potential on the project site to a less-than-significant level. Thus, the proposed project's compliance with standard erosion-control measures would reduce the potential for erosion to a less-than-significant impact.

Impact GE-3: The proposed project would not result in impacts to site topographical features. (Less than Significant)

The project site slopes upward from north to south at a grade of about 25 percent. The proposed project would include clearing and site grading for the ground-level garages[83] and building foundation, but would not substantially alter the topography of the project site or otherwise affect any unique geologic or physical features of the site.

Impact C-GE: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to geology and soils. (Less than Significant)

Geology impacts are generally site specific and in this setting would not have cumulative effects with other projects. Therefore, the project would not have a considerable contribution regarding seismic effects. In addition, the building plans of planned and foreseeable projects would be reviewed during the DBI permit review process, reducing any potential for cumulative geological impacts. Therefore, the cumulative impacts of the project related to geology, soils, and seismicity would be less than significant. The proposed project would have a less than significant impact with respect to geology and soils.

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[83] Both garages would be accessed at ground level from Belgrave Avenue and would extend southward into the hillside so that a portion of the garages would be subterranean.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
15.	**HYDROLOGY AND WATER QUALITY— Would the project:**					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☒	☐	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☒	☐	☐
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

As described in the Topic E. 13 Biological Resources (p. 77), the project site contains a spring that feeds a small, isolated *de minimus* wetland. The wetland is under the jurisdiction of the SFBRWQCB, which has approved a monetary payment by the project sponsor to go toward wetland preservation on public lands in order to offset the loss of the wetland on the project site. The loss of the wetland on the project site is considered to be a less-than-significant impact on biological resources.

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

As discussed in Topic E. 11 Utilities and Service Systems (p. 70), the proposed project's wastewater and stormwater would continue to flow into the City's combined storm drainage and wastewater treatment system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the San Francisco Bay. Additionally, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the San Francisco Green Building Ordinance (SFGBO), requiring the project sponsor to implement a stormwater management plan that reduces impervious cover, promotes infiltration, and captures and treats the stormwater runoff from 90 percent of the average annual rainfall using a variety of best management practices (BMPs). The BMPs must be capable of removing 80 percent of the average annual post-development total suspended solids (TSS). The SFPUC emphasizes the use of low-cost, low impact BMPs to meet this requirement. As a result, the proposed project would not substantially degrade water quality.

The proposed project would not substantially degrade water quality or contaminate a public water supply. Over the project's construction period, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, foundation pouring, and construction of the building shell. Once in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into San Francisco Bay. Stormwater runoff from project construction would drain into the combined storm drainage and wastewater treatment system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Building Code and the City's National Pollutant Discharge Elimination System (NPDES) permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. During project operation, all wastewater from the proposed project building, and stormwater runoff from the project site, would be treated at the Southeast Water Pollution Control Plant. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During operation and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not violate water quality standards.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Less than Significant)

According to the hydrologic analysis[84] prepared for the project site, the site's clayey soils restrict the absorption of rainfall and contribute to relatively rapid runoff rates. In general, therefore,

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[84] Supra note 58.

under existing conditions, rather than absorbing into the soil and recharging groundwater levels, most rainfall on the site flows off the site and drains to the city's combined storm drainage and wastewater treatment system. This condition would continue in a similar manner with development of the project, including the project's proposed culvert system, which would enclose a small amount of surface water present on the project site, which would also direct this water to the city's combined storm drainage and wastewater system, to where it flows presently. The proposed project would leave approximately 43 percent of the site vacant and unbuilt[85], thereby allowing water to continue to permeate portions of the site, in a limited manner as it does presently.

Therefore, the project would alter drainage on site, but flows of stormwater and ground drainage would continue at levels similar to those that presently exist and would continue to flow into the city's combined storm drainage and wastewater treatment system. Thus, these changes would have less-than-significant impacts.

As previously described in Topic E. 14 Geology and Soils (p. 84), a geotechnical report was prepared for the proposed project and documents that a ground boring at the project site encountered groundwater at a depth of approximately seven feet bgs.[86] Because the proposed development would necessitate excavation to a depth of about 20 feet bgs[87], it is foreseeable that dewatering would be necessary at the project site to accommodate the proposed development. In the event that groundwater were to be encountered at the site during the construction of the proposed project (for instance due to seasonal variation, following rain, or following irrigation in the vicinity of the project site), the project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the storm drainage and wastewater treatment system. The Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge.

If dewatering is necessary, the final soils report required for the project would address the potential settlement and subsidence associated with the dewatering. The report would contain a determination as to whether or not a lateral movement and settlement survey should be prepared to monitor any movement or settlement of surrounding buildings and adjacent streets. If monitoring is recommended, the Department of Public Works (DPW) would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this function. As such, any excavation required to construct the proposed project would not substantially deplete groundwater

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[85] The proposed project would be required by the Planning Code to maintain 25 percent of its parcel area as vacant rear yard open space. Additional permeable area would be preserved within required side yard setbacks.

[86] Supra note 15.

[87] The total volume of soil to be excavated would be approximately 714 cubic yards (19,278 cubic feet).

Given the above, construction of the proposed project would increase impervious surface coverage on the site, but not in a manner considered significant or in such a way as to interfere with groundwater recharge. Therefore, the proposed project's resulting increase in impermeable surface area would not substantially interfere with groundwater recharge or alter the level of existing groundwater tables below the project site. Therefore, the project's effect on groundwater supplies or recharge would be less than significant.

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

The San Francisco's Building and Green Building Requirements for Stormwater Management (Building Code Chapter 13C and Public Works Code Article 4.2) require projects disturbing over 5,000 sq ft of ground surface to incorporate best practices in accord with the SFPUC's design guidelines to reduce stormwater runoff thereby reducing loads put upon the city's combined storm drainage and wastewater treatment system.

With incorporation of these practices, there would be little change to the quantity and rate of stormwater runoff from the site as a result of the proposed project. As described more fully within Topic E. 13 Biological Resources (p. 77), the proposed project would alter drainage on the project site by diverting a spring-generated small wetland to an underground culvert.

As described previously, the proposed project would result in a 1,950-sq ft reduction in the amount of permeable surface area at the site, but would not significantly alter on-site drainage patterns, as reported in the hydrologic analysis prepared for the project site. The hydrologic analysis found that the site's clayey soils "restrict the infiltration of rainfall and typically exhibit relatively rapid runoff rates...." The report found that during "moderate to significant rainstorms, these soils will generate runoff at rates similar to those of impervious surfaces."[88] The report concluded that, most rainfall on the project site currently flows off the site and drains to the city's combined storm drainage and wastewater treatment system, and this condition would continue in a similar manner with development of the project, including the capture of the spring in a new culvert. Therefore, although the project would alter drainage on site, flows of stormwater and ground drainage would continue at levels similar to those that presently exist and would continue to flow into the city's combined storm drainage and wastewater treatment system. Thus, these changes would have less-than-significant impacts. The foundation and portions of the building below grade would be watertight to avoid the need to permanently pump and discharge water. Because stormwater flows from the proposed project could be

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[88] Supra note 58.

accommodated by the existing combined storm drainage and wastewater treatment system, and because there would not be an expected increase in stormwater flows, the proposed project would not significantly impact surface or ground water quality.

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

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

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco's geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM (PFIRM) of San Francisco for review and comment by the City. The City has submitted comments on the PFIRM to FEMA. FEMA anticipates publishing a revised PFIRM in late 2011, upon completion of a more detailed analysis that responds to Port and City staff comments on the 2007 PFIRM. After reviewing comments and appeals related to the revised PFIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City's shoreline in and along San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards).[89] On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a floodplain management ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City's participation in NFIP upon passage of the ordinance. Specifically, the proposed floodplain management ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to

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

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

Once the Board of Supervisors adopts the Floodplain Management Ordinance, the Department of Public Works will publish flood maps for the City, and applicable City departments and agencies may begin implementation for new construction and substantial improvements in areas shown on the Interim Floodplain Map. According to the preliminary flood map, the project site is not located within a potential flood zone.[90] Therefore, the project would result in less than significant impacts related to development within a 100-year flood zone.

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

The project site is not in an area subject to tsunami run-up, or reservoir inundation hazards (See maps 6 and 7 in the General Plan Community Safety Element).[91] Therefore, the project is not expected to expose people or structures to risk from inundation by seiche, tsunami or mudflow.

Impact HY-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to hydrology and water quality. (Less than Significant)

As described above, the proposed project would not have a significant impact on water quality standards, groundwater, drainage, or runoff and thus would not contribute considerably to cumulative impacts in these areas. However, other proposed developments in the project area, in combination with the proposed project, could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC, which provides wastewater treatment in the city, has accounted for such growth in its service projections. Thus, the project's contribution to any cumulative impacts on hydrology or water quality would be less-than-significant. In light of the above, effects related to water resources would not be significant, either individually or cumulatively.

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[90] Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panels 92A, 94A, 110A, 111A, 112A, 120A, 130A, 140A, 210A, 235A, and 255A, September 21, 2007, available at http://sfgsa.org/index.aspx?page=828, accessed May 25, 2010.

[91] Available for public access at *http://www.sf-planning.org/ftp/general_plan/I8_Community_Safety.htm*. Accessed July 19, 2011.

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16.	**HAZARDS AND HAZARDOUS MATERIALS—Would the project:**					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒	☐

This section addresses the potential hazards on the project site including asbestos and lead-based paint in the existing building, emergency response plans, and fire hazards. The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip; therefore, significance criteria 15e and 15f would not apply to the proposed project.

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

The proposed project would involve the construction of a single-family residence, and the expansion of an existing single-family residence, the operation of which could involve relatively small quantities of hazardous materials for routine purposes. The development would likely handle consumer-grade hazardous materials such as cleaners, disinfectants, and chemical agents required to maintain the sanitation of the on-site residential and garage areas. These products are labeled to inform users of potential risks and to instruct them in appropriate handling

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

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

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

The demolition phase of the project, in which parts of existing single-family residence would be dismantled and taken off site, would disturb some common ambient materials within the existing building considered hazardous. Although such disturbance is routine and addressed by applicable ordinances, and would result in a less than significant impact to the environment, the hazardous materials are summarized below for informational purposes.

Hazardous Building Materials. Although asbestos and lead-based paint surveys were not conducted as part of the proposed project's environmental evaluation, due to the age of the existing building on the site, the potential exists to encounter these toxic materials on the project site. While they are unlikely to pose a potentially significant impact, they are discussed below for informational purposes.

Asbestos. Given the age of the existing building on the site there is a potential of encountering asbestos-containing materials during the proposed demolition activities that would come with the proposed expansion of the existing building on the site. The materials that may contain asbestos include drywall systems, ceiling tiles, and roofing systems. A sampling survey was not conducted as part proposed project's environmental evaluation.

Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with the notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (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 BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation when 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 square feet, linear feet, 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 are 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, the DBI would not issue the required permit until the applicant has complied with the notice and abatement requirements described above. These regulations and procedures, already established as part of the permit review process, would reduce potential impacts of asbestos to a less-than-significant level.

Lead-Based Paint. Building records indicate that the existing building's date of construction was before the use of lead-based paint was banned. Therefore, there is a potential of encountering lead within the existing structure in the course of the demolition activities that would be necessary to accommodate the project's proposed expansion. A lead-based paint survey was not conducted as part of the environmental evaluation. In the event that lead-based paint is found on the site, the project sponsor would be required to comply with Section 3423 of the San Francisco Building Code, which requires specific notification and work standards, and identifies prohibited work methods and penalties.

Section 3423 typically only applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and childcare centers. 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 federal Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the

maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements and requirements for signs. Prior to the commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection (DBI), of the address and location of the project; the scope of work, including specific location; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; 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. Additional notice requirements include signs when containment of lead paint contaminants is required; requirements for signage when containment is required; notice to occupants; availability of pamphlets related to protection from lead in the home; and notice of Early Commencement of Work, where applicable. The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and DBI enforcement. In addition, the ordinance describes penalties for non-compliance with the requirements of the ordinance.

These regulations and procedures in the San Francisco Building Code would ensure that potential impacts of lead-based paint due to demolition would be reduced to a less-than-significant level.

Impact HZ-3: The project site is located within one-quarter mile of an existing school. The proposed project's demolition phase may involve the handling of hazardous building materials such as lead paint chips and asbestos, but the application of safe handling practices for any hazardous materials would reduce this impact to a level that is less than significant. (Less than Significant)

Grattan Elementary, located at 165 Grattan Street is approximately one-quarter mile north of the project site. As discussed above, the new proposed residential use would not employ hazardous materials that could adversely impact children at nearby schools.

However, as described above within this checklist topic, the existing building is likely to contain lead-based and asbestos-containing substances that may be disturbed in the existing building's demolition phase. Safe and appropriate handling, transport, and disposal of these toxic substances, as described previously, are prescribed by applicable regional and state regulations.

Therefore, any potential effects associated with the disturbance of these contaminants would be reduced to a less than significant level.

Impact HZ-4: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)

The project site is occupied by a single-family home and is not included on the Department of Toxic Substances Control list of hazardous material sites in San Francisco.

Impact HZ-5: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant)

The implementation of the proposed project would introduce a small number of new residents to the project site. This small population increase would not foreseeably result in conditions that would create congestion in the event of an emergency evacuation. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant.

Impact HZ-6: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires. (Less than Significant)

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing and new buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on the building type) may also include development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would result in a less-than-significant impact related to the exposure of people or buildings to the risk of fire

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Impact HZ-7: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to hazards and hazardous materials. (Less than Significant)

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. Any hazards present at surrounding project sites would be subject to the same safety requirements discussed for the proposed project above, which would reduce any cumulative

hazard effects to levels considered less than significant. Overall, the project would not contribute to cumulatively considerable significant effects related to hazards and hazardous materials.

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

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

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

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

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 GreenPoints, including meeting an energy standard of 15 percent more energy

efficiency than that required by Title 24, of the California Building Code. Documentation showing compliance with the SFGBO standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Therefore, the proposed project would not cause a wasteful use of energy and the effects related to energy consumption would not be significant. In light of the above, the project's impacts related to energy consumption would be considered less than significant.

Impact ME-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to energy and minerals. (Less than Significant)

As described above, no known minerals exist at the project site, and therefore the project would not contribute to any cumulative impact on 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 not result in a significant physical environmental effect or contribute to a cumulative impact. Overall, the project would not have cumulatively considerable impacts related to mineral and energy resources.

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

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

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

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

As discussed in the various topics in this Initial Study, the proposed project, with mitigation, is anticipated to have less-than-significant impacts in the areas discussed. The foregoing analysis indentifies potentially significant impacts to archeological and biological resources, which would be mitigated though implementation of Mitigation Measures as described below and more fully within Section F. on p. 104.

a. As discussed in Topic E. 4 Cultural Resources (p. 34), it is possible that below-ground archeological resources may be present. Any potential adverse effect to CEQA-significant archeological resources resulting from soils disturbance from the proposed project would be reduced to a less-than-significant level by implementation of **Mitigation Measure M-CP-2**, which addresses the accidental discovery of archeological resources. Accordingly, the proposed project would result in a less-than-significant impact to archeological resources through the elimination of examples of major periods of California history or prehistory. As discussed in Topic E. 13 Biological Resources (p. 77), the proposed project would entail construction activities in proximity to 14 trees on the project site, 7 of which would be removed. It is possible that birds may take up nesting activities in trees on the site during the nesting season. Any potential adverse effect to biological resources resulting from the proposed project would be reduced to a less-than-significant level by implementation of **Mitigation Measure M-BI-2**, which would require the project to adhere to the requirements of the federal Migratory Bird Treaty Act (MBTA). Compliance with **M-BI-2** would require that any tree removal from the project site during the bird nesting season be preceded by a bird nesting survey to be conducted by a credentialed expert and, as appropriate, to have protective fencing installed to buffer on-site trees from construction activities. Accordingly, the proposed project would result in a less-than-

significant impact to biological resources. Both **Mitigation Measures M-CP-2** and **M-BI-2** are described within Section F. on p, 104 of this Initial Study.

b. The proposed project and any surrounding development would be anticipated to add activity (including construction activity) to the project vicinity. The project site is located within an RH-1(D) (Residential, One Family–Detached) district and 40-X height and bulk district.

The RH-1(D) district permits residential use at a density of one unit per lot provided that side yard setbacks are included. The proposed residential use would be principally permitted and generally compatible with the surrounding area.

c. The proposed project, as discussed in Section C (Compatibility with Existing Zoning and Plans) and Topic E. 1 Land Use and Land Use Planning (p. 24), would be generally consistent with local land use and zoning requirements.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

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

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

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

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

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

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archeological Site Survey

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

Mitigation Measure M-BI-2: Pre-construction Surveys for Nesting Birds

The project sponsor shall implement the following protective measures to ensure implementation of the Migratory Bird Treaty Act and compliance with State regulations during construction. To the extent feasible, the project sponsor and/or the construction contractor(s) shall extract from the project site any vegetation necessitating removal by the proposed project during the period extending from September 1 to December 31. Should vegetation removal occur between January 1 to August 31, pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist or wildlife biologist to ensure that no nests would be disturbed during project implementation. A pre-construction survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (January through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, the qualified person shall inspect all vegetation in and immediately adjacent to the impact areas for nests. If an active nest is found close enough to the construction area to be disturbed by these activities, the ornithologist, in consultation with CDFG, shall determine the extent of a construction-free buffer zone to be established around the nest until the young have fledged.

Improvement Measure I-TR-5: Construction Traffic

Construction traffic occurring between 7:00 and 9:00 AM or between 3:30 and 6:00 PM would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. The project sponsor will require the construction contractor to limit truck movements to the hours between 9:00 AM and 3:30 PM (or other times, if approved by the San Francisco Municipal Transportation Authority) in order to minimize the disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor will meet with the Traffic Engineering Division of the SFMTA, the Fire Department, MUNI, the Planning Department and other City agencies to determine feasible measures to reduce traffic congestion and other potential transit and pedestrian circulation effects during construction of the proposed project.

Improvement Measure-I-BI-1: Monetary Compensation to Support Local Watershed Restoration Efforts

The project sponsor, Belgrave Investments LLC, shall provide a $2,000 donation to the Golden Gate Park National Conservancy (GGPNC) to fund restoration efforts in the Tennessee Hollow Watershed at the Presidio in San Francisco.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was sent out on January 4, 2010, and again on January 19, 2010, to the owners and occupants of properties within 300 feet of the project site and interested parties. The second notice was in response to several comments from neighboring residents who indicated that they had not received the January 4, 2010 notice and requested that the process be repeated. Six responses to the January 19, 2010, Neighborhood Notice were received. One response was a request to review the project docket. Two commenters indicated that they believed that a spring is located on the project site. Three responses expressed concern about the size, scale, and density of the proposed project being excessive and out of character with the immediate surrounding area. One of these three responses presented additional concerns regarding the removal of trees from the project site and the potential for the project to cast shadows on neighboring properties. These issues are addressed in appropriate topics within Section E, Evaluation of Environmental Effects.

The proposed project would be generally consistent with applicable zoning controls. Comments that do not pertain to physical environmental issues and comments regarding the merits of the proposed project are more appropriately directed to the decision-makers. The decision to approve or disapprove a proposed project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposed project, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment.

H. DETERMINATION

On the basis of this Initial Study:

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

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

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

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

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

Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE August 6, 2011

I. INITIAL STUDY PREPARERS

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