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Notice of Preparation of an Environmental Impact Report

Date:	March 20, 2013
Case No.:	**2011.1306E**
Project Title:	**1634-1690 Pine Street**
BPA Nos.:	NA
Zoning:	NC-3 (Moderate-Scale, Neighborhood Commercial) Zoning District Van Ness Automotive Special Use District 130-E Height and Bulk District
Block/Lot:	0647/007, 008, 009, 010, 011, and 011A
Lot Size:	35,496 square feet
Project Sponsor	Oyster Development Corp., 1634 Pine Street, LLC (415) 298-3326
Lead Agency:	San Francisco Planning Department
Staff Contact:	Jeanie Poling – (415) 575-9072 Jeanie.Poling@sfgov.org

PROJECT DESCRIPTION

The project site is located on the north side of Pine Street on the block bound by Pine, Franklin, and California Streets and Van Ness Avenue in the Western Addition neighborhood of San Francisco. Currently, the site is occupied by five vacant one- to two-story buildings (two two-story unreinforced-masonry buildings, two one-story unreinforced-masonry buildings, and a one-story concrete building) and a parking lot.

The proposed project would merge the current six lots into one parcel, demolish most of the existing five buildings on the project site, and construct one building with two 13-story residential towers with commercial use on the ground and second floors. Three of the existing building facades would be restored and incorporated into the proposed project. The proposed project would have a total area of 353,360 gross square feet and would include approximately 262 new for-sale residential units totaling approximately 221,760 square feet; 5,600 square feet of commercial space, and 34,600 square feet of subterranean parking with 245 parking spaces on one level. The proposed towers would be approximately 130 feet tall. There would be 24 studio units, 120 one-bedroom units, and 118 two-bedroom units. A single subterranean parking level would provide 240 spaces with mechanical stackers and five spaces accessible to persons with disabilities, for a total of 245 parking spaces, and 91 Class 1 bicycle parking spaces.

The 35,496-square-foot project site is located in an NC-3 Moderate-Scale, Neighborhood Commercial District and a 130-E Height and Bulk District. All of the lots, except the westernmost lot, a vacant parking lot, are also located in the Van Ness Automotive Special Use District. The proposed project would require a Conditional Use authorization from the Planning Commission for a Planned Unit Development for an increase in the dwelling unit density allowed as-of-right in the NC-3 District and for modifications to the rear yard, dwelling unit exposure, off-street parking, off-street loading, and bulk limit requirements.

FINDING

This project may have a significant effect on the environment and an Environmental Impact Report is required. This determination is based upon the criteria of the *California Environmental Quality Act (CEQA) Guidelines*, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and for the reasons documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

PUBLIC SCOPING PROCESS

Written comments on the scope of the EIR will be accepted until 5:00 PM on April 19, 2013. Written comments should be sent to Sarah Jones, San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

If you work for a responsible state agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency.

March 18, 2013
Date

Sarah Jones
Acting Environmental Review Officer

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
ACBM	Asbestos-containing Building Materials
ADRP	archaeological data recovery plan
AMP	archaeological monitoring program
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
bgs	below ground surface
BMP	Best Management Practices
CARB	California Air Resources Board
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CH_4	methane
City	City and County of San Francisco
CRHR	California Register of Historical Resources
dB	decibel
dB(A)	A-weighted decibel
DBI	Department of Building Inspection
DNL	day night average noise level
DPH SAM	San Francisco Department of Public Health, Environmental Health Section-Site Assessment Mitigation
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control
ERO	Environmental Review Officer
ESA	Environmental Site Assessment
FAR	floor area ratio
FARR	Final Archaeological Resources Report
GHG	greenhouse gases
gsf	gross square feet
HRER	Historic Resource Evaluation Report
Ldn	day night average noise level
LUST	leaking underground storage tanks
MBTA	Migratory Bird Treaty Act
MRZ	Mineral Resource Zone
Muni	San Francisco Municipal Railway
NAHC	Native American Heritage Commission
NC-3	Moderate-Scale Neighborhood Commercial (Zone)
NOx	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
NWIC	Northwest Information Center
OPR	Office of Planning and Research
PCB	polychlorinated biphenyls

ppv	peak particle velocity
PUD	Planned Unit Development
RHND	Regional Housing Needs Determination
ROG	reactive organic gases
ROSE	Recreation and Open Space Element
RWQCB	Regional Water Quality Control Board
sf	square feet
SFCD	San Francisco City Datum
SFCTA	San Francisco County Transportation Authority
SFFD	San Francisco Fire Department
SFGBO	San Francisco Green Building Ordinance
SFPD	San Francisco Police Department
SFPUC	San Francisco Public Utilities Commission
SFUSD	San Francisco Unified School District
TEP	Transit Effectiveness Project
US EPA	US Environmental Protection Agency
UWMP	Urban Water Management Plan

Initial Study

1634-1690 Pine Street
PLANNING DEPARTMENT CASE NO. 2011.1306E

A. PROJECT DESCRIPTION

Project Location

The project site at 1634-1690 Pine Street is located in the Western Addition neighborhood of the City of San Francisco (see **Figure 1, Project Location**). The project site consists of six adjacent lots (Lots 7, 8, 9, 10, 11, and 11A of Assessor's Block 0647) along the north side of Pine Street between Van Ness Avenue and Franklin Street, within a NC-3 (Moderate-Scale Neighborhood Commercial) District and a 130-E Height and Bulk District. The floor area ratio (FAR) limit as defined by *Planning Code* Section 124 for the NC-3 (Moderate-Scale Neighborhood Commercial) District is 3.6:1. The project site is on the block bounded by California Street to the north, Van Ness Avenue to the east, Pine Street to the south, and Franklin Street to the west. Van Ness Avenue to the east is a primary transportation corridor in the City that extends from the Civic Center in the south to the Marina District in the north.

The project site is approximately 35,496 square feet (sf), or 0.81 acre in size. Currently, the site is occupied by five vacant one- to two-story buildings (two, two-story unreinforced masonry buildings; two, one-story unreinforced masonry buildings; and a one-story concrete building) and a parking lot (see **Figure 2, Existing Site Plan**) The buildings on the project site were constructed between 1912 and 1917 and are designed in the Simplified Renaissance Revival architectural style and Simplified Renaissance Block architectural style. As indicated in **Table 1, Existing Site Characteristics**, the buildings contain a total of approximately 43,847 sf of building area which consists of office and industrial use. Lot coverage for each building equals almost 100 percent and the FAR for each of the buildings ranges from 1.0:1 to 3.0:1. Vehicle and pedestrian access to buildings on the project site is provided on Pine Street. A loading docking located to the rear of 1660 Pine Street and is accessed from Franklin Street. Past uses of the buildings include a car rental office and distribution center, furniture showroom, and a warehouse. The parking lot, located on the northeast corner of Pine and Franklin Streets, is 7,563 sf in size, contains no structures, and provides approximately 22 parking spaces.

Four of the structures (1650, 1656, 1660, and 1670-1680 Pine Street) have been recognized as having contextual architectural significance to their neighborhood.[1] In addition, three of the buildings on the project site (1650, 1660, and 1670-1680 Pine Street) were designed by the firm Heiman & Schwartz. Many of the firm's surviving works are local landmarks, either eligible for the National Register or contributory to a historic district. Finally, the buildings on the project site represent a dwindling number of early ancillary automobile-oriented structures, such as storage and repair garages, tire shops, and showrooms

1 Patrick McGrew, McGrew Architecture, 1600 Block Pine Street Historic Evaluation Report, San Francisco, California. July 2005

dating from the 1900s to the 1920s along Van Ness Avenue — San Francisco's historic automobile row— comprising a potential automotive-themed district.[2]

Table 1
Existing Site Characteristics

Parcel	Address	Parcel Area (sf)	Building Area (sf)	Year Constructed	Current Use
Lot 7	1634-1644 Pine Street	9,130	9,104	1912–1913	1-story vacant concrete building
Lot 8	1650 Pine Street	3,730	3,699	1917	1-story vacant unreinforced masonry building
Lot 9	1656 Pine Street	3,730	3,429	1917	1-story vacant unreinforced masonry building
Lot 10	1660 Pine Street	5,844	16,359	1917	2-story vacant unreinforced masonry building
Lot 11	1670 Pine Street	5,500	11,256	1917	2-story vacant unreinforced masonry building
Lot 11A	1690 Pine Street	7,563	--	--	22-space surface parking lot
Total		**35,496**	**43,847**		

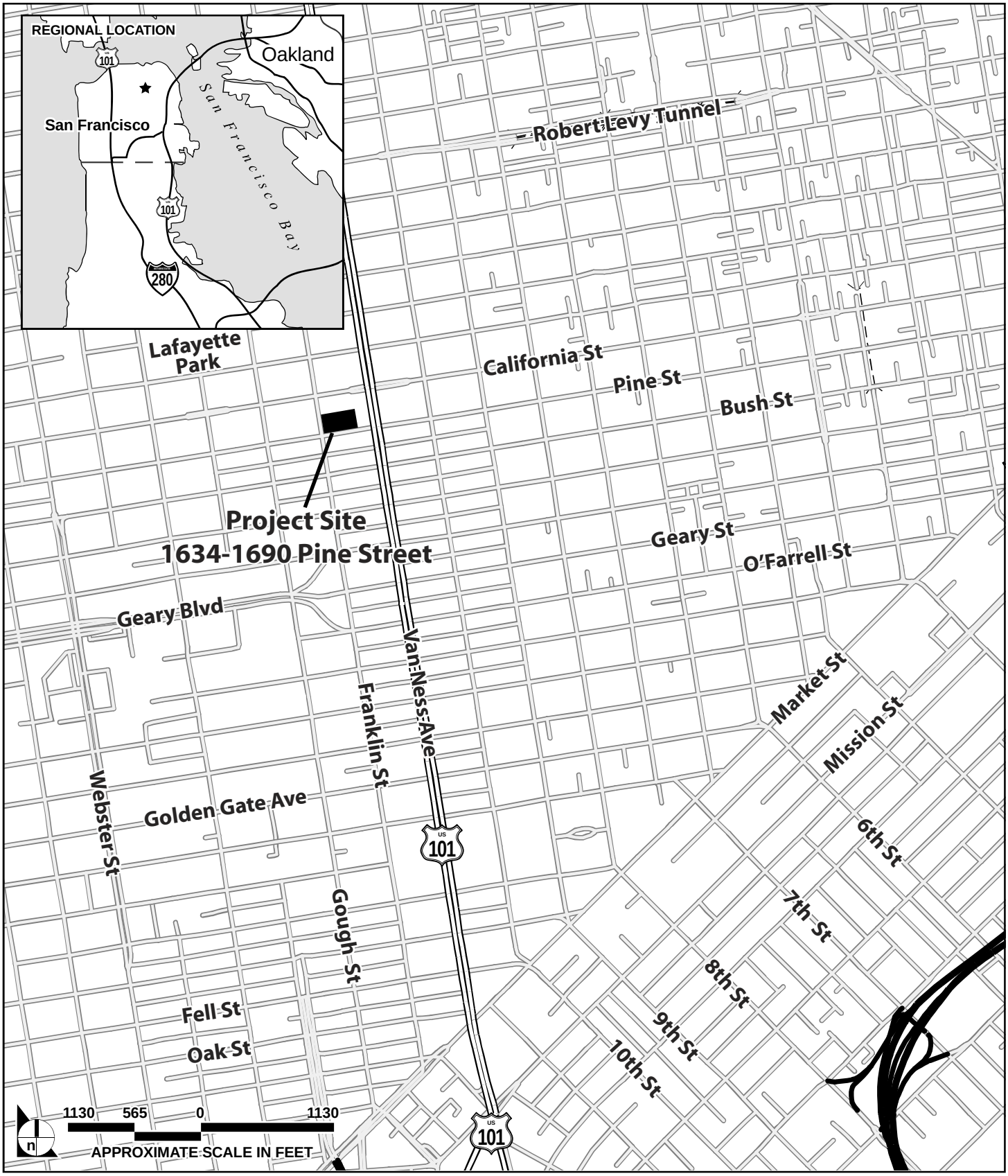
Source: Oyster Development Corp, 2013

Project History

A residential/commercial mixed-use building was previously proposed on the project site by A.F. Evans Development, Inc.[3] The previously proposed project would have demolished the five existing buildings and surface parking lot on the project site, and constructed a 283-unit residential building with one approximately 155-foot-tall, 15-story tower and one 240-foot-tall, 24-story tower, connected by an 18-foot high lobby. The building would have included ground-floor commercial/restaurant space and a five-level, 317-space underground parking garage. The proposed building would have totaled up to approximately 377,815 sf of floor area. On December 31, 2008, a Draft EIR was published that provided information on the project's environmental effects. The project would have been approximately 110 feet higher than the existing height limit, requiring a rezoning of the project site to accommodate the proposed height. Therefore, the Draft EIR noted that the proposed project would have conflicted with existing land use, plans, policies, and regulations. The project was cancelled in 2007. Relevant information in the Draft EIR describing the physical conditions of the project site and the setting of the surrounding neighborhood has been incorporated into the Initial Study for the currently proposed project.

2 Moses Corrette, Planning Department Reviewer, memo to Tammy Chan, Major Environmental Analysis, Historic Resource Evaluation Response for 1634-1690 Pine Street, August 2, 2006.

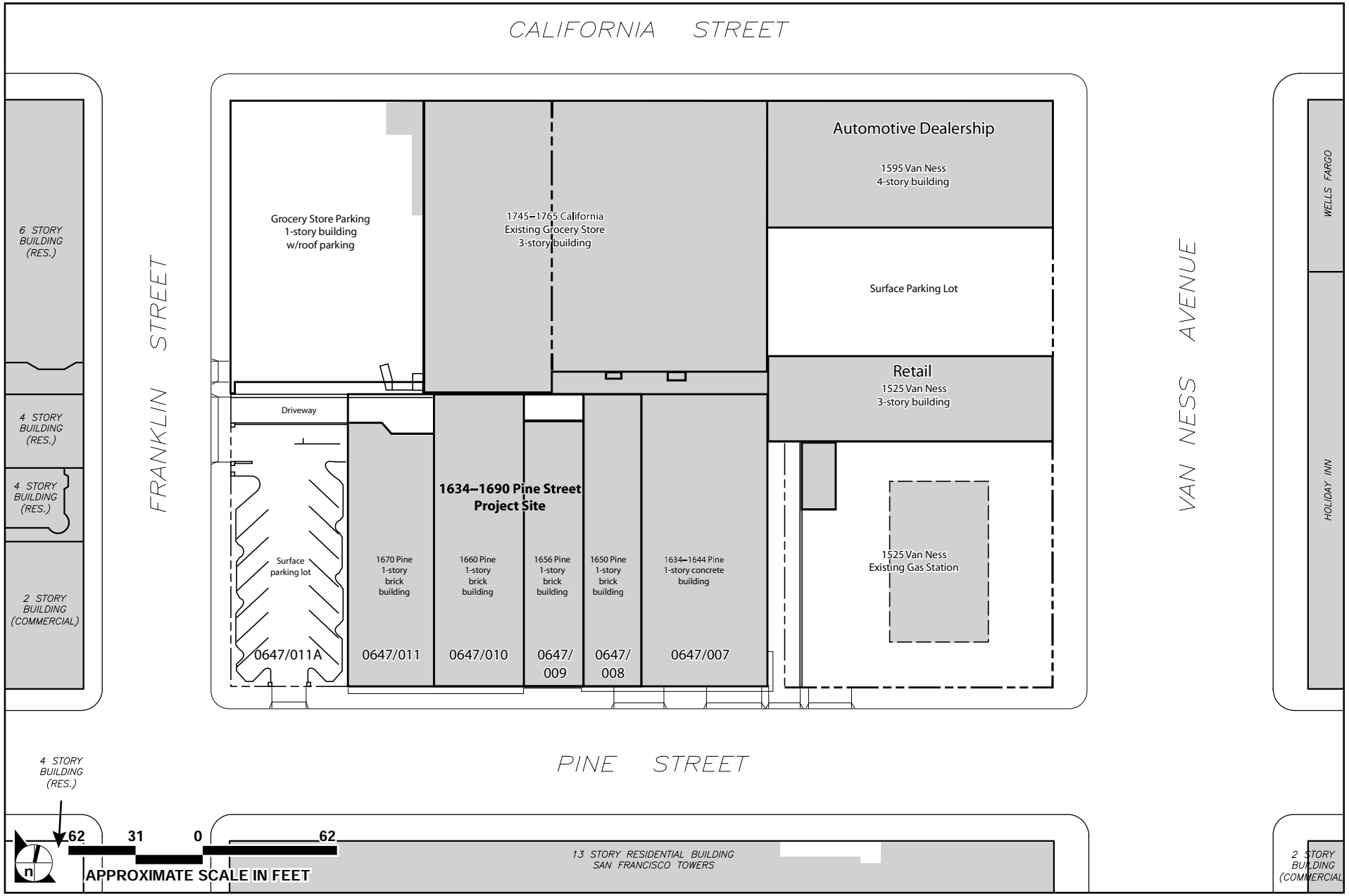
3 San Francisco Planning Department, 1634-1690 Pine Mixed-Use Project, Case No. 2004.0764 CEZ! These files are available for public review.



SOURCE: Impact Sciences, Inc., September 2012

FIGURE **1**

Project Location



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **2**

Existing Site Plan

Project Characteristics

The proposed project would merge the six lots into one parcel, demolish most of the existing five buildings on the project site, and construct one building with two, 13-story residential towers with commercial use on the ground and second floors (See **Figure 3, Proposed Site Plan**). The existing building facades of three of the buildings would be restored and incorporated into the proposed project. As outlined in **Table 2, Project Characteristics,** below, the proposed project would have a total area of 353,360 gross square feet (gsf) and would include approximately 262 new for-sale residential units totaling approximately 221,760 sf; 5,600 sf of commercial space, and 34,600 sf of subterranean parking with 245 parking spaces on one level. No off-street loading spaces are proposed. The proposed towers would be approximately 130 feet tall. Each of these two towers would have an elevator shaft. The project would have zero-lot-line setbacks along Pine and Franklin Streets.

Table 2
Project Characteristics

Use/Characteristic	Area (gsf)/Amount
Residential	221,760
Commercial[1]	5,600
Other[2]	91,400
Total[3]	**318,760**
Common Open Space	6,100
Private Open Space	4,896
Total Open Space	10,996
Dwelling Units	262 units
Studio	24 units
1-Bedroom	120 units
2-Bedroom	118 units
Parking Spaces	245 (including 2 car-share)
Bicycle Parking Spaces	91
Parking Levels (subterranean)	1 level
Number of Stories / Height of Building	
Franklin (West) Tower	13 / 130 feet
Van Ness (East) Tower	13 / 130 feet

Source: Kwan Henmi Architecture Planning Inc., 2012
Notes: gsf – gross square feet
[1] *Actual uses have not been determined but could include general retail such as bank or store.*
[2] *"Other" space includes residential storage and mechanical space.*
[3] *Total building square footage excludes parking.*

Of the approximately 262 for-sale dwelling units, 24 would be studio units, 120 would be one-bedroom units, and 118 would be two-bedroom units. The units would range in area from 530 sf (studio) to 1,600 sf

(two bedrooms). With the exception of the ground floor, the number of units per floor would range from 15 to 24 units. The ground floor would provide 7 units (see **Figures 4** through **11**).

The building's residential entry would be on Pine Street and commercial frontage would be located along Pine and Franklin Streets. The subterranean parking level would provide 240 spaces with mechanical stackers and five spaces accessible to persons with disabilities, for a total of 245 parking spaces (see **Figure 12, Proposed Basement Parking Plan**). The parking level would be accessed from the southeastern corner of the project site from Pine Street. There would be no off-street surface parking provided as part of the project.

The basement level would include space dedicated to bicycle parking that could accommodate approximately 91 Class 1[4] bicycle parking spaces. This area would have secured access for the project's residents only.

The proposed project would provide approximately 4,600 gsf of common open space on the ground floor and 1,500 gsf of common open space (deck) on the 13th floor of the east tower for a total of 6,100 gsf common open space. Approximately 136 units would have 36-sf private balconies for a total of approximately 4,896 gsf of private open space. The east tower would also include a 550-sf bar/kitchen/lounge adjacent to the 13th-floor deck. **Figures 13** and **14** show the building elevations from the Franklin Street and Pine Street aspects.

The project is also subject to the Inclusionary Affordable Housing Program (*Planning Code* Sections 415.1 to 415.11). The Inclusionary Housing Program applies to projects of 10 or more units and requires, for projects requiring Conditional Use Authorization, that affordable housing be provided at 12 percent of the total number of dwelling units if provided on-site, or 17 percent off-site. The project sponsor will either provide the affordable units on-site or pay the in-lieu fee.

The proposed project design would feature two 13-story towers that would retain the historic façades of three existing buildings on the project site. Deeply articulated precast panel systems present different expressions at the base and top of the buildings. Individual façades further respond to the street context on which they present themselves. The precast wall systems are punctuated with areas of window wall systems, as well as areas of recessed and projected balconies to modulate and provide scale to building volumes.

There are a total of 14 trees located on the project site or in the public right-of-way – seven trees planted in the sidewalk along Pine Street in front of the project site and seven trees located in the existing surface parking lot located on the northeast corner of Pine and Franklin Streets. All of the street trees along Pine Street would be retained. The trees located in the existing parking lot would be removed during project construction. Some of the trees removed would be replaced and landscaping would be added as part of the streetscape plan for the two building frontages.

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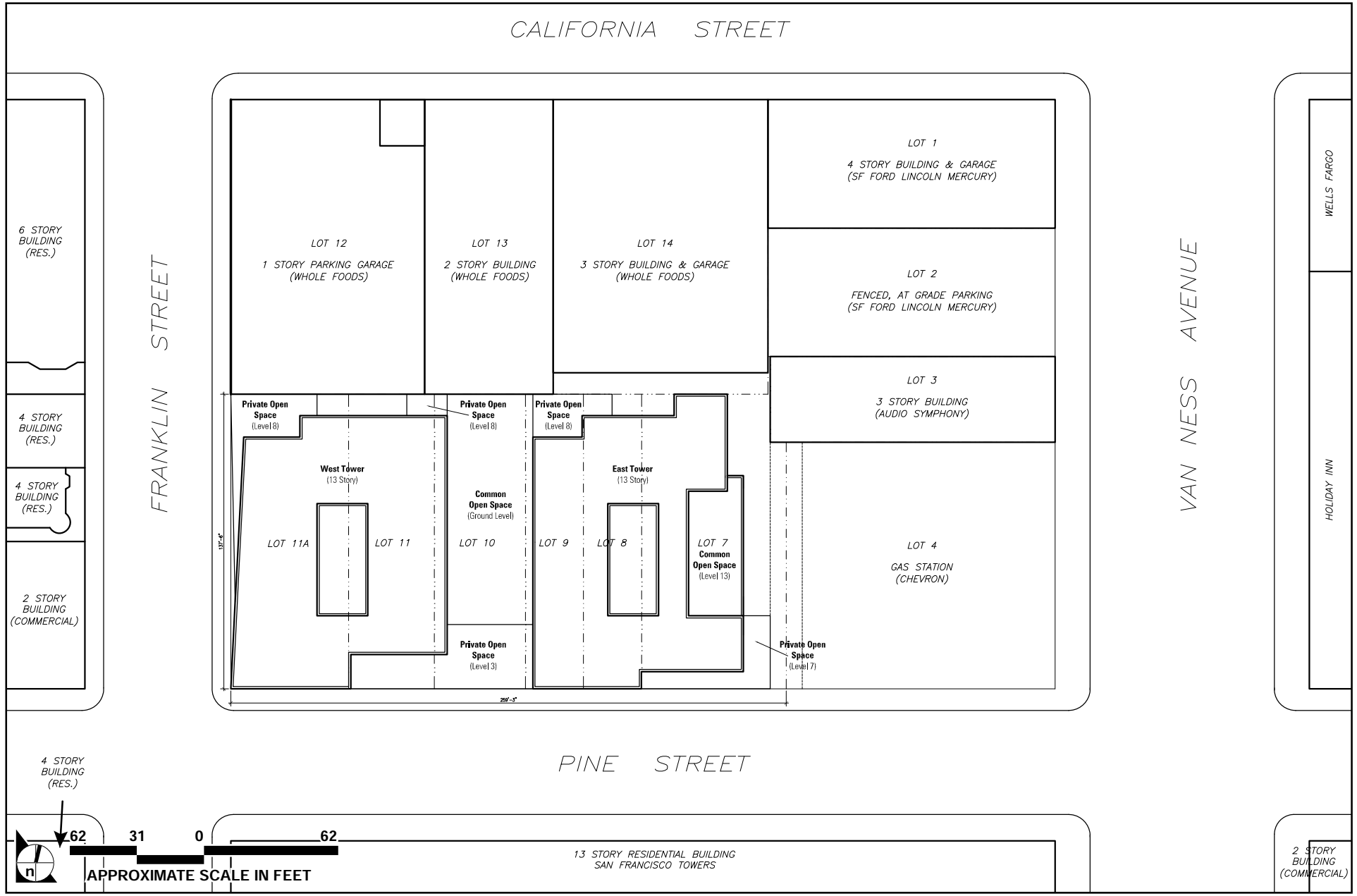
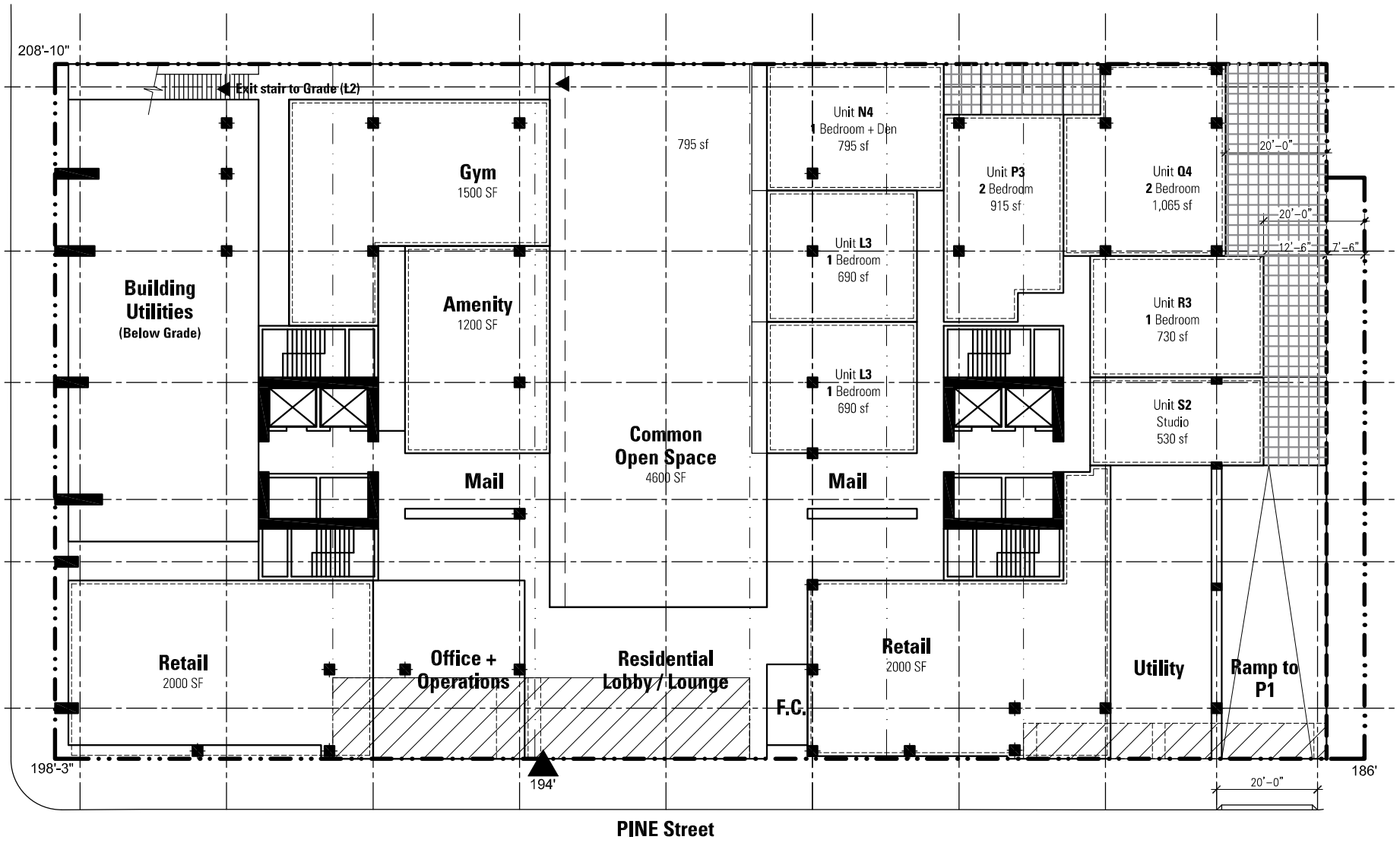
4 As defined in *Planning Code* Section 155.1, Class 1 bicycle parking space refers to facilities which protect the entire bicycle, its components, and accessories against theft and inclement weather.



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **3**

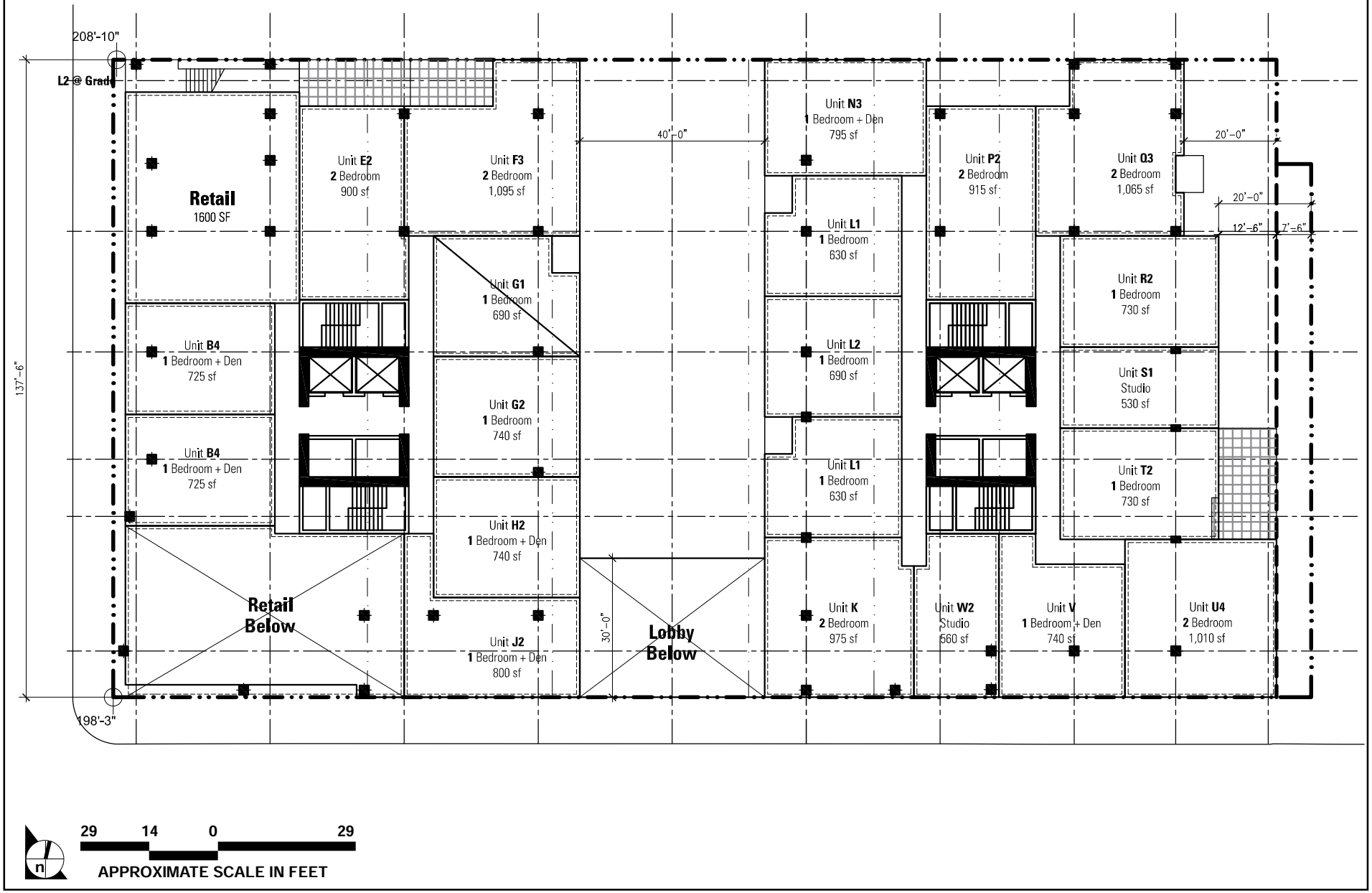
Proposed Site Plan



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **4**

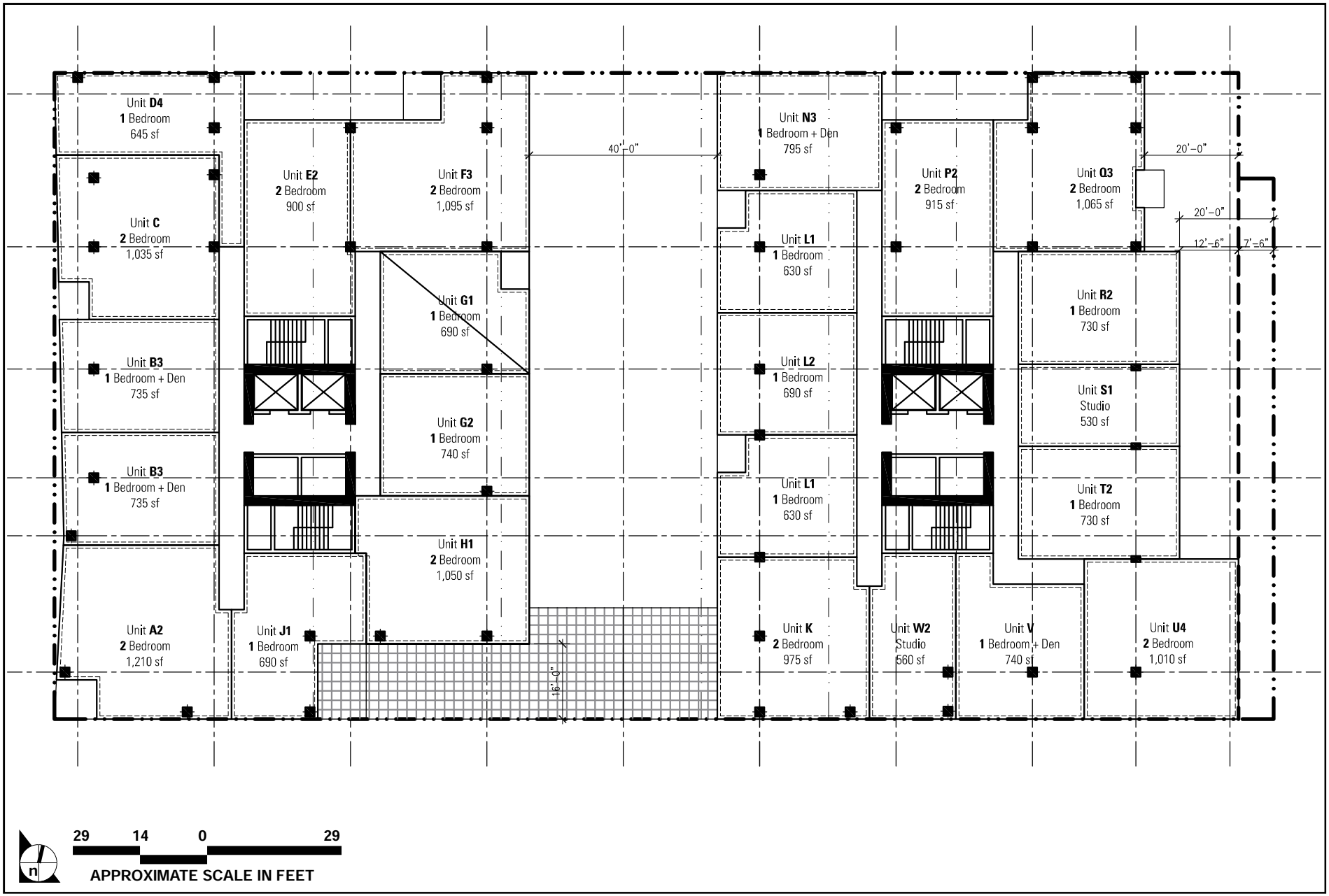
Proposed Floor Plan - Level 1



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **5**

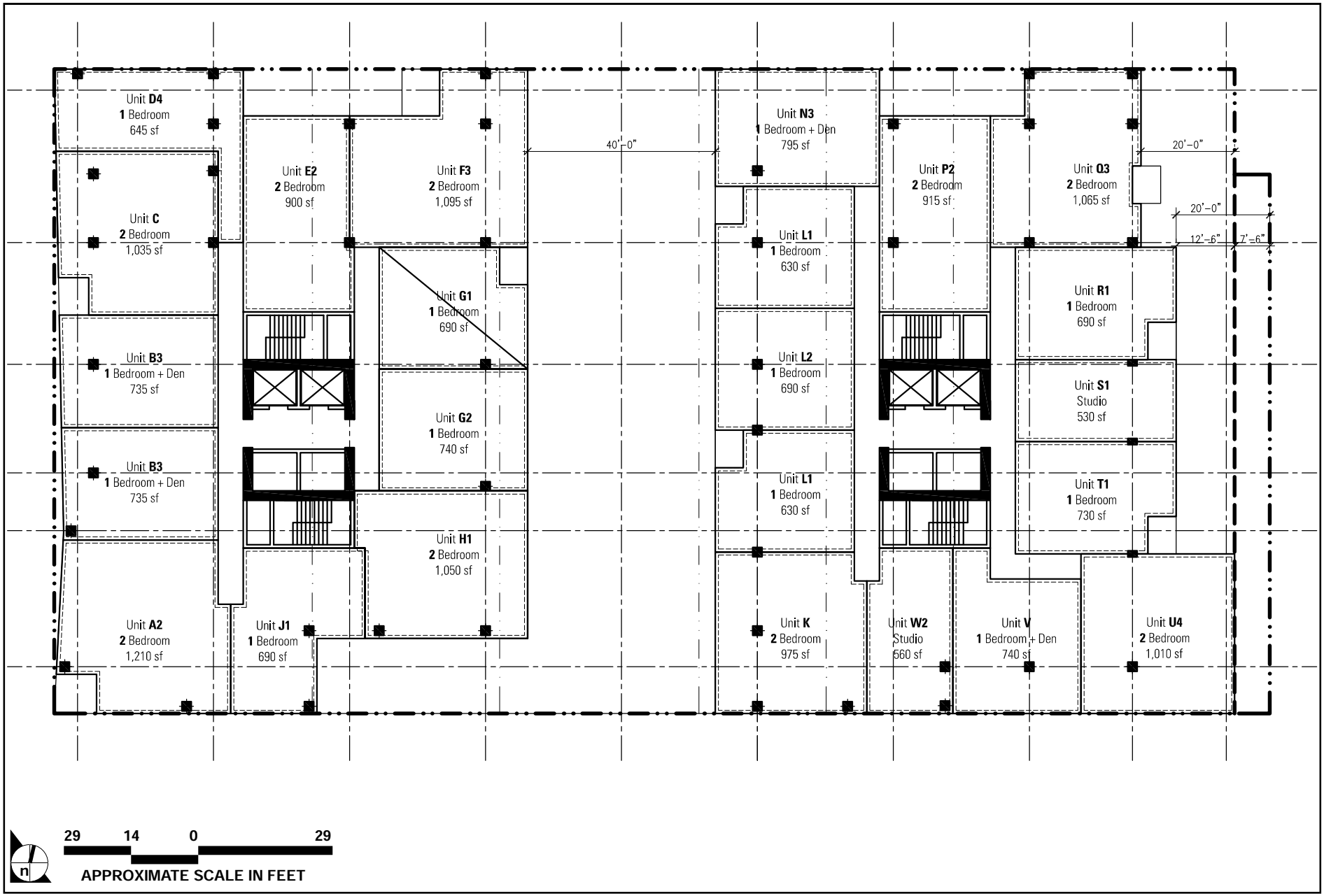
Proposed Floor Plan – Level 2



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **6**

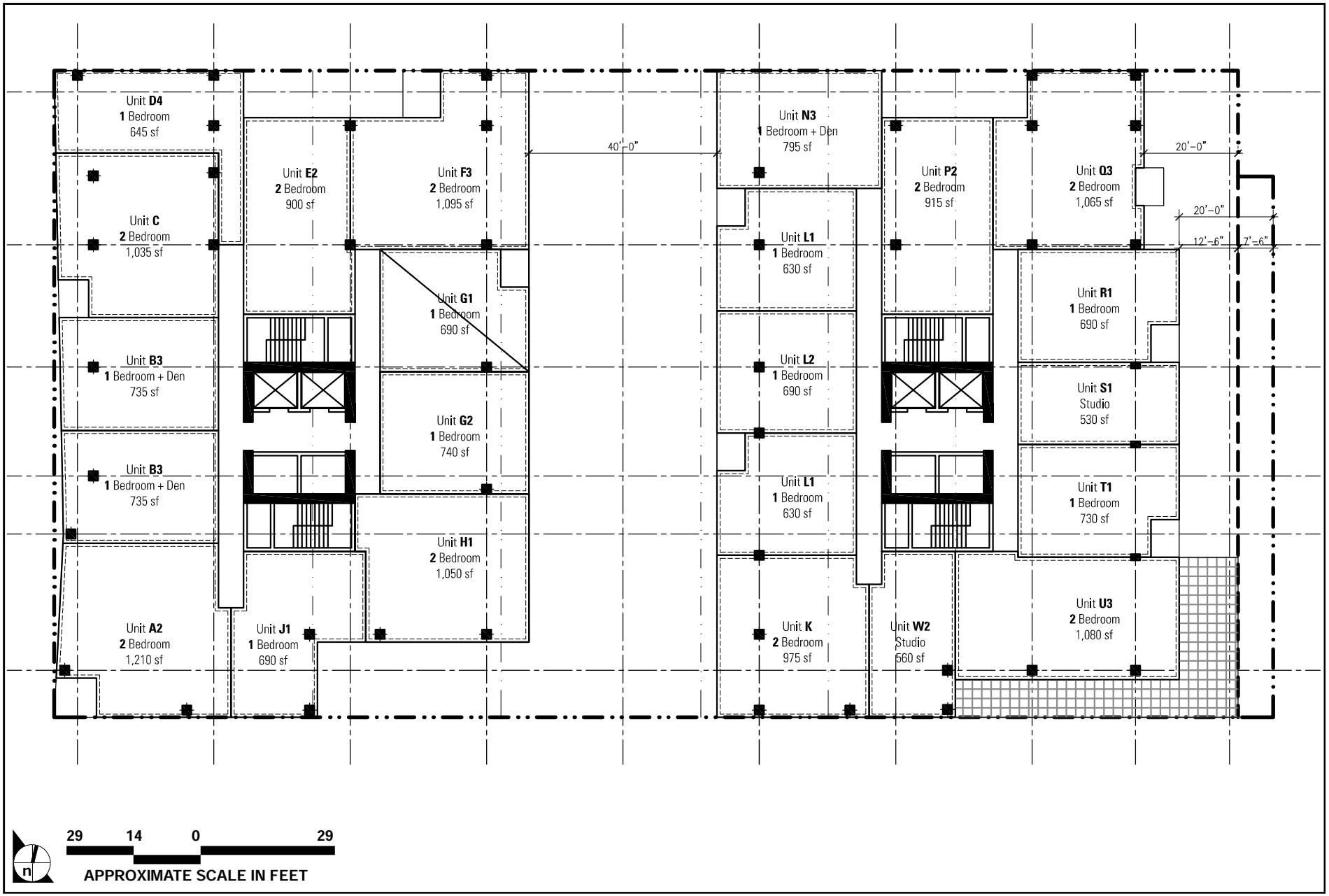
Proposed Floor Plan – Level 3



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **7**

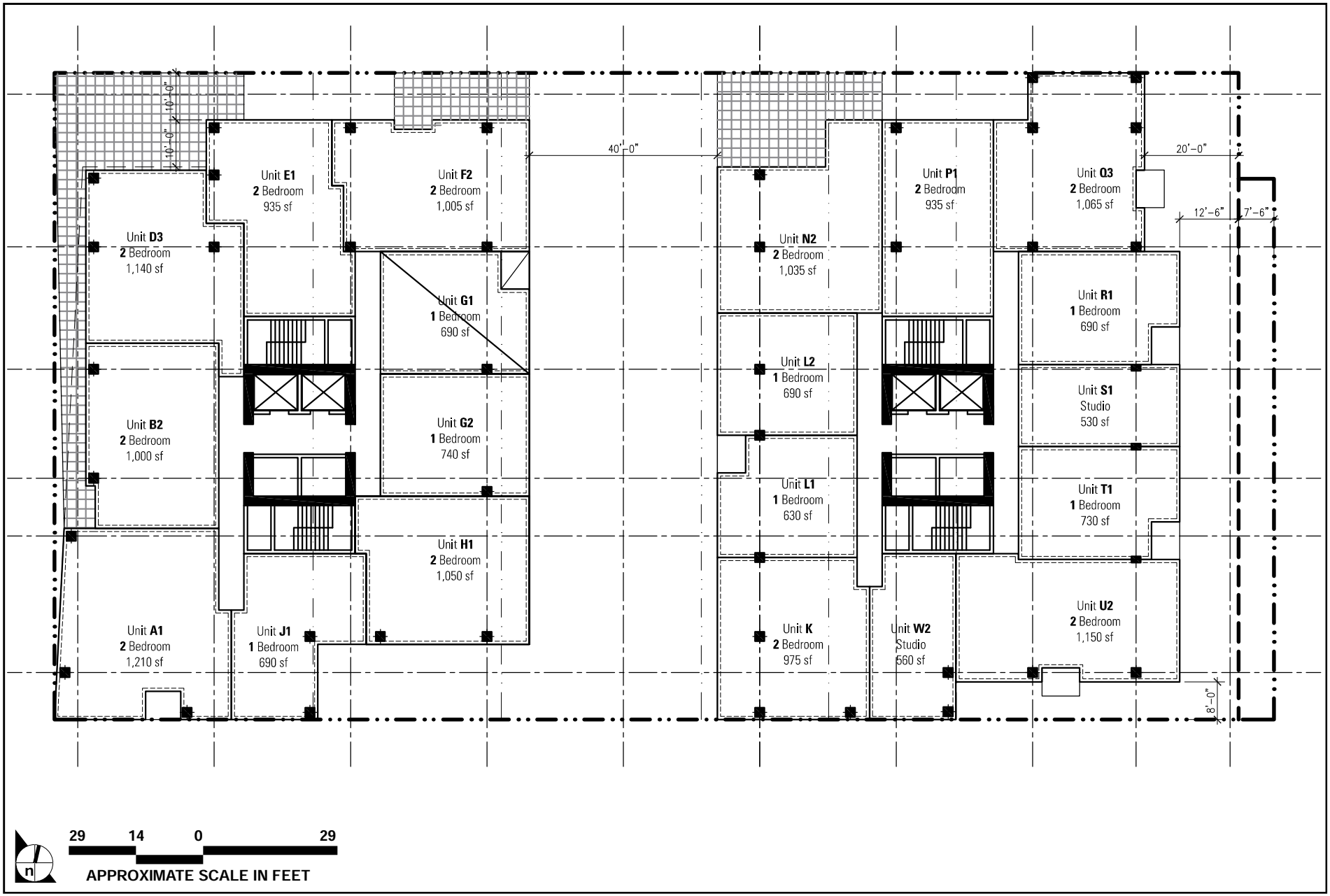
Proposed Floor Plan – Levels 4 to 6



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **8**

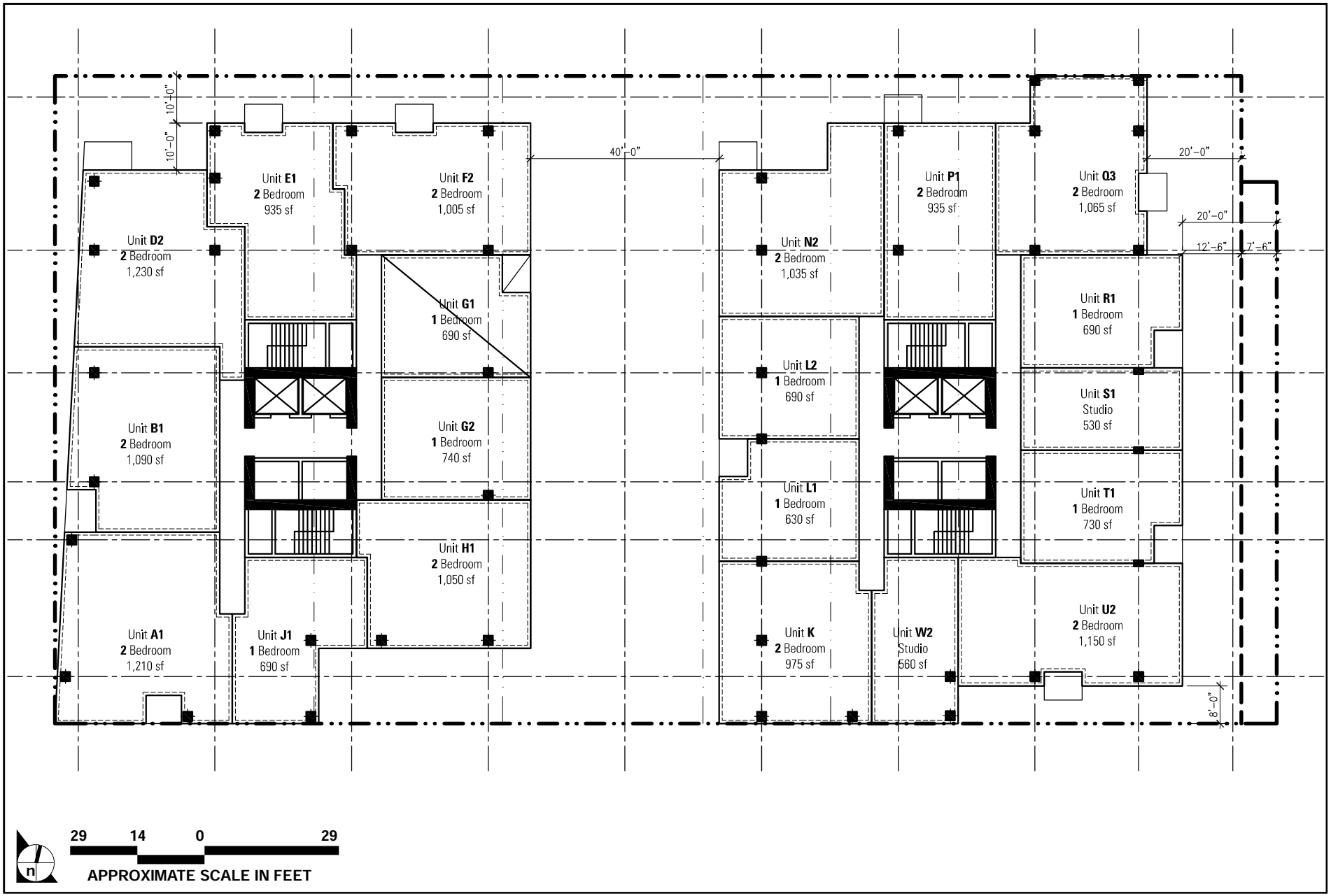
Proposed Floor Plan – Level 7



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **9**

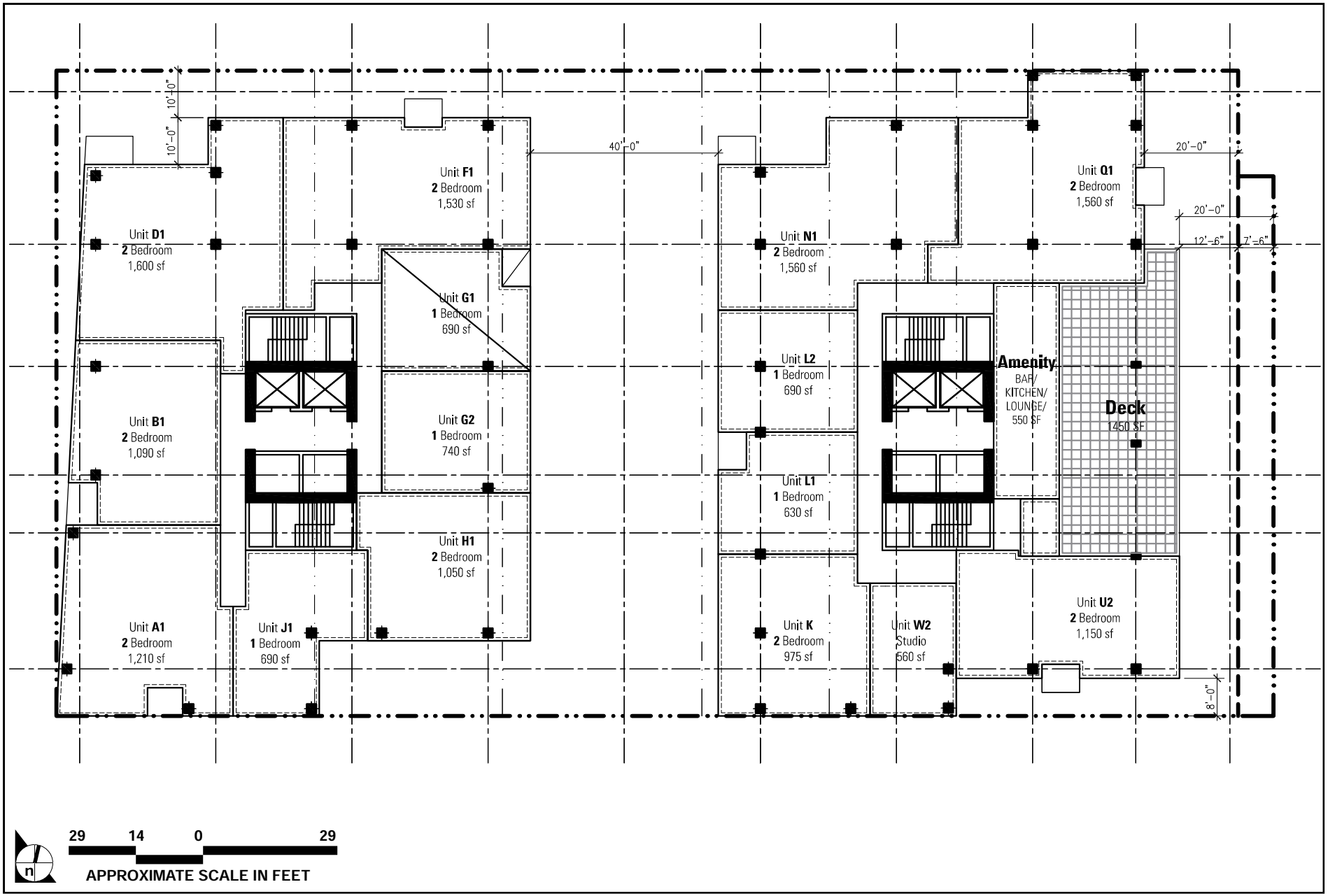
Proposed Floor Plan – Level 8



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **10**

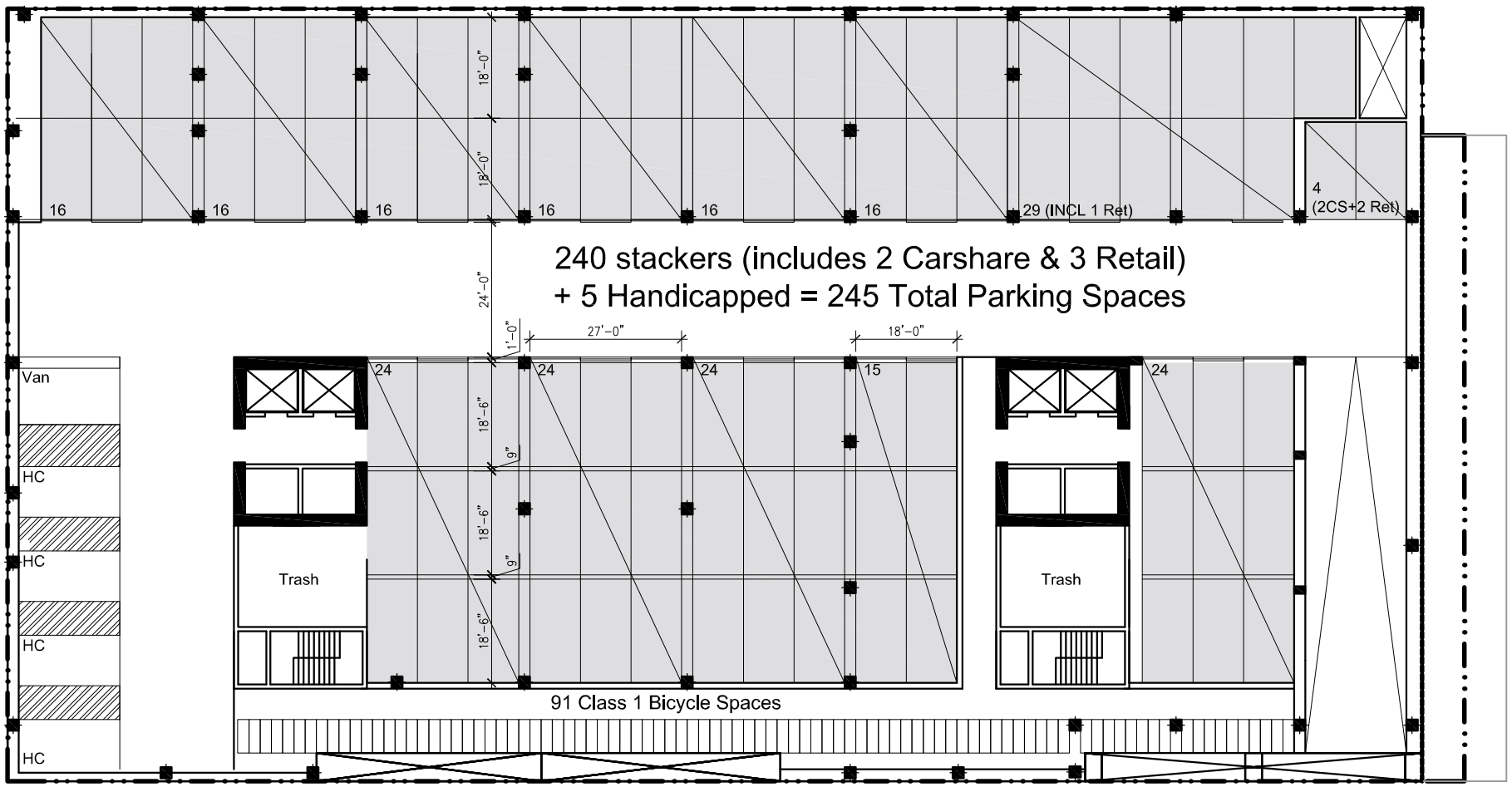
Proposed Floor Plan – Levels 9 to 12



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **11**

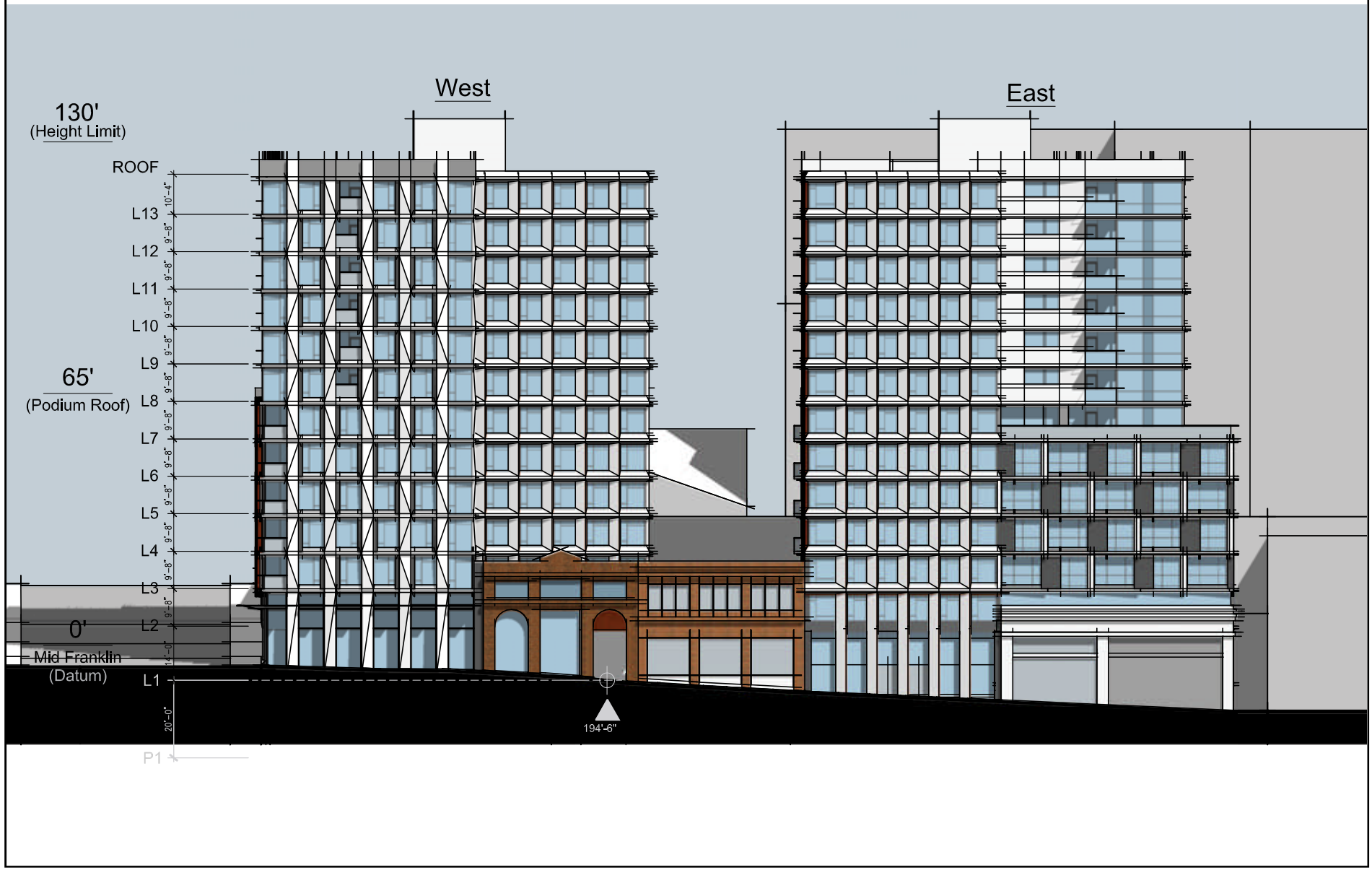
Proposed Floor Plan – Level 13



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **12**

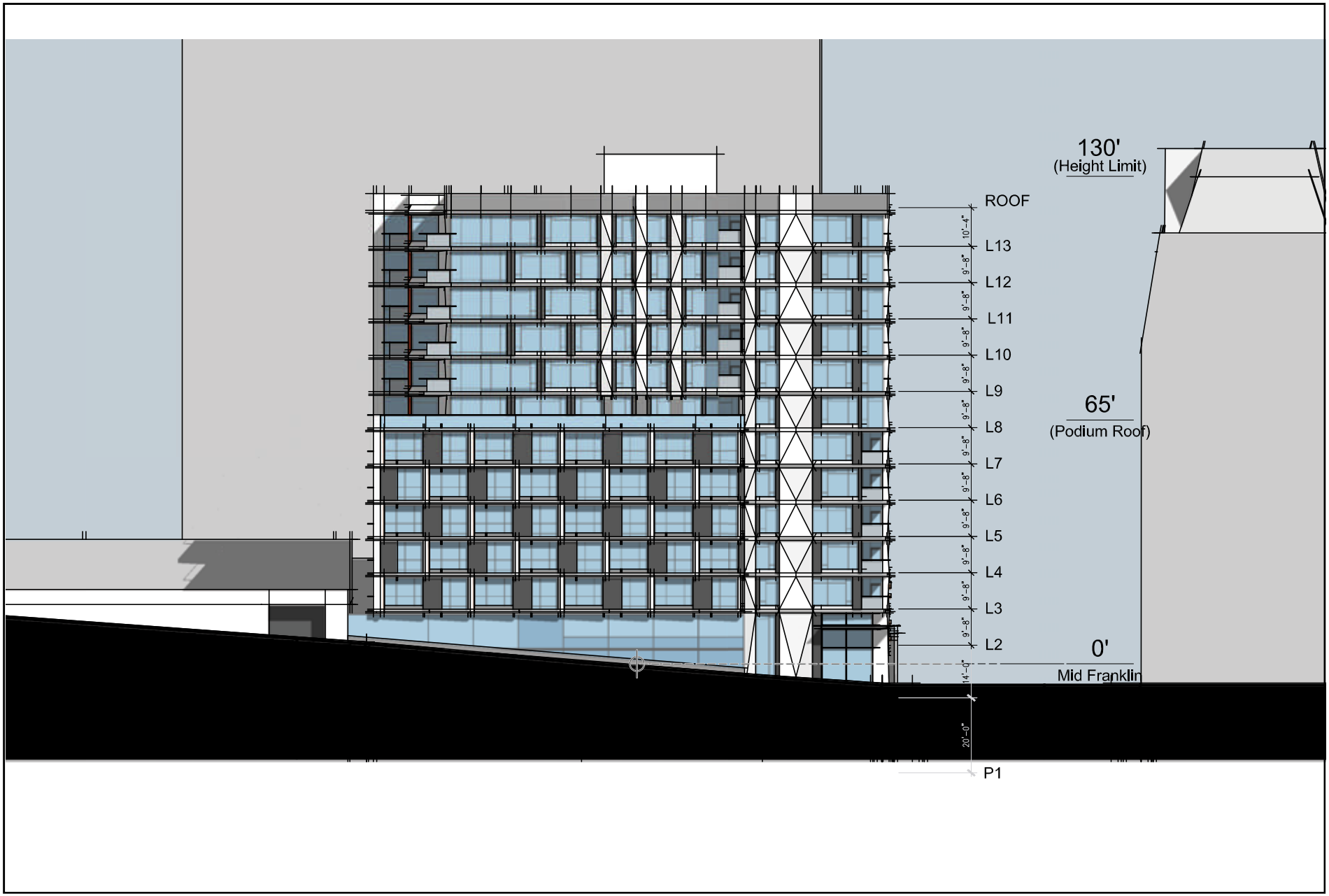
Proposed Basement Level Parking Plan



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **13**

Elevation Design – Pine Street



SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **14**

Elevation Design – Franklin Street

The proposed project would involve excavation to 10 and 45 feet below ground surface (bgs) depending on location across the site and presence of stacker pits. Approximately 36,083 cubic yards of soil would need to be removed. The building foundation would consist of a mat bearing down on dense Dune sand. Deep foundation piles would not be required because the underlying dune sand is stable.

A total of four curb cuts/driveways currently exist on the project site – three on Pine Street and one on Franklin Street. Two of the curb cuts on Pine Street and the curb cut on Franklin Street would be removed and replaced with sidewalks. The curb cut in the southeast corner of the project site on Pine Street would be retained to provide access to the subterranean garage. The proposed project would have no bulb outs.

Project construction is estimated to take about 19.5 months, scheduled to begin in mid-2014, with building occupancy planned for mid-2016. Construction costs are estimated at $73.5 million.

Project Approvals

The project's proposed residential and commercial uses are allowed by right in the NC-3 District and the 130-E Height and Bulk District. However, a variety of other facets of the proposed project would require approvals. The approvals are listed below, with the approving body shown in parentheses and italics: e.g., (*Planning Commission*).

- A **Conditional Use Authorization** (*Planning Commission*) would be required for the project per *Planning Code* Section 303 and pursuant to the following *Planning Code* sections:
  - Section 712.11 – Conditional Use authorization is required for the creation and development of lots greater than 10,000 sf or more in area in the NC-3 District.
  - The use(s) contemplated for the proposed ground-floor commercial space may also require Conditional Use authorization per *Planning Code* Section 712.1, which identifies conditionally permitted, permitted and non-permitted uses within the NC-3 District.
- A **Planned Unit Development (PUD) Authorization** *(Planning Commission)* per *Planning Code* Section 304 would be required to increase the dwelling unit density above the density allowed as-of-right in the NC-3 District and for modifications to the rear yard, dwelling unit exposure, off-street parking, off-street loading, and bulk limit requirements.
- **Demolition and Building Permits** (*Department of Building Inspection*) are required for the demolition of the existing buildings and construction of the new structure.
- **Street and sidewalk permits** (*Bureau of Streets and Mapping, Department of Public Works*) would be required for any modifications to public streets, sidewalks, protected trees, street trees, or curb cuts.
- **Changes to sewer laterals** (*San Francisco Public Utilities Commission*) would be subject to SFPUC reviews.
- **Any curb or road modifications** (*Department of Parking and Traffic*) would require approval by the Department of Parking and Traffic.

- **Stormwater control plan** (*San Francisco Public Utilities Commission*) is required because the project would result in ground disturbance of an area greater than 5,000 sf.

Except for a letter demonstrating compliance with asbestos regulations for demolition and a permit for the emergency generator from the Bay Area Air Quality Management District (BAAQMD),[5] no approvals or permits would be required from regional, state, or federal agencies.

B. PROJECT SETTING

Land Use

The project site is located in the northeastern part of the Western Addition neighborhood, on the north side of Pine Street, between Van Ness Avenue and Franklin Street, one block off of the Van Ness Avenue corridor, between Nob Hill to the east and Pacific Heights to the west. The project site comprises six parcels within the NC-3 (Moderate-Scale Neighborhood Commercial) District and the 130-E Height and Bulk District. All of the lots, except the westernmost lot, which is currently a surface parking lot, are also located in the Van Ness Automotive Special Use District. The project site slopes downward at a 5 percent grade to the east along Pine Street, and downward to the south at an 8 percent grade along Franklin Street. The surrounding area consists of a number of zoning districts, including RC-4 (Residential-Commercial High Density), RH-2 (Residential Two-Family), RH-3 (Residential Three-Family), RM-3 (Residential Mixed Medium Density), RM-4 (Residential Mixed High Density), and NCD (Neighborhood Commercial). In addition, portions of the surrounding area are also located in the Van Ness Special Use District, Van Ness Automotive Special Use District, and Polk Street Neighborhood Commercial District. Land uses in the vicinity of the project site include residential, office, retail (including restaurant and bar), auto service, church, hotel, and parking.

The surrounding street grid and lot size/configuration establish the project block's scale. The project block is bounded by California Street to the north, Van Ness Avenue to the east, Pine Street to the south, and Franklin Street to the west. Buildings in the vicinity of the project site consist of older buildings built between 1910 and 1930 and newer buildings built between 1970 and 2000. Buildings in the area generally cover the majority of their site and are built to the sidewalk. Building heights in the immediate vicinity of the project site vary from one to 26 stories, with most buildings ranging from two to four stories.

Adjacent to the project site, to the north on the project block, is a supermarket (Whole Foods) and its parking facility, which occupies about three-quarters of the block bordering the southeast corner of Franklin and California Streets. Across California Street, farther north, is a church on the northeast corner of California and Franklin Streets and an 11-story residential/office/retail building (1700 California Street) occupying the rest of the block.

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5 DBI will not issue a demolition permit to demolish the existing building until it receives a letter from BAAQMD that all the asbestos-containing building materials have been removed and properly disposed of in accordance with applicable local, state, and federal laws.

Land uses on the east side of the project block, which is on the west side of Van Ness Avenue, include a four-story commercial building (1575 Van Ness Avenue), a service-over-retail showroom building at the southwest corner of Van Ness Avenue and California Street, and an 18-pump gas station on the northwest corner of Van Ness Avenue and Pine Street. Across Van Ness Avenue, along the east side, are a financial institution (Wells Fargo Bank) with associated retail and a 26-story Holiday Inn (1500 Van Ness) with a ground-floor bar and a ground-floor restaurant. At the southeast corner of Van Ness Avenue and Pine Street is a two-story retail building.

Immediately across from the project site, on the south side of Pine Street, is the 14-story, 130-foot-tall San Francisco Towers (1661 Pine), a senior residential life-care facility with 240 independent living units, 12 assisted-care units, and a 55-bed skilled nursing facility. It occupies the half-block bounded by Pine Street, Van Ness Avenue, Austin Street, and Franklin Street. Its ground-floor retail space faces Pine Street and includes a coffee house and a home stereo retail store.

Across Franklin Street from the project site to the west is a range of one- to five-story buildings, mostly residential flats and multi-unit apartment buildings, some with ground-floor retail. A two-story automotive repair shop is at the northwest corner of Pine and Franklin Streets.

The area within a four-block radius of the project site is characterized by office buildings and a large hotel, ranging from eight to 12 stories, and mid-rise residential apartment buildings ranging from five to eight stories, interspersed with taller buildings. Franklin Street north of California Street is lined with four- to eight-story apartment buildings, a 17-story, 45-unit building at 1835 Franklin Street, and the 11-story, 93-unit Clay Park Towers on the northeast corner of Clay and Franklin Streets (1890 Clay Street). South of the project site along Franklin Street are a modern 12-story office building at Franklin and Sutter Streets, and the One Daniel Burnham Court residential-office complex with 245 residential units and 40 medical offices in two towers of nine and 16 stories, on the north side of Post Street, east of Franklin Street. Within three blocks of the project site to the southwest are the 17-story, 164-unit Sutterfield condominium complex at 1483 Sutter Street, and the four-story, 100- dwelling-unit senior complex, called The Broadmoor, at 1499 Sutter Street.

Transportation Network

Pine Street is a three-lane, one-way street in the westerly direction and street parking is located on both sides of the street. Parking is prohibited on the south side of Pine Street, between Van Ness Avenue and Gough Street, between 3:00 PM and 7:00 PM on weekdays and this segment operates as a four-lane facility during the evening commute period. Franklin Street is a three- to four-lane, one-way street in the northerly direction and street parking is located on both sides of the street. California Street to the north is a main, two-way, east-west street with two lanes of travel in each direction with parking limited to the north side of the street. Van Ness Avenue to the east is a primary transportation corridor in the City that extends from the Civic Center in the south to the Marina District in the north. In the vicinity of the project site, Van Ness Avenue is a two-way, divided, north-south street with three lanes of travel in each direction with parking provided on both sides of the street. Van Ness Avenue serves as US Highway 101 through the central part of San Francisco.

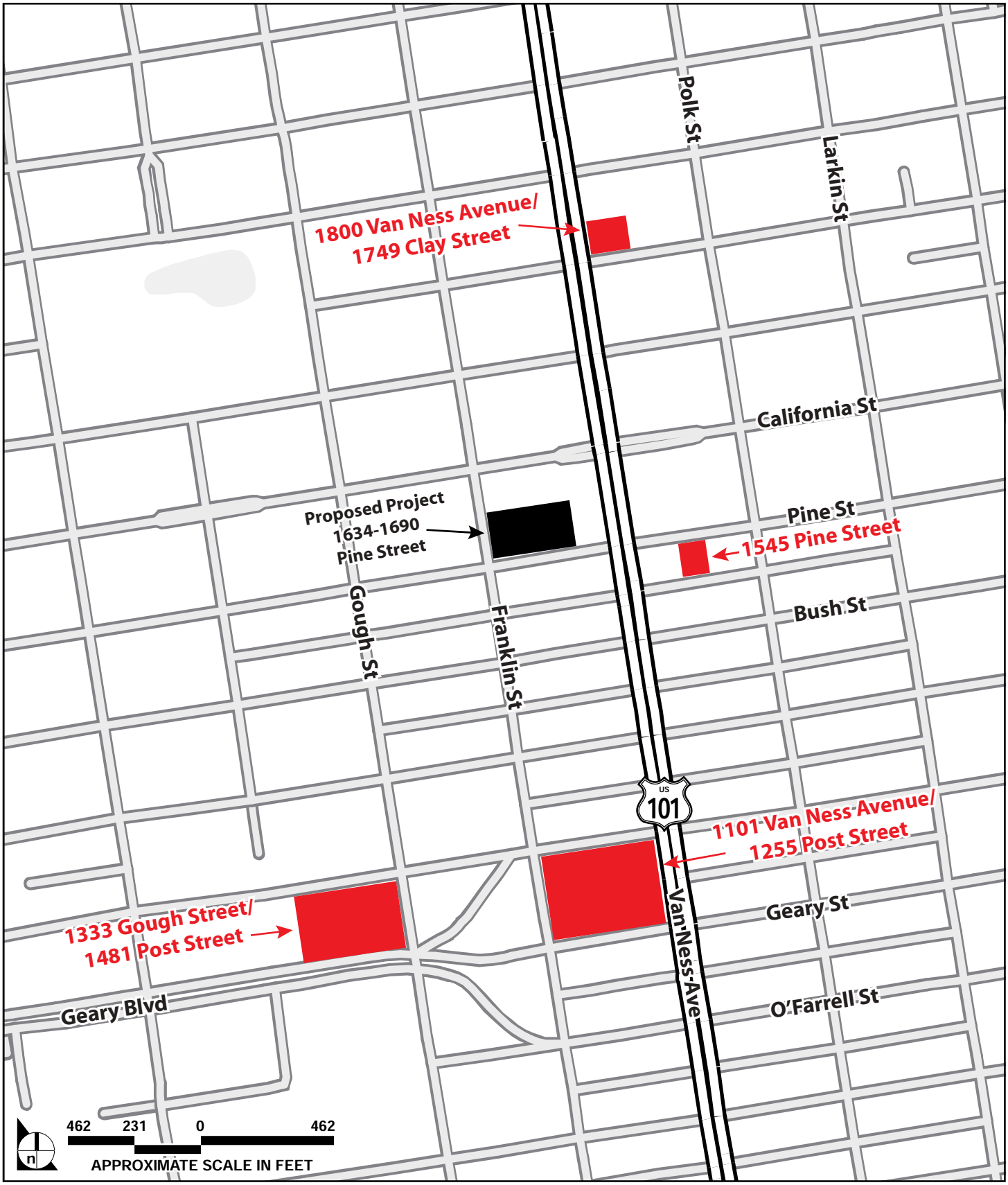
The project site is served by both local and regional public transit service in the immediate vicinity. Local service is provided by San Francisco Municipal Railway (Muni) bus and light rail lines, while regional transit service is provided by Bay Area Rapid Transit (BART) and Golden Gate Transit. Local Muni Routes within a half-mile walking distance of the project site include Routes 1 California, 2 Clement, 3 Jackson, 19 Polk, 27 Bryant, 38 Geary, 38L Geary Limited, 47 Van Ness, 49 Van Ness/Mission, 76 Marin Headlands, 90 Owl, and C California. The closest transit stops to the project site are at the northwest corner of the Van Ness Avenue/Pine Street intersection (southbound 47 Van Ness and 49 Van Ness/Mission), the northeast corner of the Van Ness Avenue/California Street intersection (northbound 47 Van Ness and 49 Van Ness/Mission), and the median of California Street immediately east of Van Ness Avenue (C California). The nearest BART station is the Civic Center Station, located approximately one mile to the south on the southeast corner of the Eighth Street/Market Street intersection. Golden Gate Transit buses can be accessed via stops on Van Ness Avenue at Sutter Street (northbound and southbound directions) or at Clay Street (northbound direction) and Sacramento Street (southbound direction).

Parks and Open Space

Parks and open space in the vicinity of the project site include Lafayette Park (two blocks northwest of the project site), Alta Plaza Park (10 blocks northwest of the project site), Jefferson Square and the adjacent Hayward Playground (eight blocks southwest of the project site), and the Hamilton Recreation Center (10 blocks southwest of the project site).

Cumulative Projects

Two approaches to a cumulative impact analysis are provided in *State CEQA Guidelines* Section 15130(b)(1). The analysis can be based on (a) a list of past, present, and probable future projects producing related impacts that could combine with those of a proposed project, or (b) a summary of projections contained in a general plan or related planning document. The analysis in this Initial Study employs both list-based and projections approaches, depending on which approach best suits the individual resource topic being analyzed. For instance, the aesthetics analysis considers individual projects that are anticipated in the project area that may alter the visual character and views in and surrounding the project area, while the transportation and circulation analysis relies on a citywide growth projection model that encompasses the proposed project and other nearby projects, which is the typical methodology that the San Francisco Planning Department applies to analysis of transportation impacts. A list of projects approved or anticipated to be approved in the near future within 0.25-mile of the project site is presented below. These reasonably foreseeable probable future projects are considered in the cumulative analysis, as applicable. The location of these projects in relation to the proposed project is provided in **Figure 15, Cumulative Projects**.



SOURCE: Impact Sciences, Inc., December 2012

FIGURE **15**

Cumulative Projects

Major Projects

- **1101 Van Ness Avenue/1255 Post Street (California Pacific Medical Center [Cathedral Hill Campus])**. This project consists of the demolition of an existing hotel and office building and the construction of a 12-story, 226-foot tall hospital with 304 beds on the entire block bounded by Franklin Street, Post Street, Van Ness Avenue and Geary Boulevard. The project is located three to four blocks south of the project site. Construction is scheduled to begin in mid-2014 and continue for four and a half years.[6]

- **1800 Van Ness Avenue/1749 Clay Street**. A residential and commercial development is under construction three blocks north and one block east of the project site at the northeast corner of Van Ness Avenue and Clay Street. The project comprises an eight-story mixed-use building with 95 dwelling units and 4,900 sf of ground-floor retail and a four-story residential building with three units. Construction of the project began in August 2012 and occupancy is expected in February 2014.

- **1333 Gough Street/1481 Post Street**. A residential and commercial development has been proposed four blocks south and one block west of the project site at the southwest corner of Gough and Post Streets. The project would construct a 36-story mixed-use building with 235 units and 2,050 sf of ground-floor retail. An EIR for the project is currently being prepared.

- **1545 Pine Street**. A residential and commercial development has been proposed on the south side of Pine Street one block east of the project site. The project would consist of a 13-story building containing a total of 123 units and 3,644 sf of ground floor retail. An EIR for the project is currently being prepared.

Programs

- **Van Ness Bus Rapid Transit.** This transit program involves the operation of a center-running bus rapid transit along Van Ness Avenue between Mission Street in the south and Lombard Street in the north. The program was adopted by the San Francisco Transportation Authority on June 26, 2012. Construction, which would consist of dedicated travel lanes and loading platforms in the median of Van Ness Avenue, is scheduled to begin in late 2016 with service expected to begin in late 2017.

- **SFMTA Transit Effectiveness Program.** This transit program involves system-wide transit improvements. A Notice of Preparation for the project was published on November 9, 2011, and an Initial Study is expected to be published in winter 2013.

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6 San Francisco Planning Department, Memorandum re Planning Department CEQA Review of Revised CPMC LRDP Project, March 4, 2013. Attachment to Motion No. 12055, approved by the San Francisco Board of Supervisors, March 12, 2013.

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.	☒	☐

This section identifies and discusses regional and local land use plans and policies relevant to the proposed 1634-1690 Pine Street project and evaluates the project's consistency with these plans and policies, which apply to projects within San Francisco's jurisdictional boundaries. This information is relevant to evaluating project impacts with respect to specific California Environmental Quality Act (CEQA) significance criteria that require analysis of a proposed project's compatibility with certain aspects of local and land use plans and policies.

San Francisco Planning Code

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

Planned Unit Development. As the project site exceeds one-half acre, the Planning Commission may authorize a Planned Unit Development (PUD) as a conditional use per *Planning Code* Section 304. A PUD is also required pursuant to Section 304 of the *Planning Code* for the increase in dwelling unit density above the allowed as-of-right in the NC-3 District and for modifications to the rear yard, dwelling unit exposure, off-street parking, off-street loading, and bulk limit requirements.

Density. The project would include 24 studio dwelling units, 120 one-bedroom units, and 118 two-bedroom units for a total of approximately 262 units. The NC-3 District permits a density of one unit per 600 sf of lot area, or the dwelling unit density of the nearest "R" (residential) district, whichever is denser. In the case of the proposed project, the nearest R district is the RC-4 District, which permits a density of one unit per 200 sf of lot area; therefore, a total of 177 units could be allowed on the project site. The dwelling unit density for the development site may be further increased with a PUD authorization, which permits a density of up to one unit less than the number of units allowed in the next denser zoning district. In the case of the proposed project, the next denser zoning district is the C-3 District, which permits a density of one unit per 125 square of lot area, equivalent to 283 units. Therefore, with a PUD, up to 283 units could be allowed on the project site. The number of dwelling units proposed is lower than this maximum density.

Use. The project site is located in a NC-3 (Moderate-Scale Neighborhood Commercial) District wherein residential and commercial uses are permitted. Areas identified as Neighborhood Commercial include a variety of different uses, such as residential, retail sales and services, and institutional. The residential and retail uses of the proposed project would be consistent with the Neighborhood Commercial uses.

Height. The proposed project, at a maximum height of 130 feet, would comply with the *Planning Code*'s 130-E Height and Bulk District, which permits structures up to a height of 130 feet.

Bulk. The proposed project falls under the "E" bulk limitations, as defined in *Planning Code* Section 270, which require a maximum length of 110'-0" and a maximum diagonal dimension of 140'-0" above a building height of 65 feet. The Franklin (West) Tower would have a length of 137'-6" and diagonal dimensions of 162'-7 5/8", 130'-11 3/8", and 127'-8 3/8" while the Van Ness (East) Tower would have a length of 137'-6" and diagonal dimensions of 164'-9 1/4", 133'-5 1/2", and 127'-11 3/4". The proposed length and maximum diagonal dimension of each tower exceed the bulk allowances; however, exceptions to the bulk requirements may be allowed under *Planning Code* Section 271 review.

The FAR limit as defined by *Planning Code* Section 124 for the NC-3 (Moderate-Scale Neighborhood Commercial) District is 3.6:1. Pursuant to Section 124(b), FAR limits do not apply to residential uses in an NC-3 District. Based on the project's lot area of 35,496 square feet, the gross floor area of the project would not be permitted to exceed 127,786 square feet of nonresidential uses. The proposed project would create 5,600 gross square feet of non-residential uses, well within the FAR limit for the NC-3 District.

Open Space. Under *Planning Code* Section 135(d)(1), the proposed project would be required to provide at least 9,432 sf of private open space or 12,545 sf of common open space, or a combination of the two types.[7] The proposed project would provide 4,896 sf of private open space by means of 36-sf private balconies for 136 units, and 6,100 sf of common open space to meet the requirement for the remaining 125 units. Therefore, the open space proposed for the project would meet the *Planning Code*'s open space requirement.

Rear Yard Configuration. *Planning Code* Section 134 requires that a project's minimum rear yard depth be equal to 25 percent of the total depth of the lot on which the building is situated at all residential levels. The project would not meet the required 25-percent rear yard setback. Per *Planning Code* Section 303, modification to the rear yard requirements may be sought as part of the PUD authorization.

Planning Code Section 140 requires that all dwelling units face directly onto 25 feet of open area (public street, alley, or side yard) or onto an inner courtyard that is 25 feet in every horizontal direction and that gets larger at each higher floor. The proposed project would not meet this requirement for all units. Therefore, the project sponsor would seek a modification from this requirement as part of the PUD.

7 *Planning Code* Section 135 states that the applicable standard residential open space requirement is 36 square feet per dwelling unit if the open space is private and 48 square feet per dwelling unit if it is common open space.

Parking. *Planning Code* Section 151 requires one space per dwelling unit. Commercial uses are allowed up to 7 percent of gsf or 15 spaces, whichever is greater. The proposed project would provide 245 spaces, including 240 mechanical stackers and five spaces accessible to persons with disabilities. The project thus would not provide one space per dwelling unit; however, under *Planning Code* Section 161(j), the Zoning Administrator may reduce off-street parking requirements, consistent with *Planning Code* Sections 307(g) and (i).

Two of the mechanical stackers would be designated for car-share use and three would be designated for use by the on-site retail tenants. *Planning Code* Section 166 requires two car-share spaces for 201 or more residential dwelling units, plus one car-share space for every 200 dwelling units over 200. Projects over 50 dwelling units are required under Section 155.5 to have 25 Class 1 bicycle parking spaces plus one space for every four dwelling units over 50. Under these *Planning Code* sections, the proposed project is required to have two car-share spaces and approximately 78 Class 1 bicycle parking spaces. The basement would provide for two car-share spaces and 91 Class 1 bicycle parking spaces, and would therefore meet the requirements for such spaces. Off-street surface parking would not be provided for the proposed commercial or residential use.

Loading. Because the project's proposed residential use exceeds 200,000 sf, the project would be required to provide two off-street loading spaces per *Planning Code* Section 152. The proposed project would not provide off-street loading and would require a modification of the requirement as part of the PUD.

Van Ness Automotive Special Use District. *Planning Code* Section 237 permits as a principal use the wholesaling of automotive parts and automotive uses listed in *Planning Code* Section 223 when connected with and incidental to the sale of new and used automobiles. In addition, *Planning Code* Section 237 states that any automotive uses listed in *Planning Code* Section 223 that are not connected with and incidental to the sale of new and used automobiles, and not otherwise permitted, may be permitted as a conditional use. As the proposed project consists of residential and commercial uses, the special use provisions of *Planning Code* Section 237 for the Van Ness Automotive Special Use District would not apply.

Affordable Housing. Per *Planning Code* Section 415, the project would need to pay an affordable housing fee and/or include affordable housing either on or off site. The affordable housing fee would be determined based on the applicable percentage of the number of units in the project. In addition, the affordability gap would be considered. The project is over 120 feet high and therefore would qualify under *Planning Code* Section 415.6(a)(1)(C). Therefore, 12 percent of the total units constructed shall be affordable to qualifying households. If provided on site, the project would be required to have 31 affordable housing units of the total approximately 262 units.

Plans and Policies

San Francisco General Plan. The San Francisco *General Plan* provides general policies and objectives to guide land use decisions. Any conflict between the proposed project and policies that relate to physical environmental issues is 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 would be considered by decision-makers as part of their decision to approve or disapprove the proposed

project. Any potential policy 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 102.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies are: (1) preservation and enhancement of neighborhood-serving commercial uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 14 a-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).

The City is required to find that the proposed project or legislation is consistent with these priority policies. It must do this before issuing a permit for any project that requires an initial study under CEQA, before issuing a permit for any demolition, conversion, or change of use, and before taking any action that requires a finding of consistency with the *General Plan*. As noted above, the consistency of the proposed project with the environmental topics associated with the priority policies is discussed in **Section E** of this document, Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the project would contain the San Francisco Planning Department's comprehensive project analysis and findings regarding the consistency of the proposed project with the Priority Policies.

Regional Plans and Policies

The principal regional planning agencies and their policy plans to guide planning in the nine-county Bay Area are the Association for Bay Area Governments (ABAG), *A Land Use Policy Framework* and *Projections 2009*; the Bay Area Air Quality Management District (BAAQMD), *Bay Area 2010 Clean Air Plan* and *Bay Area 2005 Ozone Strategy*; the Metropolitan Transportation Commission, *Transportation 2035 Plan for the San Francisco Bay Area*; and the San Francisco Regional Water Quality Control Board, *San Francisco Basin Plan*; and the San Francisco Bay Conservation and Development Commission, *San Francisco Bay Plan*. Due to the size, location, and nature of the proposed project, there would be no anticipated conflicts with these 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 and Paleo. Resources	☐ Recreation	☐ Hazards/Hazardous Materials
☒ Transportation and Circulation	☐ Utilities and Service Systems	☐ Mineral/Energy Resources
☐ Noise	☐ Public Services	☐ Agricultural and Forest Resources
		☒ Mandatory Findings of Significance

Effects Found to be Potentially Significant

This Initial Study evaluates the proposed 1634-1690 Pine Street Project to determine whether it would result in significant environmental impacts. The designation of topics as "Potentially Significant" in the Initial Study means that the EIR will consider the topic in greater depth and determine whether the impact would be significant. The project could damage historic architectural resources, as the existing buildings on the project site are considered historic under CEQA. The project could also have a significant effect on archaeological and paleontological resources and disturb human remains as these resources may be present underneath the project site. Construction and operation of the proposed project could have a significant effect on transportation in the project area. Finally, the proposed project could alter wind in a manner that would substantially affect public areas in the vicinity of the project site. These potential impacts will be analyzed in the EIR.

Effects Found Not to be Significant

The following potential individual and cumulative environmental effects of the proposed project were determined either to be less than significant or would be reduced to a less than significant level through recommended mitigation measures included in this Initial Study:

- Land Use and Land Use Planning (all topics);
- Aesthetics (all topics)
- Population and Housing (all topics);

- Transportation and Circulation (design hazards)
- Noise (all topics);
- Air Quality (all topics);
- Wind and Shadow (shadow);
- Recreation (all topics);
- Utilities and Service Systems (all topics);
- Public Services (all topics);
- Biological Resources (all topics);
- Geology and Soils (all topics);
- Hydrology and Water Quality (all topics);
- Hazards/Hazardous Materials (all topics);
- Mineral/Energy Resources (all topics); and
- Agricultural and Forest Resources (all topics).

These items are discussed with recommended mitigation measures, where appropriate, in **Sections E and F**, and require no further environmental analysis in the EIR. All mitigation measures identified, including those for construction noise, air emissions during construction, and potential soil contamination, have been agreed to by the project sponsor and will be incorporated into the proposed project. For items designated "Not Applicable," the conclusions regarding potential significant environmental effects are based upon field observations, staff and consultant experience and expertise on similar projects, and/or standard reference materials available within the San Francisco Planning Department, such as the San Francisco Planning Department's October 2002 *Transportation Impact Analysis Guidelines for Environmental Review* (*SF Guidelines*) and the California Natural Diversity Database and maps published by the California Department of Fish and Game. For each checklist item, the evaluation has considered both individual and cumulative impacts of the proposed project.

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?	☐	☐	☒	☐	☐

The project site is located on the north side of Pine Street between Van Ness Avenue and Franklin Street in San Francisco's Western Addition, within a NC-3 (Moderate-Scale Neighborhood Commercial) District and a 130-E Height and Bulk District. The subject property is occupied by five vacant one- to two-story buildings formerly containing a total of 43,847 sf of office and industrial use. The lot on the northeast corner of Pine and Franklin Streets, with an area of approximately 7,563 sf, contains no structures and is currently used as a 22-space parking lot. Surrounding land uses include mixed use, commercial, single-, and multi-family residential, including the senior residential life-care facility with 240 independent living units, 12 assisted-care units and a 55-bed skilled nursing facility located across from the project site on Pine Street. Nearby uses include residential, office, retail (including restaurant and bar), auto service, church, hotel, and parking.

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

Under project conditions, the existing structures would be removed and the site would be redeveloped with a building consisting of two 13-story residential towers with commercial space on the ground and second floors. The proposed project would not divide the physical arrangement of its block or surrounding area. It would be built within the existing lot boundaries and would be incorporated within the established street plan. As a result, it would not disrupt or divide the physical arrangement of an established community or impede the passage of persons or vehicles, and this impact would be *less than significant*.

Impact LU-2: The proposed project would not conflict with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The proposed project would include two 13-story residential towers approximately 130 feet high with approximately 262 residential units and commercial space on the ground and second floors. The project site is located in an area zoned for a wide variety of uses, including commercial and housing uses. Development activity within the City of San Francisco is subject to land use regulations set forth in the San Francisco General Plan and the San Francisco *Planning Code* (Zoning Ordinance). While the proposed residential and commercial uses are allowed by right under the NC-3 District, the proposed density of development of up to 262 units would be allowed with the authorization of a Planned Unit Development (PUD). As a result, the project would not conflict with applicable plans, policies, and regulations such that an adverse physical change could result, and this impact would be *less than significant*.

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

Land use impacts are considered to be significant if the proposed project would have a substantial effect on the existing character of the vicinity. The change in land use on the project site would not be considered a significant impact because the site is within a NC-3 District, where the proposed residential and commercial uses are permitted with the authorization of a PUD. Further, the maximum height of the proposed residential towers would be approximately 130 feet, which is consistent with existing buildings in the area.

Buildings in the vicinity of the project site consist of older buildings built between 1910 and 1930 and newer buildings built between 1970 and 2000. The buildings on the project site were built between 1912 and 1917 and the proposed project would incorporate the façades of three of the existing buildings. At the same time the proposed residential towers would be consistent with the taller, modern buildings located in the neighborhood at 1661 Pine Street (San Francisco Towers), 1700 California Street, and 1500 Van Ness Avenue (Holiday Inn).

Although the project site would be converted from commercial and industrial uses to mostly residential with some commercial uses, this conversion in land use would not be substantially or demonstrably incompatible with existing commercial and high-density residential uses in the project area. The proposed project would change the land use and density of development at the project site, but the general character of the site would remain urban. Building setbacks would remain the same, and the proposed project would generally occupy the same footprint as the existing buildings on the project site. Although the project would intensify use and substantially change the character of the site itself, it would be similar in size, character, and use to other residential structures in the project vicinity.

Therefore, the proposed project's impact on the existing character of the project's vicinity would be *less than significant*.

Impact C-LU-1: The proposed project in combination with past, present, or reasonably foreseeable future projects in the vicinity would not result in significant cumulative land use impacts. (Less than Significant)

As discussed under **Cumulative Projects**, starting on page 22, there are several approved projects and reasonable foreseeable future projects within a quarter-mile radius of the project site. A majority of these cumulative projects are buildings with high-density residential and ground-floor commercial space or hospital uses. Given that the cumulative projects would be consistent with the mixed-use nature of the project area, it is unlikely that they would have land use impacts that could combine with the less than significant impacts of the proposed project to such an extent that a cumulative land use impact would occur. The proposed California Pacific Medical Center (Cathedral Hill Campus,) located six blocks to the south at 1101 Van Ness Avenue/1255 Post Street, would result in a substantial land use change. However, the proposed project would not contribute to this change in the character of land uses in the area, and its effects would not contribute to a cumulative land use impact.

Based on the information presented above, the proposed project would result in *less than significant* project-specific and cumulative land use impacts.

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

A visual quality 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 creating substantial light and glare. The proposed project would have significant aesthetic impacts under CEQA if it were to affect scenic vistas, damage scenic resources, degrade the visual character of the area, or create a new source of substantial light or glare.

Six views of the project site show existing conditions and photo-simulated views of the proposed project. **Figure 16, Viewpoint Locations**, shows the locations of these viewpoints. **Figure 17, View Looking Southeast from Lafayette Park**, is a view of the project site looking southeast from within Lafayette Park. **Figure 18, View Looking Southeast from the Intersection of Franklin & California Streets**, illustrates views looking southeast diagonally across the intersection of Franklin and California Streets toward the project block with the Holiday Inn east of the project block about 225 feet east of the project site, and San Francisco Towers across Pine Street from the project site. **Figure 19, View Looking Northeast from the Intersection of Franklin & Pine Streets**, is a view of the project looking northeast near the southwest corner of Franklin and Pine Streets. **Figure 20, View Looking North along Franklin Street Approaching Pine Street**, is a view of where the project site starts to become visible looking north on Franklin Street approaching Pine Street. **Figure 21, View Looking Northwest from the Intersection of Pine Street and Van Ness Avenue**, is a view looking northwest toward the project site, near the southeast corner of Pine Street and Van Ness Avenue. **Figure 22, View Looking West along Pine Street Approaching Van Ness Avenue**, is a view of where the project start to become visible looking west on Pine Street approaching Van Ness Avenue.

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

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

The Urban Design Element of the City's General Plan contains policies focused on the preservation of major views throughout the City. Policy 1.1 of the Urban Design Element is intended to recognize and protect major views in the City, with particular attention to views of open space and water. Significant views are broadly identified in the Urban Design Element as those of open space, the Bay, the Bay Bridge and Golden Gate Bridge, and architecturally and historically important buildings.

The project site is in a relatively low-lying area of the City characterized by a mix of building heights. Views are limited in the project vicinity due to surrounding urban development and intervening buildings. As is evident from **Figures 18** through **22**, no views of open space, water or the Bay Bridge or Golden Gate Bridge are available from public areas such as city streets in the vicinity of the project site. The nearest historic structure is located at 1700 Franklin Street, which is located one block north of the project site on the northwest corner of Franklin Street and California Street. However, views of this structure from the project site are minimal. Therefore the construction of the 13-story towers would not result in an adverse effect on a scenic view or vista.

The closest open space to the project site is the Lafayette Park, located two blocks northwest of the project site. As shown in **Figure 17**, a public view of the project site is not available from Lafayette Park. As such, the proposed project would not degrade or obstruct any scenic views or vistas now observed from a public area. Therefore, the proposed project would have a *less than significant* impact on scenic views and vistas in the project area.

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

The project site is not visible from a State scenic highway as there are no scenic highways in the vicinity of the project site. The nearest scenic highway, Highway 280, is south of the site in San Mateo County. There are a total of 14 trees located on the project site or in the public right-of-way – seven trees planted in the sidewalk along Pine Street in front of the project site and seven trees located in the existing surface parking lot located on the northeast corner of Pine and Franklin Streets. All seven street trees are protected under the City's Urban Forestry Ordinance while three of the seven trees in the parking lot are protected under the ordinance.[8] All of the street trees along Pine Street would be retained; the trees located in the existing parking lot would be removed during project construction, including the three protected trees. However, as discussed in Impact BI-2, starting on page 109, three new trees would be planted along Pine Street and Franklin Street to replace the three protected trees that would be removed, which satisfies the Department of Public Work's one-to-one replacement requirement for protected trees. The five vacant one- to two-story buildings single-story buildings on the project site do not contribute to a scenic public setting. No other scenic resources such as rock outcroppings exist on the project site. This impact is considered *less than significant.*

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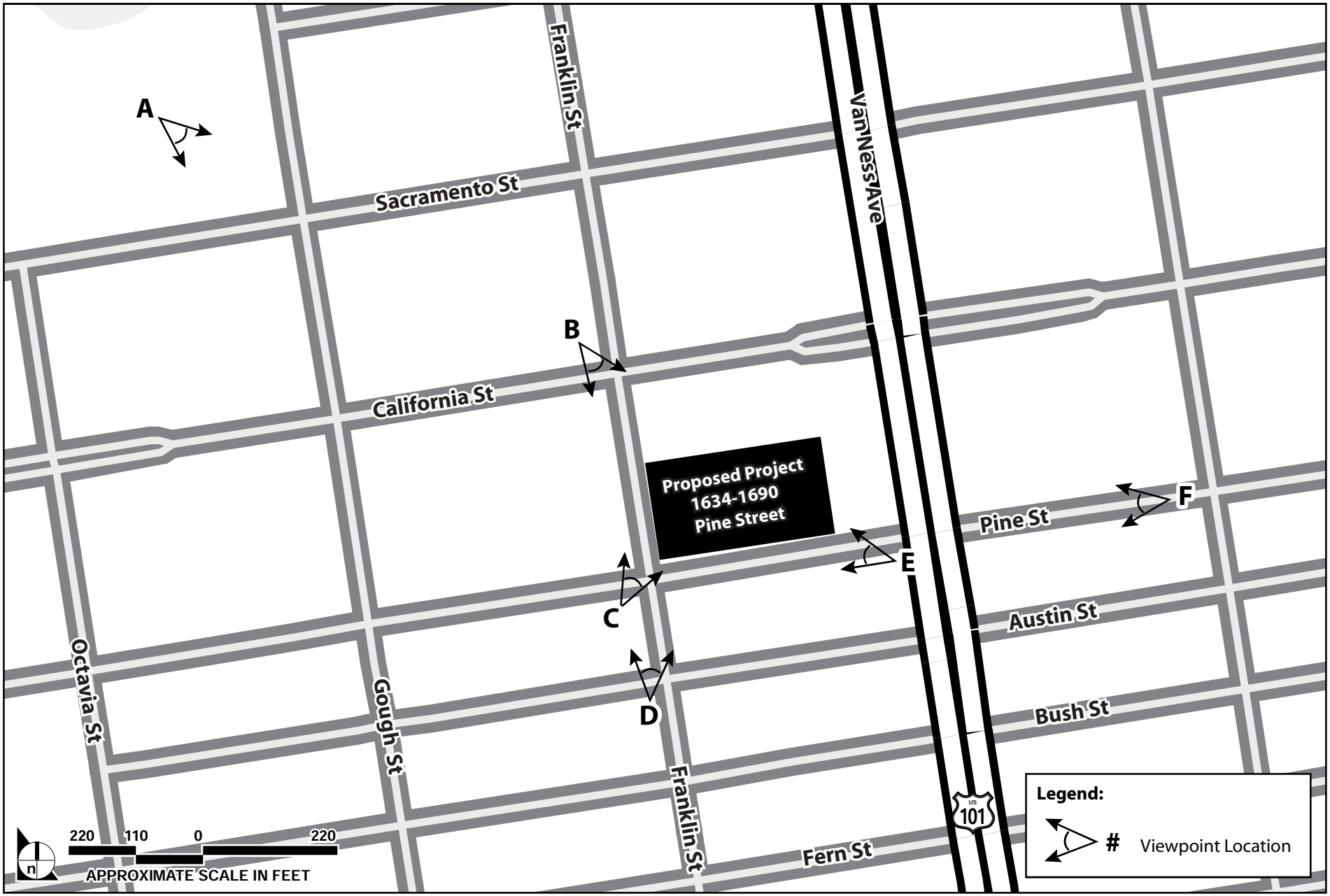
8 Under San Francisco Public Works Code Section 810A, a significant tree is defined as a tree: (1) on property under the jurisdiction of the Department of Public Works or (2) on privately owned property with any portion of its trunk within 10 feet of the public right-of-way, and (3) that satisfies at least one of the following criteria: (a) a diameter at breast height (DBH) in excess of 12 inches, (b) a height in excess of 20 feet, or (c) a canopy in excess of 15 feet.



SOURCE: Impact Sciences, Inc., December 2012

FIGURE **16**

Viewpoint Locations

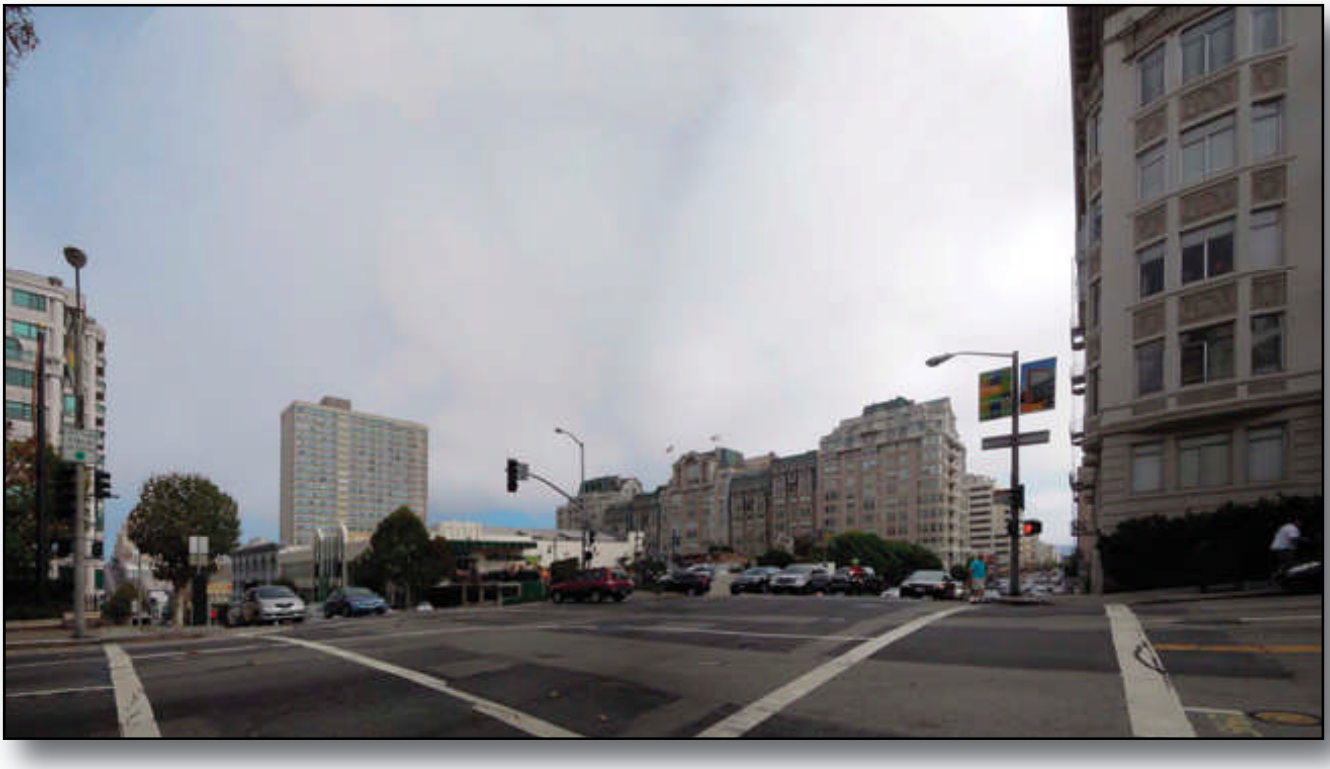
Existing View

Photo Rendering

SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **17**

View Looking Southeast from Lafayette Park



Existing View

Photo Rendering

SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **18**

View Looking Southeast from the Intersection of Franklin & California Streets

Existing View

Photo Rendering

SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **19**

View Looking Northeast from the Intersection of Franklin & Pine Streets

Existing View

Photo Rendering

SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **20**

View Looking North along Franklin Street Approaching Pine Street

Existing View

Photo Rendering

SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **21**

View Looking Northwest from the Intersection of Pine Street and Van Ness Avenue

Existing View

Photo Rendering

SOURCE: Kwan Hemi Architecture Planning Inc., December 2012

FIGURE **22**

View Looking West along Pine Street Approaching Van Ness Avenue

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

The visual character of the project site and its vicinity is urban and mixed, with a variety of multi-family residential, office and commercial land uses. Properties in the vicinity of the project site include: an 11-story residential/office/retail building (1700 California Street) to the north, a 26-story Holiday Inn hotel to the east, and the 14-story, 130-foot-tall San Francisco Towers (1661 Pine Street) to the south.

From the vantage point shown in **Figure 18,** the proposed building would dominate the scene and obscure views of the 14-story San Francisco Towers building and views south of the project site, which is directly across Pine Street from the project site. From the vantage point shown in **Figure 19,** the proposed building would be prominent and would obscure views north of the project site. The proposed project would appear to be the most dominant structure in this view, and would alter residential and pedestrian views. From the vantage point of **Figure 20,** the proposed project would introduce a vertical column to the streetscape that would be similar to the existing San Francisco Towers building in the foreground. From the vantage point of **Figure 21,** the proposed project would be one of the most dominant structures along Pine Street and would affect residential and pedestrian views from south to east. From the vantage point of **Figure 22,** the proposed project would obscure views to the northwest.

The proposed project would be considerably taller and more massive and more noticeable than existing conditions. However, because the site is sloped downward to the east and south, the structure would vary in height relative to the side from which it is viewed as the slope drops approximately 11 feet along the Pine Street frontage and about 10 feet along the Franklin Street frontage. For example, the height of the proposed structure at the northwest corner of the project site would be approximately 116 feet while the height of the proposed structure at the southeast corner of the project site would be about 138 feet. The proposed structure's two distinct masses (towers) would break up the project into small components as opposed to one continuous street wall along Pine Street. As a result the proposed structure would not visually overwhelm the views from neighboring buildings. As shown in the Pine Street elevation (**Figure 13, Elevation Design – Pine Street**, page 17), the facades of two existing brick buildings, and one concrete building would be retained and incorporated into the design. Finally, at 13 stories, the proposed project would conform to the project site's 130-E Height and Bulk District controls, and would be compatible with the mass and building heights in the surrounding area, including the 14-story, 130-foot-tall, San Francisco Towers building across the street and the 26-story Holiday Inn located on the eastern side of Van Ness Avenue.

The proposed project would intensify and change the use of the site, but would not change or be inconsistent with the mixed-use visual character of surrounding development. The proposed project would be infill development located in a densely developed urban area within surrounding buildings of comparable height and bulk. It would not appear out of scale with other existing buildings in the project vicinity. Therefore, the proposed project would have a *less than significant* impact on the visual character of the project site and surroundings.

Impact AE-4: The proposed project would not create a new source of substantial light or glare. (Less than Significant)

The existing vacant buildings on the project site are not generally illuminated at night. The proposed project would replace these buildings with two 13-story residential towers. Interior lights would be visible through the building's windows from nearby areas, including adjacent buildings and public streets. The intensity and extent of visibility of the interior lighting from the proposed project would be greater than that of the existing buildings; however, it would be typical of other residential and commercial structures in the area. Exterior lighting of the proposed project would be restricted to illuminating the building's pedestrian and vehicular access points at street level, consistent with nearby buildings and street lighting fixtures, and is not expected to create substantial new illumination in the area.

As indicated in **Figures 13** and **14**, the facades of the proposed building would include glass components. However, the proposed project would comply with City Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. As a result, proposed project would not include any reflective glass and would not cause any glare impacts on nearby pedestrians or autos.

The environmental effects of light and glare from the proposed project would be *less than significant*.

Impact C-AE-1: The proposed project in combination with past, present, and reasonably foreseeable future development in the project vicinity would not result in significant impacts to aesthetic resources. (Less than Significant)

The cumulative projects described above under **Cumulative Projects**, starting on page 22, would result in the construction of high-rise buildings consisting of residential, ground-floor commercial, and hospital uses. Similar to the proposed project, the approved and reasonably foreseeable projects would be contemporary in architectural design and would conform to the applicable land use designations, design requirements, and Height and Bulk District requirements of the City's *Planning Code*. These cumulative developments would generally increase the density of development in the vicinity of the project site. In addition, most of the buildings included in these cumulative developments would be taller than the existing buildings they would replace. In general, the cumulative developments would occur in a highly urbanized area of San Francisco where residential and commercial buildings reach up to approximately 28 stories, and the new buildings would not result in a substantial visual contrast with existing development in the area. For example, the proposed California Pacific Medical Center [Cathedral Hill Campus,] located six blocks to the south at 1101 Van Ness Avenue/1255 Post Street, would be 12 stories tall. In addition, there are no designated or unique scenic vistas in the vicinity of the proposed project. As a result, the cumulative developments would not have a substantial adverse effect on a scenic vista. Finally, the cumulative developments would add lighting typical of residential, commercial and hospital uses in the area. The lighting would be similar to the lighting that already exists in the area, and is not expected to create substantial illumination. In addition, none of the cumulative developments would

include the use of mirrored or reflective glass, and thus cumulative adverse glare effects are not anticipated.

The project vicinity is highly urbanized and lacks unique scenic resources. Views of nearby historic structures would not be obscured by the proposed project. Therefore, cumulative development in the project vicinity would not adversely affect such resources to such a degree that a significant cumulative impact would occur in combination with the proposed project's less than significant aesthetic impacts. Further, even if these projects did have impacts related to aesthetics, the proposed project would not contribute in a cumulatively considerable way to substantially degrade views, damage scenic resources, degrade the existing visual character of the area, or create a new source of substantial light or glare.

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

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

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

The California Department of Finance estimates the 2012 population for the City of San Francisco to be 812,538 people.[9] The Association of Bay Area Governments (ABAG) population projection for San Francisco is 837,500 people in 2015 and 969,000 people in 2035.[10] The 2010 US Census indicates that the population in the proposed project's Census Tract 151.00 was approximately 2,493 residents with an average of 1.42 persons per household.[11] In general, a project would be considered growth inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not implemented.

The proposed development is estimated to accommodate approximately 372 residents[12], an increase of approximately 10 percent within Census Tract 151.00. In addition to the proposed residential units, the project would provide commercial space that would accommodate approximately 16 employees.[13] The existing commercial buildings on the project site are vacant and thus do not provide employment opportunities.

The increase in population would not be a significant effect of the proposed project because the project site is within a densely developed urban area. While potentially noticeable to immediately adjacent

9 Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011 and 2012*. Available at: *http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php*. Accessed July 3, 2012.

10 Association of Bay Area Governments (ABAG), *Building Momentum: Projections and Priorities 2009*, August 2009.

11 2010 US Census Tract 151.00. Available at: *http://2010.census.gov/2010census/popmap/*. Accessed June 13, 2012.

12 The estimated number of residents is based on the project's provision of approximately 262 dwelling units multiplied by the average household size of 1.42 persons per household for Census Tract 151.00.

13 The estimated number of commercial employees is based on the project's proposed commercial space (5,600 gsf) divided by 350 employees per square foot, derived from Table C-1 of the Transportation Impact Analysis Guidelines, San Francisco Planning Department, October 2002.

neighbors, this increase would not substantially change existing area-wide population characteristics, and the resulting density would not exceed levels common and accepted in urban areas such as San Francisco. The type of population accommodated by the proposed project would be similar to the types of population accommodated by other buildings in the Van Ness corridor. Construction of the project would not be expected to generate substantial growth or concentration of population in the project area, which is already populated with high-density, multi-family residential uses and commercial uses. The increase in population from the proposed project would not exceed ABAG population projections for San Francisco.

In June 2008, the ABAG projected regional needs in its Regional Housing Needs Determination (RHND) 2007-2014 allocation. The projected need of the City and County of San Francisco from 2007 to 2014 is 31,193 total new dwelling units, or an average annual need of 4,456 net new residential units.[14] The project's residential uses would help address the City's broader need for additional housing in a citywide context in which job growth and in-migration outpace the provision of new housing. The proposed project would add approximately 262 residential units to the City's housing stock, contributing new residential units to meet the RHND allocation.

Based on the above discussion, the proposed project would not induce substantial growth and therefore would result in a *less than significant* impact to population growth in the area.

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

The project site currently houses no residents, and therefore no residential displacement would result from the project. In addition, no employees are currently located on the project site as the existing buildings are vacant. The proposed commercial space would accommodate an estimated 16 new employees. Due to the small number of employees and type of commercial space, it is anticipated that the additional employees would likely already live in the San Francisco area and would likely not relocate for the jobs that would become available. Consequently, they would only require a small amount of additional housing. Thus, the project would have a *less than significant* impact in creating demand for additional housing.

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14 Association of Bay Area Governments, *San Francisco Bay Area Housing Needs Plan*, 2007-2014, June 2008. For more information see: *http://www.abag.ca.gov/planning/housingneeds/*. Accessed March 7, 2012

Impact C-PH-1 The proposed project in combination with past, present, and reasonably foreseeable future development in the project vicinity would result in less than significant cumulative impacts on population and housing. (Less than Significant)

A majority of the cumulative projects, described under **Cumulative Projects**, starting on page 22, would provide housing to meet the regional housing needs. Based on the average household size in the area (see Impact PH-1 above), the population from the cumulative projects would be approximately 648 people[15] in addition to the 372 persons added by the proposed project. In addition, the proposed hospital would add approximately 2,200 employees to the area.[16] Between 2010 and 2035, the population of the City of San Francisco is expected to increase by 159,000 while the number of jobs in the City is expected to increase by 238,100.[17] The population increase associated with the proposed project and cumulative development would be within the ABAG growth projections for San Francisco. Although the proposed project and cumulative development would increase the density of development at each project site, compared to existing conditions, this increase would not be considered significant because it would be compatible with and comprise a small fraction of the existing high density of population in the vicinity. As discussed above, the proposed project would not displace substantial numbers of people or existing housing units. Cumulative development in the project vicinity would include a substantial amount of new housing. While the cumulative projects could displace people or housing units, the project's contribution to cumulative impacts on population and housing would be *less than significant*.

Based on the analysis above, the project-specific and cumulative impacts to housing or population from the proposed project would be *less than significant*.

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15 Based on the sum of residential units proposed by cumulative development with a ¼-mile radius of the project site (456 units) multiplied by 1.42 persons per household, which is the average household for Census Tract 151.00.

16 Thee 555-bed project analyzed in the CPMC EIR estimated 4,030 employees at the Cathedral Hill campus. The approved project was reduced in scope by 45 percent to 304 beds.

17 Association of Bay Area Governments, *Building Momentum: Projections and Priorities 2009*, August 2009.

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?	☒	☐	☐	☐	☐

Under the CEQA criteria, a project would have significant impacts on cultural resources if it were to impact a historical resource, cause a substantial change to the significance of an archaeological resource, destroy a paleontological resource or unique geologic feature, or disturb any human remains.

Impact CP-1: The proposed project could result in a significant impact on historic resources. (Potentially Significant)

Five out of the six parcels have been evaluated and designated a historic district, which is referred to as the Pine Street Auto Shops Historic District. The following is a summary of the historic context of the Pine Street Auto Shops Historic District based on the history presented in the *Van Ness Auto Row Support Structures* survey prepared in 2010 by William Kostura.[18] The Pine Street Auto Shops Historic District was found eligible under California Register of Historical Resources (CRHR) Criteria 1 and 3, and given California Historical Resource Status Code (also referred to as National Register of Historic Places Status Code) 3CD. The historic district's period of significance is 1912-1933, with varying periods of significance for individual buildings therein. William Kostura, who evaluated the buildings, concluded that the district was eligible within the context of Van Ness Auto Row support structures. In the introduction to the *Van Ness Auto Row Support Structures* report, Kostura stated that buildings eligible for the CRHR in the study were those that "best represent important aspects of the automobile industry."[19] Identifying buildings that best represent various aspects of early automobile history in the *Van Ness Auto Row Support Structures* study area was the primary goal of Kostura's survey. Kostura concluded that the Pine Street Auto Shops Historic District was CRHR eligible because the "row of five [buildings] is quite remarkable

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18 Kostura, William, *Van Ness Auto Row Support Structures*, 2010. A copy of the report is available for review in Project File No. 2011.1306E at the Planning Department, 1650 Mission Street, 4th Floor.

19 Kostura, pg. 4.

for its early date and high integrity, and evokes the early history of the automobile industry in San Francisco as no other group of buildings can."[20] For these reasons, the buildings are considered historic architectural resources, both individually and contributory to the potential historic district, for the purposes of CEQA. Therefore, partial or complete demolition of the existing buildings on the project site as part of project construction would result in a *potentially significant* impact on historic resources, and this issue will be further addressed in the EIR.

Impact CP-2: The proposed project could result in damage to, or destruction of, as-yet unknown archaeological resources, paleontological resources, or human remains should such resources exist beneath the project site. (Potentially Significant)

The project site is located within a one-mile radius of five recorded prehistoric archaeological sites. In addition, cultural artifacts were discovered during the excavation for the San Francisco Towers project, located directly across the street from the project site on Pine Street. As a result, there is a potential for archaeological deposits to be present on the project site. While there are no known paleontological resources at the project site, the underlying Colma Formation is considered paleontologically sensitive. Thus, there is a potential for paleontological deposits to be present on the project site. The proposed project would involve excavation to a maximum of 40 to 45 feet bgs. Therefore, the proposed project could adversely affect archaeological and paleontological deposits, if present, during excavation and/or earthmoving activities. There are no known human remains, including those interred outside of formal cemeteries, located in the vicinity of the project site. In addition, given the historical use of the site and the presence of fill on the project site, it is considered highly unlikely that human remains would be encountered at the project site during excavation and grading for the proposed project. However, it is possible that excavation of the proposed project could result in damage to, or destruction of, unknown human remains. For the reasons listed above, the project could have a *potentially significant* impact on archaeological and paleontological resources, as well as human remains, and this issue will be further addressed in the EIR.

Impact C-CP-1 The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity could result significant cumulative impacts to cultural resources. (Potentially Significant)

Cumulative development in the project vicinity, as described more fully under **Cumulative Projects**, starting on page 22, could potentially impact cultural resources. Given that the buildings on the project site are considered a historical resource for the purposes of CEQA, and given that the project site is within a potential historical district, the proposed project could make a cumulatively considerable contribution to a cumulative impact to historic architectural resources. In addition, construction of the

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20 Kostura, DPR 523 form for Pine Street Auto Shops Historic District, pg. 6, found in appendix of "Van Ness Auto Row Support Structures."

proposed project and cumulative projects would also require grading and excavation that could potentially affect archaeological and paleontological deposits, and human remains. Therefore, cumulative impacts to cultural resources are considered *potentially significant*, and this issue will be further addressed in the EIR.

For the reasons discussed above, the proposed project would have *potentially significant* project-specific and cumulative impacts on historical, archaeological, and paleontological resources, as well as human remains.

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 proposed project is not located within an airport land use plan area or in the vicinity of a private airstrip, and Topic 5c is therefore not applicable to the proposed project.

Impact TR-1: The proposed project could 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, and the proposed project could conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures. In addition, the project could result in inadequate emergency access. (Potentially Significant)

The increased population of the project site and the new vehicle trips associated with the proposed project would cause an increase in traffic on surrounding roadways. In addition, the proposed project would result in additional transit, bicycle, and pedestrian trips. These potential changes in traffic and increase in transit, bicycle, and pedestrian trips could result in congestion along area roadways and along the local transit, bicycle, and pedestrian system. Construction activity generated by the proposed project would also increase traffic on local roadways and could temporarily disrupt the local transit, bicycle, and

pedestrian system. Loading operations associated with the proposed project would have the potential to create hazardous conditions or significantly delay traffic, transit, bicycles, or pedestrians. Finally, the project could result in inadequate emergency access. This represents a *potentially significant* impact, and this issue will be further addressed in the EIR.

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

The proposed project does not include any design features that would substantially increase traffic hazards, such as sharp curves or dangerous intersections, and would not include any incompatible uses. Therefore, it would result in a *less than significant* traffic hazard impact.

Impact TR-3: The proposed project could conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such features. (Potentially Significant)

As discussed in more detail under Impact TR-1, the proposed project could have a significant impact on public transit, bicycle, or pedestrian facilities. Furthermore, there are proposed or adopted transportation projects and plans in the area, including the Transit Effectiveness Project and the San Francisco Bike Plan, with which the proposed project could conflict. This impact is considered *potentially significant*, and this issue will be further addressed in the EIR.

Impact C-TR-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity could result in significant cumulative transportation/traffic impacts. (Potentially Significant)

The proposed project combined with cumulative projects, described under **Cumulative Projects**, starting on page 22, would result in increased demand on the local transportation system, including increased transit demand, which could result in congestion along area roadways and along the local transit, bicycle, and pedestrian system. Therefore, cumulative impacts to transportation/traffic are considered *potentially significant*, and this issue will be further addressed in the EIR.

Based on the information presented above, the proposed project would result in *potentially significant* project-specific and cumulative environmental impacts related to transportation/traffic.

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 located within an airport land use plan area or within 2 miles of an airport; nor is it in the vicinity of a private airstrip. Therefore, the proposed project would not expose people residing or working in the area to excessive airport or airstrip noise. As such topics 6e and 6f are not applicable and are not discussed further in this section.

Ambient noise levels in the vicinity of the project site are typical of noise levels in the Western Addition neighborhood of San Francisco, which are dominated by noise produced by vehicular traffic, including trucks, cars, Muni buses, emergency vehicles, noise from land use activities, periodic temporary construction-related noise from nearby development, and street maintenance noise. Based on the citywide modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH SAM),[21] the project site has an ambient noise level over 70 dB(A) (Ldn) along the Pine Street and Franklin Street frontages due to noise from Pine and Franklin Streets.

In 2008, six long-term[22] measurements were conducted on and in the vicinity of the project site by the acoustical engineering firm, Charles M. Salter Associates, Inc. To verify the previous measurements, new measurements were conducted at two of the six locations on and in the vicinity of the project site between August 21 and August 22, 2012. The monitors were attached to utility poles at a height of 12 feet above

21 Traffic noise map presented on DPH SAM website: http://www.sfdph.org/dph/EN/Noise.

22 Over 24-hours in duration

grade. The noise levels measured in 2012 were consistent with the levels measured in 2008. Existing noise levels were found to be approximately 70 – 79 dB(A) (DNL).[23, 24]

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

Exposure to Noise and Vibration during Operation

The Environmental Protection Element of the San Francisco General Plan contains Land Use Compatibility Guidelines for Community Noise.[25] These guidelines, which are similar to state guidelines set forth by the Governor's Office of Planning and Research, indicate maximum acceptable noise levels for various land uses. For residential uses, the maximum satisfactory exterior noise level without incorporating noise insulation into a project is 60 dB(A) (Ldn),[26] while the guidelines indicate that residential development should be discouraged at exterior noise levels above 70 dB(A) (Ldn).[27] According to the City's review procedures, where exterior noise levels exceed 65 dB(A) (Ldn), a detailed analysis of noise reduction requirements is typically necessary before final review and approval, and new residences must include noise insulation features in their design. In addition, Title 24 of the California Code of Regulations establishes uniform noise-insulation standards for residential and non-residential building.

As previously discussed, existing noise levels on and in the vicinity of the project site were found to be approximately 70 to 79 dB(A) (DNL). For residential development located along streets with noise levels above 75 dB(A) DNL, the San Francisco 2004 and 2009 Housing Element EIR included a mitigation

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23 Charles M. Salter Associates, Inc., *Pine and Franklin Residences (1634-1690 Pine Street) Environmental Noise Study*, December 17, 2012. This study is available, as part of Case No. 2011.1306E, for review at the San Francisco Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA.

24 DNL is a measure of community noise that is defined as the equivalent noise level for a continuous 24-hour period with a 10-decibel penalty imposed during nighttime and morning hours (10:00 pm to 7:00 am). DNL is the same as Ldn.

25 City and County of San Francisco, Planning Department, San Francisco General Plan, Environmental Protection Element, Policy 11.1.

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

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

measure that requires that a noise analysis be completed that demonstrates with reasonable certainty that Title 24 standards, where applicable, can be met.[28] The environmental noise study prepared for the proposed project indicates that the project would be able to comply with Title 24 standards and therefore the proposed project satisfies this requirement. In addition, the Department of Building Inspection (DBI) would review project plans for compliance with Title 24 noise standards. Therefore, project site residents would not be exposed to excessive interior noise, and the effect related to exposure of project residents to exterior ambient noise would be less than significant.

In conjunction with the noise analysis, the San Francisco 2004 and 2009 Housing Element EIR included a mitigation measure that requires that open space uses on site be protected from existing ambient noise levels that could prove annoying or disruptive to users of the open space.[29] As existing noise levels on the project site may exceed 75 dB(A) (Ldn), residents utilizing open space on the project site could be exposed to excessive exterior levels of noise, and this impact is considered potentially significant. However, with implementation of **Mitigation Measure M-NO-1**, open space users on site would be protected from existing ambient noise levels, and the impact from exposure to exterior ambient noise would be *less than significant*.

Mitigation Measure M-NO-1: Exterior Noise

> As part of project review, Planning Department shall require that open space required under the *Planning Code* be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings.

The operation of the proposed project would not include activities that would produce substantial groundborne vibration. As such, operational vibration impacts would be *less than significant*.

Generation of Traffic Noise during Operation

In order for a significant traffic noise impact to occur, a doubling of existing traffic volumes on the local roadway network that is attributable to the proposed project must occur. A doubling of traffic volumes would cause an increase of 3 dB(A) over existing traffic noise levels.[30] The contribution of the proposed project to existing traffic volumes on the local roadway network would be incremental, resulting in only

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28 San Francisco Planning Department, *San Francisco 2004 and 2009 Housing Element Draft EIR*, Mitigation Measure M-NO-1, part 1, p. V.G-48. Case No. 2007.1275E. This document is available at http://sfmea.sfplanning.org/2007.1275E_DEIR.pdf.

29 San Francisco Planning Department, *San Francisco 2004 and 2009 Housing Element Draft EIR*, Mitigation Measure M-NO-1, part 2, p. V.G-48. Case No. 2007.1275E. This document is available at http://sfmea.sfplanning.org/2007.1275E_DEIR.pdf.

30 California Department of Transportation, *Technical Noise Supplement*, 2009. Sacramento, CA.

138 total trips during the weekday PM peak hour; traffic volumes would not double.[31] The proposed project would not increase traffic volumes to a degree that would cause a noticeable increase in the ambient noise levels in the project vicinity. Therefore, impacts of the proposed project related to the generation of traffic noise during operation would be *less than significant*.

Generation of Building Noise during Operation

The proposed project includes mechanical equipment that could produce operational noise, such as that from heating and ventilation systems. These operations would be subject to Section 2909 of the City's Noise Ordinance (Article 29 of the San Francisco Police Code). As amended in November 2008, this section establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line; for noise generated by residential uses, the limit is 5 dB(A) in excess of ambient level. In addition, the noise ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dB(A) at night and 55 dB(A) during the day and evening hours (until 10:00 p.m.). The proposed project would comply with Article 29, Section 2909, by including acoustical construction improvements to achieve an interior day-night equivalent sound level of 45 decibels (dB). Furthermore, compliance with Article 29, Section 2909, would minimize noise from building operations. Therefore, noise effects related to building operation would be *less than significant*.

Generation of Occupants' Noise during Operation

Occupancy of the proposed building by its residents and their day-to-day activities would also be expected to elevate the noise levels at the project site. However, the resulting noise levels would be typical of residential buildings with commercial uses on the lower levels in urban settings and the noise levels would not be discernible above the ambient noise levels in the project vicinity that are dominated by traffic noise. Additionally, the building manager would be responsible for ensuring that the facility complies with all applicable provisions of Section 2909 of the Noise Ordinance, which sets noise limits for residential and commercial property uses. Therefore, impacts related to occupant noise during operation would be *less than significant*.

Impact NO-2: During construction, the proposed project would result in a substantial temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project. (Less than Significant with Mitigation)

Demolition, excavation, and project construction would temporarily increase noise in the project vicinity. Noise and vibration levels over the estimated 19.5-month construction period would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and

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31 AECOM, *1634 Pine Street Screencheck Final Transportation Impact Study*, December 19, 2012. This study is available, as part of Case No. 2011.1306E, for review at the San Francisco Planning Department, 1650 Mission Street,4th Floor, San Francisco, CA.

receptor, and presence or absence of barriers. Construction noise sources associated with the proposed project would include demolition, excavation, truck traffic, and site work.

Excavation and foundation work would likely generate the most construction-related noise. No pile driving would be required. Throughout the construction period there would be truck traffic to and from the site, hauling away demolition materials and debris, or delivering building materials. It is anticipated that the construction hours would be normal working hours during the week, with possible limited work during weekends. Noise from excavation and construction activities, especially impact tools, drilling machines, and excavators could result in noise peaks and ground vibration that may disrupt nearby residents. Noise levels would be sporadic rather than continuous in nature because of the different types of construction equipment used.

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

Sensitive receptors are people requiring quiet, for sleep or concentration, such as residences, schools, or hospitals, and people themselves who may be relatively more susceptible to adverse health impacts from their environment, such as immune-compromised individuals, populations with elevated levels of chronic illness, children, and the aged. The closest noise-sensitive receptors[32] are approximately 50 feet to the south on Pine Street and about 50 feet to the west on Franklin Street.

Construction activities other than excavation work generally generate noise levels up to 90 dB(A) at 50 feet from the activity, while other activities, such as concrete work, are quieter. Closed windows typically can reduce daytime interior noise levels to an acceptable level. Given the proximity of the nearby sensitive receptors to the project site, noise levels may exceed those commonly experienced in an urban environment. Excavation activities could temporarily exceed noise thresholds in the Noise Ordinance. Due to the amount of required excavation and the proximity of nearby sensitive receptors, the project construction could result in a potentially significant impact unless special construction noise measures, such as shielding and muffling of impact tools, temporary barriers, etc., are used. With implementation of **Mitigation Measure M-NO-2**, construction noise would have a *less than significant* effect on the environment.

Mitigation Measure M-NO-2: Reduction of Construction Noise

32 Noise-sensitive receptors: Hospitals, daycare facilities, hotels, residences, schools.

The project sponsor shall require the general contractor to comply with the following measures to minimize construction noise impacts on sensitive receptors:

- Construction equipment shall be properly maintained in accordance with manufacturers' specifications and shall be fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.

- Construction equipment shall not idle for extended periods of time near noise-sensitive receptors.

- Stationary equipment (compressors, generators, and cement mixers) shall be located as far from sensitive receptors as feasible. Sound enclosures shall be used during noisy operations on-site.

- Temporary barriers (noise blankets or wood paneling) shall be placed around the construction site parcels and, to the extent feasible, they should break the line of sight from noise sensitive receptors to construction activities. For temporary sound blankets, the material shall be weather and abuse resistant, and shall exhibit superior hanging and tear strength with a surface weight of at least 1 pound per square foot. Placement, orientation, size, and density of acoustical barriers shall be reviewed and approved by a qualified acoustical consultant.

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air shall be used, along with external noise jackets on the tools.

- Noise control requirements shall be included in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.

- Prior to the issuance of the building permit, along with the submission of construction documents, the project sponsor shall submit to the Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating noise levels of 90 A-weighted decibels or greater) about the estimated duration of the activity.

Construction activities such as use of jackhammers, and other high-power or vibratory tools and rolling stock equipment such as tracked vehicles may potentially generate substantial vibration in the immediate vicinity of the site. Vibration caused by construction has the potential to damage structures and to interfere with the enjoyment of life.

Human perception of vibration varies depending on the individual, physical setting, and the type of vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.2 to 0.3 mm/sec (0.008 to 0.012 inches/sec), peak particle velocity (ppv).[33] However, persons exposed to elevated ambient vibration levels such as in an urban environment may tolerate a higher vibration level. There is no consensus regarding what amount of vibration would cause structural damage. Structural damage can range from cosmetic to threatening the integrity of the building.

The proposed project would not involve the types of construction activities that would produce vibration levels that could damage adjacent structures. However, due to the proximity of residential land uses some construction activities may generate groundborne vibration that may be perceptible to the nearest residential receptor. The construction activities on the project site would comply with the City's Noise Ordinance and would not occur from 8:00 p.m. and 7:00 a.m. when the nearby residents are at rest. In addition, vibration-producing activities such as pile driving are not proposed as part of the project. The impact from groundborne vibrations would be *less than significant.*

Impact C-NO-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative noise impacts. (Less than Significant with Mitigation)

As described in **Section E.3, Population and Housing**, on page 46, the proposed project in combination with other cumulative projects would not result in substantial population growth in the project vicinity. Because neither the proposed project nor the other cumulative impacts in the vicinity are anticipated to result in a doubling of traffic volumes along nearby streets, the project would not contribute considerably to any cumulative traffic-related increases in ambient noise. Moreover, the proposed project's mechanical equipment and occupants would be required to comply with the Noise Ordinance, and therefore would not be expected to contribute to any cumulative increases in the ambient noise as a result of the building's mechanical equipment or occupants. Similar to the proposed project, any rooftop mechanical equipment that would be a part of cumulative development would be reviewed by an acoustical specialist and the DBI to ensure that the City's Noise Ordinance standards are met. Therefore, the proposed project would not result in cumulatively considerable noise impacts, and cumulative noise impacts would be *less than significant*.

Of the four reasonably foreseeable projects described under **Cumulative Projects,** starting on page 22**,** within four blocks of the project site, one is currently under construction. The remaining three projects that may be constructed during the same timeframe as the proposed project include a hospital at 1101

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33 NCHRP Synthesis 218, Cliff J. Schexnayder and James Ernzen, Transportation Research Board, 1996.

Van Ness Avenue/1255 Post Street, a residential and commercial development at 1133 Gough Street/1481 Post Street, and a residential and commercial development at 1545 Pine Street. Construction activities in the vicinity of the project site, such as demolition, excavation, grading, or construction of these buildings in the area, would occur on a temporary and intermittent basis, similar to the project. All of these projects would also be required to comply with the Noise Ordinance, which requires each construction project not to result in noise levels that exceed 80 dB(A) at 100 feet and not to increase the ambient noise level by 5 dB(A) at the property line of the project site, and in the event that it would be exceeded, to comply with the City's Noise Ordinance by limiting construction to take place between the hours of 8:00 p.m. and 7:00 a.m. Project construction-related noise would be regulated by the Noise Ordinance and implementation of **Mitigation Measure M-NO-2**. As such, construction noise effects associated with the proposed project would be temporary and are not anticipated to combine with construction noise from other projects in the area to result in a significant cumulative impact. In addition, the period of the loudest construction activity is generally a small portion of the overall construction period, which reduces the potential for overlap during the noisiest construction. Finally, none of the reasonably foreseeable projects are located close enough to the proposed project where significant vibration impacts would occur from concurrent construction activities. The proposed project, in conjunction with other proposed projects, would result in *less than significant* cumulative construction noise and vibration impacts.

Therefore, the proposed project would result in *less than significant* cumulative effects related to operational and construction noise and vibration.

Based on the discussion above, with implementation of **Mitigation Measures M-NO-1** and **M-NO-2**, the proposed project would have *less than significant* project-specific and cumulative effects on noise.

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

Setting

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2010 Clean Air Plan*, was adopted by the BAAQMD on September 15, 2010. The *2010 Clean Air Plan* updates the *Bay Area 2005 Ozone Strategy* in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2010 Clean Air Plan* contains the following primary goals:

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

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

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment[34] or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and PM_{10}, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[35]

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. **Table 3, Criteria Air Pollutant Significance Thresholds** identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

Table 3
Criteria Air Pollutant Significance Thresholds

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

Source: Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, **Table 1**.

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

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

Ozone Precursors. As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter (PM_{10} and $PM_{2.5}$[36]). Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The criteria for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. The federal New Source Review (NSR) program was created by the federal CAA to ensure that stationary sources of air pollution are constructed in a manner that is consistent with attainment of federal health-based ambient air quality standards. Similarly, to ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).[37] These levels represent emissions by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

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

Particulate Matter (PM_{10} and $PM_{2.5}$). The BAAQMD has not established an offset limit for $PM_{2.5}$. However, the emissions limit in the federal NSR for stationary sources in nonattainment areas is an appropriate significance threshold. For PM_{10} and $PM_{2.5}$, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels at which a source is not expected to have an impact on air quality.[38] Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control

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

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

38 BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance,* October 2009, page 16.

fugitive dust.[39] Individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.[40] The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.[41] The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. The BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling construction-related fugitive dust.

Local Health Risks and Hazards

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

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach. This approach uses a health risk assessment to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.[42]

Vehicle tailpipe emissions contain numerous TACs, including benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, naphthalene, and diesel exhaust.[43] Engine exhaust, from diesel, gasoline, and other combustion engines, is a complex mixture of particles and gases, with collective and individual toxicological characteristics. While each constituent pollutant in engine exhaust may have a unique toxicological profile, health effects have been associated with proximity, or exposure, to vehicle-related

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

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

41 BAAQMD, *CEQA Air Quality Guidelines,* May 2011.

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

43 San Francisco Department of Public Health (DPH SAM), *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review,* May 2008.

pollutants *collectively* as a mixture.[44] Exposures to fine particulate matter ($PM_{2.5}$) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[45] In addition to $PM_{2.5}$, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.[46] Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled roadways. The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

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

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

Excess Cancer Risk. The above 100 per one million persons (100 excess cancer risk) criteria is based on United States Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.[47] As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the "acceptable" range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,[48] the USEPA states that it "…strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million]

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

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

46 California Air Resources Board (ARB), Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

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

48 54 Federal Register 38044, September 14, 1989.

the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years." The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.[49]

Fine Particulate Matter. In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, "Particulate Matter Policy Assessment." In this document, USEPA staff concludes that the current federal annual $PM_{2.5}$ standard of 15 $\mu g/m^3$ should be revised to a level within the range of 13 to 11 $\mu g/m^3$, with evidence strongly supporting a standard within the range of 12 to 11 $\mu g/m^3$. Air pollution hot spots for San Francisco are based on the health protective $PM_{2.5}$ standard of 11 $\mu g/m^3$, as supported by the USEPA's Particulate Matter Policy Assessment, although lowered to 10 $\mu g/m^3$ to account for error bounds in emissions modeling programs.

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

Construction Air Quality Impacts

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

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

Construction activities (short-term) typically result in emissions of fugitive dust, criteria air pollutants, and DPM. Emissions of criteria pollutants and DPM are primarily a result of the combustion of fuel from on-road and off-road vehicles and equipment. However, ROGs are also emitted from activities that involve painting or other types of architectural coatings or asphalt paving activities. The proposed project includes replacing five vacant one- to two-story buildings and a parking lot with a new mixed-use building with approximately 262 residential units and approximately 5,600 gsf of commercial space. During the project's approximately 19-month construction period, construction activities would have the potential to result in fugitive dust emissions, criteria air pollutants, and DPM.

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

Fugitive Dust

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

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

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

The Construction 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 measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site 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.

For projects over one half-acre, such as the proposed project, the Construction Dust Control Ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Department of Public Health. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

The site-specific Dust Control Plan would require the project sponsor to: submit of a map to the Director of Public Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with these dust control requirements.

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

Criteria Air Pollutants

Demolition, excavation, foundation installation, and construction of the new towers would involve construction activities that would temporarily affect local air quality during the anticipated 19.5-month construction schedule. This would cause temporary increases in particulate matter (fugitive dust) and other pollutant emissions. Construction dust includes PM_{10} and $PM_{2.5}$, primarily from "fugitive" sources; use of construction equipment and worker vehicles results in combustion-related emissions of criteria air pollutants (ROG, NO_x, PM_{10}, and $PM_{2.5}$); and evaporative emissions (ROG) occur during application of architectural coatings for interior and exterior finishes.

Average daily emissions were quantified for the proposed project using CalEEMod modeling.[50] The estimated criteria pollutant emissions from use of construction equipment were compared to significance

50 Environ International Corp, *1634-1690 Pine Street Project Air Quality*, December 21, 2012. This study is available, as part of Case No. 2011.1306E, for review at the San Francisco Planning Department, 1650 Mission Street,4th Floor, San Francisco, CA.

thresholds (see **Table 3** on page 63), and are presented in **Table 4, Daily Emissions of Criteria Pollutants during Construction**.

Table 4
Daily Emissions of Criteria Pollutants during Construction

Pollutant	Average Daily Emissions (lbs/day)	Criteria Threshold (Ibs/day)	Significant
ROG	39	54	No
NO_X	15	54	No
PM_{10} (exhaust)	0.81	82	No
$PM_{2.5}$ (exhaust)	0.81	54	No

Source: Environ International Corp., *1634-1690 Pine Street Project Air Quality*, December 21, 2012, **Table 1**.

As indicated in **Table 4**, emissions of criteria air pollutants during construction of the proposed project would be below the applicable criteria air pollutant significance thresholds. Project construction criteria air pollutant emissions that are at levels below the applicable thresholds would not violate an existing ambient air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in emissions of any criteria air pollutant. Therefore, the impact of the proposed project with respect to construction criteria air pollutant emissions would be *less than significant*. No mitigation measures would be necessary.

Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, which would expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

Off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.[51] Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.[52] For example, revised estimates of particulate matter (PM) emissions (of which DPM is a major component) for the SFBAAB for the year 2010 have

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

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

decreased by 83 percent from estimates of 2010 emissions.[53] Approximately half of the reduction in emissions can be attributed to the economic recession and half to updated methodologies used to better assess construction emissions.[54]

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines would be phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.[55] Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to DPM emissions.[56]

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

> *Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.*[57]

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

The proposed project would require construction activities for the approximate 19.5-month construction phase. Project construction activities would result in short-term emissions of diesel particulate matter and other toxic air contaminants that would add emissions to areas already adversely affected by poor air quality. This would result in a significant air quality impact to sensitive land uses. Implementation of the

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

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

55 USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

56 California Code of Regulations, Title 13, Division 3, § 2485.

57 BAAQMD, *CEQA Air Quality Guidelines,* May 2011, page 8-6.

following emissions-reducing mitigation measure would reduce this impact to a less than significant level.

Mitigation Measure M-AQ-2 – Construction Emissions Minimization

The project sponsor will be required to comply with the following measures to reduce potential health risks to nearby sensitive receptors during construction:

A. *Construction Emissions Minimization Plan*. Prior to construction, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist prior to the commencement of construction activities. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

(a) Where access to alternative sources of power is available, portable diesel engines shall be prohibited;

(b) All off-road equipment shall have:

(i) Engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards, and

(ii) Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). [58]

(c) Exceptions:

(i) Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for on-site power generation.

(ii) Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information provide evidence to the satisfaction of the ERO that a particular piece of equipment or vehicle with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use diesel vehicles or engines that are not retrofitted with an ARB Level 3

[58] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

(iii) If an exception is granted pursuant to A(1)(c)(ii),the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in the table below.

Off-Road Equipment Compliance Step Down Schedule*

Compliance Alternative	Engine Emission Standard	VDECS
1	Tier 1	Level 2
2	Tier 2	Level 1
3	Tier 3	Alternative Fuel**

* *How to use the table: For example, if the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.*

** *Alternative fuels are not a VDECS*

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than two minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, and Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

3. The project sponsor shall require that construction operator properly maintain and tune equipment in accordance with manufacturer specifications.

4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of the Plan as requested.

B. *Reporting*. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

   Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

C. *Certification Statement and On-site Requirements*. Prior to the commencement of construction activities, the project sponsor must certify (1) Compliance with the Plan, and (2) All applicable requirements of the Plan have been incorporated into contract specifications.

While the emissions reductions from limiting idling, educating workers and the public, and properly maintaining equipment is difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3 VDECSs can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS. Emissions reductions from the combination of Tier 2 equipment with Level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines, which is not yet available for engine sizes subject to the mitigation. Therefore, compliance with **Mitigation Measure M-AQ-2** would reduce construction emissions impacts to nearby sensitive receptors to a *less than significant* level.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

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

The increases in emissions attributable to operation of the proposed project would be from the total of project-related stationary sources (a diesel-fueled back-up emergency generator engine and natural-gas-fired mechanical systems or boilers), operational vehicle trips generated by on-site project uses, and area sources such as use of natural gas for heating and cooking. Emissions from operation of the proposed land uses were quantified using CalEEMod modeling, which provides average daily and

annual emission rates based on the expected vehicle trip generation rates and overall land use characteristics.[59]

Total criteria pollutant emissions from the anticipated operation-related sources were compared to significance thresholds (see **Table 3** on page 63), and are presented in **Table 5, Operation-Related Daily Emissions of Criteria Air Pollutants**, and **Table 6, Operation-Related Annual Emissions of Criteria Air Pollutants**.

Table 5
Operation-Related Daily Emissions of Criteria Air Pollutants

Pollutant	Average Daily Emissions (lbs/day)_	Criteria Threshold (Ibs/day)	Significant
ROG	32	54	No
NO_X	29	54	No
PM_{10} (exhaust)	1.0	82	No
$PM_{2.5}$ (exhaust)	1.0	54	No

Source: Environ International Corp., *1634-1690 Pine Street Project Air Quality*, December 21, 2012, **Table 2**.

Table 6
Operation-Related Annual Emissions of Criteria Air Pollutants

Pollutant	Total Construction Emissions (tons per year)_	Criteria Threshold (tons per year)	Significant
ROG	5.9	10	No
NO_X	5.3	10	No
PM_{10} (exhaust)	0.18	15	No
$PM_{2.5}$ (exhaust)	0.18	10	No

Source: Environ International Corp., *1634-1690 Pine Street Project Air Quality*, December 21, 2012, **Table 2**.

As indicated in **Tables 5** and **6**, criteria air pollutant emissions during the project's operational phase would be below the thresholds of significance. Project operational criteria air pollutant emissions that are at levels below the applicable thresholds would not violate an existing ambient air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in emissions of any criteria air pollutant. Therefore, effects related to

59 Environ International Corp, *1634-1690 Pine Street Project Air Quality*, December 21, 2012. This study is available, as part of Case No. 2011.1306E, for review at the San Francisco Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA.

operational criteria air pollutant emissions would be *less than significant*, and no mitigation measures are necessary.

Impact AQ-4: During project operation, the proposed project would generate toxic air contaminants, including diesel particulate matter, exposing sensitive receptors to substantial air pollutant concentrations. (Less than Significant with Mitigation)

As discussed above on page 66, San Francisco, in partnership with BAAQMD, has modeled and assessed air pollutant impacts from mobile, stationary and area sources within the City. This assessment has resulted in the identification of air pollutant hot spots, or areas within the City that deserve special attention when siting uses that either emit toxic air contaminants or uses that are considered sensitive to air pollution. The closest sensitive land uses are senior residences located across Pine Street approximately 50 feet from the project site. The project proposes a one building with two, 13-story residential towers with commercial use on the ground and second floors, which would qualify as a sensitive land use.

Sources of Toxic Air Contaminants

Vehicle Trips. Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with less than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project's 899 vehicle trips[60] would be well below this level, therefore an assessment of project-generated TACs resulting from vehicle trips is not required, and the proposed project's vehicle trips would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

On-Site Diesel Generator. The proposed project would also include a backup emergency generator. Emergency generators are regulated by the BAAQMD through its New Source Review (Regulation 2, Rule 5) permitting process. The project sponsor would be required to obtain a permit to operate for the emergency generator from the BAAQMD. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The BAAQMD limits testing to no more than 50 hours per year. Additionally, as part of the permitting process, the BAAQMD limits the excess cancer risk from any facility to no more than 10 per one million population and requires any source that would result in an excess cancer risk greater than 1 per one million population to install Best Available Control Technology for Toxics (TBACT). However, because the project site is located in an area that already experiences poor air quality, the proposed emergency back-up generator has the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known TAC,

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60 AECOM, *1634 Pine Street Screencheck Final Transportation Impact Study*, December 19, 2012. This study is available, as part of Case No. 2011.1306E, for review at the San Francisco Planning Department, 1650 Mission Street, 4th Floor, San Francisco, CA.

resulting in a significant air quality impact. Implementation of the following mitigation measure would reduce this impact to a less than significant level.

Mitigation Measure M-AQ-4a. Best Available Control Technology for Diesel Generators

> All diesel generators shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

Implementation of **Mitigation Measure M-AQ-4a** would reduce emissions by 89 to 94 percent compared to equipment with engines that do not meet any emission standards and without a VDECS. Therefore, although the proposed project would add a new source of TACs within an area that already experiences poor air quality, implementation of **Mitigation Measure M-AQ-4a** would reduce this impact to a *less than significant* level.

Siting Sensitive Land Uses

The proposed project would include development of approximately 262 residential dwelling units and is considered a sensitive land use for purposes of air quality evaluation. As discussed above, the project site is located in an area that experiences high levels of air pollution. The proposed project therefore would have the potential to expose the project site sensitive receptors to substantial concentrations of air pollutants. The following mitigation measure would be applicable to the proposed project and would require that the project sponsor install a filtered air supply system capable of removing 80 percent of outdoor particulates indoors. Implementation of **Mitigation Measure M-AQ-4b** would reduce this impact to a *less than significant* level.

Mitigation Measure M-AQ-4b. Air Filtration Measures

> *Air Filtration and Ventilation Requirements for Sensitive Land Uses*. Prior to receipt of any building permit, the project sponsor shall submit a ventilation plan for the proposed building(s). The ventilation plan shall show that the building ventilation system removes at least 80 percent of the outdoor $PM_{2.5}$ concentrations from habitable areas and be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system meets the 80 percent performance standard identified in this measure and offers the best available technology to minimize outdoor to indoor transmission of air pollution.
>
> *Maintenance Plan.* Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.
>
> *Disclosure to buyers and renters.* The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.

With implementation of **Mitigation Measures M-AQ-4a** and **M-AQ-4b**, the proposed project would result in a *less than significant* impact with respect to exposing existing and new sensitive receptors to substantial levels of air pollution during project operation.

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

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

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

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

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

Examples of a project that could cause the disruption or delay of Clean Air Plan control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would not provide excess parking for vehicles beyond requires contained in the *Planning Code* and would add two car-share parking spaces,, and 91 bicycle spaces to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would avoid disrupting or hindering implementation of control measures identified in the CAP.

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

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

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Sources of odors near the project site observed during the site visit include a few cafes and restaurants. However, these would not result in objectionable odors to which the project site residents could be exposed. Additionally, the proposed project includes 262 residential units and 5,600 sf of commercial space, and therefore, would not create significant sources of new odors. Therefore, odor impacts would be *less than significant*.

Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would contribute to cumulative air quality impacts. (Less than Significant with Mitigation)

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.[61] The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute to an air quality violation or result in a considerable

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61 BAAQMD, *CEQA Air Quality Guidelines,* May 2011, page 2-1.

net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds of significance for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

Although the project would add approximately 262 new residential units and 5,600 sf of commercial space, which would result in 899 additional vehicle trips within an area of the City that is already adversely affected by poor air quality, the proposed project would include **Mitigation Measure M-AQ-2**, which could reduce construction period emissions by as much as 94 percent, **Mitigation Measure M-AQ-4a,** which requires best available control technology to limit emissions from the project's emergency back-up generator, and **Mitigation Measure M-AQ-4b**, which requires that the building be designed to reduce outdoor infiltration of fine particulate matter indoors by 80 percent. Compliance with these mitigation measures would ensure that cumulative air quality impacts would be reduced to *less than significant*.

Based on the discussion above, the proposed project would have *less than significant* project-specific and cumulative effects on air quality.

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?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Environmental Setting

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

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. While the presence of the primary GHGs in the atmosphere is naturally occurring, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO_2. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels, and biomass.[62] N_2O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2E).[63]

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms and heat waves, are occurring already and will only become more frequent and more costly.[64] Secondary effects of climate change are likely to include a global rise in sea level, impacts to agriculture, the state's electricity system, and native freshwater fish ecosystems, an increase in the

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

63 Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

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

vulnerability of levees in the Sacramento-San Joaquin Delta, changes in disease vectors, and changes in habitat and biodiversity.[65,66]

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO_2E ($MMTCO_2E$).[67] The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state generation and imported electricity) at 23 percent and industrial sources at 18 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.[68] In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[69] Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent, and agriculture at 1 percent.[70]

Regulatory Setting

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

In response, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that

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

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

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

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

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

70 BAAQMD, *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 August 21, 2012.

feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction from forecast emission levels).[71]

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. The Scoping Plan is the State's overarching plan for addressing climate change. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from 2008 levels.[72] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million US tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see **Table 7, GHG Reductions from the AB 32 Scoping Plan Sectors**, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[73]

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

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

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

72 ARB, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed August 21, 2012.

73 ARB, *Assembly Bill 32*: Global Warming Solutions Act. Available online at: http://www.arb.ca.gov/cc/ab32/ab32.htm/. Accessed August 21, 2012.

Table 7
GHG Reductions from the AB 32 Scoping Plan Sectors

GHG Reduction Measures by Sector	GHG Reductions (MMTCO2E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1.0
Forestry	5.0
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	**174.0**
Other Recommended Measures	
Government Operations	**1.0–2.0**
Methane Capture at Large Dairies	**1.0**
Water	**4.8**
Green Buildings	**26.0**
High Recycling/Zero Waste • Commercial Recycling • Composting • Anaerobic Digestion • Extended Producer Responsibility • Environmentally Preferable Purchasing	**9.0**
Total	**41.8–42.8**

Source: ARB. *Climate Change Scoping Plan*, December 2008. Available online at: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed August 21, 2012; ARB. *California's Climate Plan*: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/ scoping_plan_fs.pdf. Accessed August 21, 2012

AB 32 further anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and noted that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.[74] The BAAQMD has conducted an analysis of the effectiveness of the region in meeting AB 32 goals from the actions outlined in the Scoping Plan and determined that in order for the Bay Area

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

to meet AB 32 GHG reduction goals, the Bay Area would need to achieve an additional 2.3 percent reduction in GHG emissions from the land use driven sector.[75]

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 *State CEQA Guidelines* to provide guidance for analyzing GHG emissions. Among other changes to the *State CEQA Guidelines*, the amendments added a new section to the CEQA Checklist (*State CEQA Guidelines* Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). The BAAQMD recommends that local agencies adopt a Greenhouse Gas Reduction Strategy consistent with AB 32 goals and that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy.[76] As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the *State CEQA Guidelines*.

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

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding statewide AB 32 GHG reduction goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 MMTCO$_2$E. A recent third-party verification of the City's 2010 communitywide and municipal

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

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

emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 $MMTCO_2E$, representing a 14.5 percent reduction in GHG emissions below 1990 levels.[77,78]

Approach to Analysis

In compliance with SB 97, OPR amended the *State CEQA Guidelines* to address the feasible mitigation of GHG emissions or the effects of GHGs. Among other changes to the *State CEQA Guidelines*, the amendments added a new section to the CEQA Checklist (*State CEQA Guidelines* Appendix G) to address questions regarding the project's potential to emit GHGs. The potential for a project to result in significant GHG emissions which contribute to the cumulative effects global climate change is based on the *State CEQA Guidelines* and CEQA Checklist, as amended by SB 97, and is determined by an assessment of the project's compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not generate enough GHG emissions to noticeably change the global average temperature. *State CEQA Guidelines* Sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions. *State CEQA Guidelines* Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy, demonstrating that San Francisco's policies and programs have collectively reduced communitywide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80 percent below 1990 levels by 2050. Chapter 1 of the City's *Strategies to Address Greenhouse Gas Emission* (the Greenhouse Gas Reduction Strategy) describes how the strategy meets the requirements of *State CEQA Guidelines* Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "Aggressive GHG reduction targets and comprehensive strategies like San Francisco's help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."[79]

With respect to *State CEQA Guidelines* Section 15064.4(b), the factors to be considered in making a significance determination include: 1) the extent to which GHG emissions would increase or decrease as a result of the proposed project; 2) whether or not a proposed project exceeds a threshold that the lead

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

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

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

agency determines applies to the project; and finally 3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

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

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

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

Impact C-GG-1: The proposed project would generate greenhouse gas emissions, but not 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 associated with land use decisions are CO_2, black carbon, CH_4, and N_2O.[80] 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 generation, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity on-site by demolishing five one- to two-story buildings and constructing an approximately 262 dwelling unit, mixed use building. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

As discussed above and consistent with the state *State CEQA Guidelines* and BAAQMD recommendations for analyzing GHG emissions under CEQA, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant GHG impact. Based on an assessment of the proposed project's compliance with San Francisco's *Strategies to Address Greenhouse Gas Emissions*, the proposed project would be required to comply with the following ordinances that reduce greenhouse gas emissions, see **Table 8, Regulations Applicable to the Proposed Project**.

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

Table 8
Regulations Applicable to the Proposed Project

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 421)	All employers of 20 or more employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 USC. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply with the Commuter Benefits Ordinance (Environment Code, Section 421) by requiring that all employers of 20 or more employees provide at least one of the three benefits programs listed.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by requiring that all persons employed at the proposed project site be eligible for the emergency ride home program.
Transit Impact Development Fee (San Francisco Planning Code, Section 411)	Establishes the following fees for all commercial developments. Fees are paid to DBI and provided to SFMTA to improve local transit services. Review Planning Code Section 411.3(a) for applicability.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be required to pay a TIDF fee of $10 per gross square foot.

Regulation	Requirements	Project Compliance	Discussion
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply with Planning Code Section 155.4 by providing 91 Class 1 bicycle spaces, which is 13 spaces above the required 78 spaces.
San Francisco Green Building Requirements (San Francisco Building Code, Chapter 13C.106.5 and 13C.5.106.5)	Requires New Large Commercial projects, New High-rise Residential projects and Commercial Interior projects to provide designated parking for low-emitting, fuel efficient, and carpool/van pool vehicles. Mark 8% of parking stalls for such vehicles.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by marking a minimum of 8% of parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles.
Car Sharing Requirements (San Francisco Planning Code, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply with Planning Code Section 166 by providing 2 car share parking spaces.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C.5.201.1.1)	New construction of non-residential buildings requires the demonstration of a 15% energy reduction compared to 2008 California Energy Code, Title 24, Part 6.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The non-residential portion of the proposed project will comply by demonstrating at least a 15% energy reduction compared to 2008 California Energy Code, Title 24, Part 6.
San Francisco Green Building Requirements for Energy Efficiency (LEED EA3, San Francisco Building Code, Chapter 13C.5.410.2)	For New Large Commercial Buildings - Requires Enhanced Commissioning of Building Energy Systems For new large buildings greater than 10,000 square feet, commissioning shall be included in the design and construction to verify that the components meet the owner's or owner representative's project requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Project sponsor shall engage a qualified consultant to conduct the commissioning in the design and construction of the project.
Commissioning of Building Energy Systems (LEED prerequisite, EAp1)	Requires Fundamental Commissioning for New High-rise Residential, Commercial Interior, Commercial and Residential Alteration projects	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project sponsor shall engage a qualified consultant to conduct the commissioning in the design and construction of the project.

Regulation	Requirements	Project Compliance	Discussion
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be a minimum of 14% more energy efficient than Title 24 energy efficiency requirements. As of 2008 large commercial buildings are required to have their energy systems commissioned, and as of 2010, these large buildings are required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings are required to have their systems commissioned by 2009, with enhanced commissioning as of 2011.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The non-residential portion of the proposed project will comply by being a minimum of 14% more energy efficient than Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (San Francisco Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater Management Ordinance and stormwater design guidelines.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would comply by having its civil engineer prepare a Stormwater Control Plan for review and approval by SFPUC.
San Francisco Green Building Requirements for water efficient landscaping (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The non-residential portion of the proposed project will comply by reducing the amount of potable water used for landscaping by a least 50%.

Regulation	Requirements	Project Compliance	Discussion
San Francisco Green Building Requirements for water use reduction (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The non-residential portion of the proposed project will comply by reducing the amount of potable water used by a least 50%.
Indoor Water Efficiency (San Francisco Building Code, Chapter 13C sections 13C.5.103.1.2, 13C.4.103.2.2,13C.303.2.)	**If meeting a LEED Standard;** Reduce overall use of potable water within the building by a specified percentage – for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals. New large commercial and New high-rise residential buildings must achieve a 30% reduction. Commercial interior, commercial alternation and residential alteration should achieve a 20% reduction below UPC/IPC 2006, et al. **If meeting a GreenPoint Rated Standard:** Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would comply by reducing overall use of potable water within the building by a minimum of 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets, and urinals.
San Francisco Water Efficient Irrigation Ordinance	Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption. Tier 1: 1,000 sf <= project landscape < 2,500 sf Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note; Tier 2 compliance requires the services of landscape professionals. See the SFPUC Web site for information regarding exemptions to this requirement. www.sfwater.org/landscape	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would comply by requiring that landscaping be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC.

Regulation	Requirements	Project Compliance	Discussion
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. Although these requirements apply to existing buildings, compliance must be completed through the DBI, for which a discretionary permit (subject to CEQA) would be issued.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by building all residential units to at least the minimum standards.
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	All persons in San Francisco are required to separate their refuse into recyclables, compostables, and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse. Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation, and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by offering separate containers designated for recycling, composting, and trash. The project shall also make the storage, collection, and loading of recycling, composting, and trash convenient for all users of the building.
San Francisco Green Building Requirements for construction and demolition debris recycling (San Francisco Building Code, Chapter 13C)	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 will, to the maximum extent feasible, reuse and recycle 75% of the project's construction and demolition debris.

Regulation	Requirements	Project Compliance	Discussion
San Francisco Construction and Demolition Debris Recovery Ordinance (San Francisco Environment Code, Chapter 14)	Requires that a person conducting full demolition of an existing structure to submit a waste diversion plan to the Director of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by submitting a waste diversion plan to the Director of the Environment which provides for a minimum of 65% diversion from landfill of construction and demolition debris, including materials source separated for reuse or recycling.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by planting a minimum of one tree of 24-inch box size for every 20 feet along the property street frontage.
Light Pollution Reduction (San Francisco Building Code, Chapter 13C5.106.8)	For nonresidential projects, comply with lighting power requirements in CA Energy Code, CCR Part 6. Requires that lighting be contained within each source. No more than .01 horizontal lumen foot-candles 15 feet beyond site, or meet LEED credit SSc8.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The non-residential portion of the proposed project will comply by requiring that lighting be contained within each light source.
Construction Site Runoff Pollution Prevention for New Construction (San Francisco Building Code, Chapter 13C)	Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems. Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1). Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP). See the SFPUC Web site for more information: *www.sfwater.org/CleanWater*	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The project will comply by having its civil engineer prepare a Stormwater Management plan as required by the SFPUC.
Low-emitting Adhesives, Sealants, and Caulks (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.2.1)	**If meeting a LEED Standard:** Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168 and aerosol adhesives must meet Green Seal standard GS-36. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:** Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by meeting SCAQMD Rule 1168 for Adhesives and sealants (VOCs).

Regulation	Requirements	Project Compliance	Discussion
Low-emitting materials (San Francisco Building Code, Chapters 13C.4. 103.2.2,	For Small and Medium-sized Residential Buildings - Effective January 1, 2011 meet GreenPoint Rated designation with a minimum of 75 points. For New High-Rise Residential Buildings - Effective January 1, 2011 meet LEED Silver Rating or GreenPoint Rated designation with a minimum of 75 points. For Alterations to residential buildings submit documentation regarding the use of low-emitting materials. **If meeting a LEED Standard:** For adhesives and sealants (LEED credit EQ4.1), paints and coatings (LEED credit EQ4.2), and carpet systems (LEED credit EQ4.3), where applicable. **If meeting a GreenPoint Rated Standard:** Meet the GreenPoint Rated Multifamily New Home Measures for low-emitting adhesives and sealants, paints and coatings, and carpet systems,	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by meeting GreenPoint Rated Multifamily New Home Measures for low-emitting adhesives and sealants, paints and coatings, and carpet systems.
Low-emitting Paints and Coatings (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 13C.504.2.2 through 2.4)	**If meeting a LEED Standard:** Architectural paints and coatings must meet Green Seal standard GS-11, anti-corrosive paints meet GC-03, and other coatings meet SCAQMD Rule 1113. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:** Interior wall and ceiling paints must meet <50 grams per liter VOCs regardless of sheen. VOC Coatings must meet SCAQMD Rule 1113.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by requiring that requiring that Interior wall and ceiling paints meet <50 grams per liter VOCs regardless of sheen and by meeting SCAQMD Rule 1113.
Low-emitting Flooring, including carpet (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.3 and 13C.4.504.4)	**If meeting a LEED Standard:** Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber) must be Resilient Floor Covering Institute FloorScore certified; carpet must meet the Carpet and Rug Institute (CRI) Green Label Plus; Carpet cushion must meet CRI Green Label; carpet adhesive must meet LEED EQc4.1. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:** All carpet systems, carpet cushions, carpet adhesives, and at least 50% of resilient flooring must be low-emitting.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by requiring that all carpet systems, carpet cushions, carpet adhesives, and at least 50% of resilient flooring be low-emitting.

Regulation	Requirements	Project Compliance	Discussion
Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)	**If meeting a LEED Standard:** Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure. **If meeting a GreenPoint Rated Standard:** Must meet applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by meeting applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by not including wood burning fireplaces.
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	Requires (among other things): • All diesel generators to be registered with the Department of Public Health • All new diesel generators must be equipped with the best available air emissions control technology.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project will comply by registering the diesel generator with the Department of Public Health and equipping it with the best available air emissions control technology.

Source: San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist*, January 2, 2013.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, or impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured reduction of annual GHG emissions; (3) San Francisco has met and exceeds AB 32 GHG reduction goals for the year 2020 and is on track towards meeting long-term GHG reduction goals; (4) current and probable future state and local GHG reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet the CEQA and BAAQMD requirements for a Greenhouse Gas Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with the requirements listed above, and was determined to be consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions.* As such, the proposed project would result in a ***less than significant impact*** with respect to GHG emissions. No mitigation measures are necessary.

Based on the discussion above, the proposed project would result in *less than significant* project-specific and cumulative impacts with respect to GHG emissions.

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 could alter wind in a manner that would substantially affect public areas. (Potentially Significant)

Tall buildings can greatly affect the wind environment for pedestrians at street level. Groups of structures tend to slow the winds near ground level, due to the friction and drag of the structures themselves on winds. Buildings that are much taller than their surrounding buildings intercept and redirect winds that might otherwise flow overhead and bring them down the vertical face of the building to ground level, where they create ground-level wind and turbulence. These redirected winds can be relatively strong and also relatively turbulent, and can be incompatible with the intended uses of nearby ground-level spaces. In addition, building designs that present tall flat surfaces square to strong winds can create ground-level winds that can prove to be hazardous to pedestrians in the vicinity. Generally, structures greater than 100 feet high can affect wind speeds at the pedestrian level and therefore require wind analysis. As the proposed project would exceed a height of 100 feet, it could substantially alter pedestrian-level wind speeds. Impacts related to the pedestrian-level wind environment would be *potentially significant*, and this issue will be further addressed in the EIR.

Impact WS-2: The proposed project would result in new shadows, but not in a manner that would 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 1984) to protect certain public open spaces from shadowing by new structures from one hour after sunrise to one hour before sunset, year-round. Section 295 restricts new shadows on public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet, unless the San Francisco Planning Commission finds the impact to be insignificant.

The nearest Recreation and Park Department property to the project site is Lafayette Park, located two blocks northwest of the project site (other parks and recreation facilities are more than eight blocks from the project site). To determine whether this project would conform to Section 295, a preliminary shadow fan was prepared by the Planning Department staff. The analysis determined that the project shadow

would not shade public areas subject to Section 295, including Lafayette Park.[81] Other open space areas in the vicinity of the project site are located on the rooftop of the San Francisco Towers building located south of the project site at 1661 Pine Street. However, as the San Francisco Towers building is the same height as the proposed project (130 feet), shadows cast by the proposed project would not affect neighboring open space. The project's shadow effects would be limited in scope and would not increase the total amount of shading above levels that are commonly and generally accepted in urban areas. Based on the information presented above, the proposed project would have a *less than significant* effect related to shadowing of public open spaces.

Impact C-WS-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity could result in significant cumulative wind impacts. (Potentially Significant)

The proposed project combined with cumulative projects, described under **Cumulative Projects**, starting on page 22, could alter wind in a manner that would substantially affect public areas. Therefore, cumulative impacts related to wind are considered *potentially significant*, and this issue will be further addressed in the EIR.

Impact C-WS-2: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than **significant cumulative shadow impacts. (Less than Significant)**

The proposed project combined with cumulative projects, described under **Cumulative Projects**, starting on page 22, could result in net new shadows in the vicinity. Over time, development of taller buildings could occur in the vicinity of the project site. These projects have the potential to alter the shadow environment in the general vicinity of the proposed project. However, because the proposed project would not shade any parks under the jurisdiction of the San Francisco Recreation and Park Department, it would not be expected to contribute considerably to adverse shadow effects under cumulative conditions, and cumulative shadow impacts would be considered *less than significant*.

The project-specific and cumulative impacts from the proposed project related to wind would be *potentially significant.* The project-specific and cumulative impacts from the proposed project related to shadows would be *less than significant.*

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81 A copy of the shadow fan analysis is available for public review in Case File 2011.1306E at the San Francisco Planning Department, 1650 Mission Street, 4th Floor.

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 not result in a substantial increase in the use of existing parks and recreational facilities such that substantial deterioration of such facilities would occur or be accelerated. The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities, nor would it substantially, physically degrade existing recreational resources. (Less than Significant)

The proposed project would provide a total of 6,100 gsf common open space for passive recreational use by project residents. A number of nearby parks would provide residents with places to participate in active or passive recreation. Open space and recreational facilities located within the project site vicinity include Lafayette Park (two blocks northwest of the project site), Alta Plaza Park (10 blocks northwest of the project site), Jefferson Square and the adjacent Hayward Playground (eight blocks southwest of the project site), and the Hamilton Recreation Center (10 blocks southwest of the project site).

According to the City's Recreational and Open Space Element (ROSE) Update, the project site is located in an area identified as being in need of new recreational and park facilities. However, as mentioned above, the project site is served by several existing recreation facilities. With the projected addition of 372 new residents to the area, the proposed project would be expected to generate a small increase in demand for local and citywide recreational facilities. The projected population increase and associated increase in demand for recreational facilities would be relatively minor compared to existing conditions. The additional use of the recreational facilities associated with the proposed project would not be expected to result in substantial physical deterioration of existing recreational resources or require the construction or expansion of recreation facilities that might have an adverse physical effect on the environment. The impact on recreational facilities and resources would be *less than significant*.

Impact C-RE-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative impacts on recreational facilities and parks. (Less than Significant)

The proposed project combined with cumulative projects, described under **Cumulative Projects**, starting on page 22, would place additional demands on recreational facilities in the vicinity and throughout the city. Although some of these cumulative projects would result in an increase in permanent residents and visitors who may use existing and proposed recreational facilities, this increase would not be substantial enough to necessitate the expansion of existing recreational facilities or the construction of new facilities. San Francisco has approximately 4,890 acres of traditional parks and green spaces that include playing fields, natural landscapes, urban outdoor spaces (such as plazas and courtyards), and components of the public right-of-way that have been improved to enhance the pedestrian experience, such as living streets and alleys. It also includes publicly accessible private open spaces, such as community gardens and rooftops downtown. According to the City's ROSE, the City's goal is to ensure that all San Franciscans are within a reasonable walk from an open space, and that each resident has access to a full range of recreational opportunities, from passive to active recreation. Towards that end, the ROSE provides a broad outline of what the City's ideal open space network should look like, setting forth the City's long-term goals over the next 100 years. The ROSE also includes a set of short-term and long-term implementation goals that will set forth who, how, and when specific actions will be taken towards achieving the network envisioned by the Open Space Framework. As such, given the amount of traditional parks and green spaces in the City and guidance provided by the ROSE, the proposed project would not result in a cumulatively considerable effect on recreational facilities in the project site vicinity and citywide. The cumulative impact from the proposed project and other reasonably foreseeable future projects would be *less than significant.*

The proposed project's project-specific and cumulative impacts on recreational facilities and resources would be *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?	☐	☐	☒	☐	☐

The project site is located within an area that is served by existing utilities and service systems including water, wastewater and stormwater collection and treatment, solid waste disposal, power, and communication facilities.

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

The project site is currently covered entirely with impervious surfaces and the proposed project would not create any additional impervious surfaces, thus resulting in little or no effect on the total stormwater volume discharge through the combined sewer system. In addition, the San Francisco Stormwater Design Guidelines, which were adopted by the San Francisco Public Utilities Commission (SFPUC) on January 12, 2010 (Ordinance No. 83-10), require project sponsors proposing development or redevelopment projects disturbing more than 5,000 sf of ground to manage stormwater on-site. The ordinance would apply to the proposed project because the project site has an area of 35,496 sf. The project site is located within the combined sewer system area of San Francisco, and contains more than 50 percent impervious

surface area. The Stormwater Design Guidelines require that stormwater runoff volume and peak runoff rate be reduced by 25 percent from the two-year 24-hour design storm. Therefore, stormwater flows from the project site would not increase above existing conditions and would in fact be reduced by 25 percent for the design storm.

The increase in population at the project site would incrementally increase the demand for wastewater treatment. However the proposed project would not require an expansion of wastewater/stormwater treatment facilities or an extension of a sewer trunk line, as the site is currently served by existing facilities. The proposed project would use existing wastewater and storm drainage infrastructure unless the SFPUC recommends changes to the size and design of this infrastructure. Project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to 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 Bay. Because the NPDES standards are set and regulated by the Bay Area Regional Water Quality Control Board (RWQCB), the project would not conflict with the RWQCB requirements. Therefore, impacts related to exceedance of wastewater treatment requirements or construction of a new water or wastewater/stormwater facility or infrastructure would be *less than significant*.

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

The proposed project would include residential use (comprising approximately 262 dwelling units), and approximately 5,600 sf of commercial space that could employ up to 16 new employees and would not exceed any of the criteria established by Senate Bill 610 for a Water Supply Assessment (WSA). A WSA is therefore not required for the proposed project.

The proposed project would increase the amount of water required on site to serve the proposed uses compared to existing conditions. However, the proposed project would not result in a population increase beyond that assumed for planning purposes by the SFPUC. In June 2011, the SFPUC adopted a resolution finding that the SFPUC's *Urban Water Management Plan* (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a project is covered by the demand projections identified in the UWMP,[82] which includes all known or expected development projects and projected development in San Francisco at that time through 2020. The UWMP uses ABAG projections in determining projected growth for the area, and as discussed above in Population and Housing, the population increase associated with the project would be within the projected population growth for the City of San Francisco. Therefore, the project would not exceed the UWMP's water supply projections.

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82 City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.

The proposed project, with an estimated 372 residents, would require approximately 18,600 gallons of water per day.[83] The project's commercial use would result in an estimated demand for 288 gallons per day.[84] In sum, the proposed project's overall estimated water demand would be about 18,888 gallons per day. Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within the City's anticipated water use and supply projections. Additionally, as required by the San Francisco Green Building Ordinance, adopted in 2008, the project would be required to implement a 20 percent reduction in potable water for other use (requiring installation of low-flow fixtures).[85] During project construction, the project sponsor would be required to comply with Ordinance 175-91, which requires the use of non-potable water for soil compaction and dust control. The use of non-potable recycled water during construction would minimize effects on water resources. Although the project would increase the amount of water required on site, the increase in water demand could be accommodated by existing and planned water supply anticipated under the SFPUC's UWMP. Therefore, the proposed project would not result in a substantial increase in water use and could be served from existing water supply entitlements and resources. Considering all of the above, the proposed project would result in *less than significant* water impacts.

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

Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill in Alameda County, which is required to meet federal, state, and local regulations for disposal of non-hazardous waste. This landfill has a permitted peak maximum disposal capacity of 11,500 tons per day and is operating well below that capacity, at approximately 4,000 to 5,000 tons per day. In addition, the landfill has an annual solid waste capacity of approximately 2.22 million tons from the City and County of San Francisco. However, the landfill is well below its allowed capacity, receiving approximately 1.29 million tons of solid waste in 2007, the most recent data year available. The total permitted capacity for the landfill is 62 million cubic yards; the remaining capacity is approximately 45.7 million cubic yards. San Francisco anticipates reaching the current limit of solid waste that can be disposed of at Altamont Landfill 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.

The Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010; the City has met and surpassed this goal. The proposed project would be required to comply with

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83 Based on current residential use in San Francisco of 50 gallons per capita per day (SFPUC, 2010 Urban Water Management Plan for the City and County of San Francisco, 2010, p. 34. Available for viewing at *http://sfwater.org/Modules/ShowDocument.aspx?documentID=1055*, accessed for this report on July 2, 2012.)

84 Based on current employee use in San Francisco of 18 gallons per employee-day. Ibid.

85 *City of San Francisco Building Coder, Chapter 13-C. Green Building Administrative Bulletin AB-093.* Available for viewing at http://sfdbi.org/Modules/ShowDocument.aspx?documentid=308.

the San Francisco Building Code Chapter 13 C, which requires a minimum of 75 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the proposed project would be required to comply with City Ordinance 100-09, the Mandatory Recycling and Composting Ordinance which requires all San Francisco households and businesses to separate refuse into recyclables, compostables, and trash. The project's residents and commercial space occupants would be expected to participate in the City's recycling and composting programs and other efforts to reduce the volume of solid waste that requires disposal in a landfill. Given the existing and anticipated increase in solid waste recycling, the project's impacts on solid waste facilities would be *less than significant*.

Impact C-UT-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative impacts on public utilities and service systems. (Less than Significant)

The proposed project would not significantly affect water supply, wastewater facilities, or solid waste services. Existing service provision plans address anticipated growth in the region. The proposed project and cumulative projects would not exceed growth projections for San Francisco as discussed further under **Section E.3 Population and Housing**, page 46. In addition, the SFPUC took into account San Francisco growth projections when preparing the 2010 UWMP to ensure water demand is met. Therefore, the proposed project and cumulative development would not have a significant cumulative effect on utilities and service systems. For the reasons discussed above, utilities and service systems would not be cumulatively affected by the project, and therefore impacts on utilities and service systems would be *less than significant.*

For the reasons stated above, the project-specific and cumulative impacts of the proposed project on utilities and service systems would be *less than significant.*

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?	☐	☐	☒	☐	☐

The project site is served by public services, including police and fire protection, schools, and parks. Under CEQA criteria, a project would have significant impacts on public services if it were to substantially affect the service ratios or response times of any public service, and thus create a need for new or expanded governmental facilities.

Impact PS-1: The proposed project would not result in substantial adverse physical impacts associated with new or altered government facilities in order to maintain acceptable performance objectives for any public services such as police, fire protection, schools, and parks. (Less than Significant)

Police Protection Services

The existing buildings on the project site currently receive police protection services from the San Francisco Police Department (SFPD). The nearest police station is in the Tenderloin Station located at 301 Eddy Street, which is about one mile southeast of the project site. The proposed project would increase development intensity on the project site and would increase the demand for, and use of, police services, but the increase would represent only a small increment compared to existing conditions and would not exceed the demand expected and provided for the area. Development and the changing need for services in the police service areas are monitored annually by the SFPD, and associated staffing, equipment, and facility needs are addressed each year through the City's annual operating and capital budget process. For these reasons, the proposed project would not be expected to have a significant impact on police services, and it would not necessitate the construction of a new police station. The proposed project would have a *less than significant* effect on police protection services.

Fire Protection Services

The project site currently receives fire protection services from the San Francisco Fire Department (SFFD). The nearest fire stations are Station 3 at 1067 Post Street (near Polk Street, 0.3 mile from the project site), Station 38 at 2150 California Street (near Laguna Street, 0.5 mile from the project site), and Station 41, located at 1325 Leavenworth Street (near Jackson Street, 0.6 mile from the project site). By replacing five

vacant one- to two-story buildings and a parking lot with a new mixed-use building with approximately 262 residential units and approximately 5,600 gsf of commercial space, the proposed project could potentially increase the number of calls for services from the project site. However, the increase would be incremental, funded largely through project-related increases in the City's tax base, and would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City. Traffic delays and added call volume may result for the SFFD, due to cumulative development in the project area; however, the SFFD is able to minimize potential impacts by shifting primary response duties to other nearby fire stations. Development and the changing need for services in the police service areas are monitored annually by the SFFD, and associated staffing, equipment, and facility needs are addressed each year through the City's annual operating and capital budget process. For these reasons, the proposed project would not be expected to have a significant impact on fire protection services, and it would not necessitate the construction of a new fire station. The proposed project would have a *less than significant* effect on fire protection services.

Schools

In 2009, the San Francisco Unified School District released its Capital Plan for fiscal years 2010-2019.[86] The report noted that after a period of declining enrollment, starting in the fall of 2008 kindergarten enrollments began to increase, and school enrollment was expected to continue to rise. District-wide enrollment in the fall 2008 was 55,272; however, the District maintains a property and building portfolio that has a student capacity for over 90,000 students; thus, even with increasing enrollment, facilities throughout San Francisco are underused. Capital improvements are ongoing at existing schools throughout the District, primarily funded by $1.276 million in voter-approved general obligation bonds in 2003, 2006, and 2011. In an update to its capital improvement needs, presented in November 2012, the District noted that it will provide updates on school infrastructure needs for new, growing, and planned communities such as in Mission Bay, Bayview Hunters Point, and Treasure Island.[87] As new needs emerge, the District may consider additional general obligation bond measures due to significant increases in new housing units, changing demographics, and other factors.

The relatively small increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. The project would also be required to pay school impact fees in accordance with Senate Bill 50.

Therefore, the proposed project would result in less than significant impacts related to public schools.

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

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

Impact C-PS-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative impacts on public services. (Less than Significant)

The project would have a less than significant effect on public services. Cumulative projects discussed under **Cumulative Projects**, starting on page 22, would be required to pay school fees in accordance with Senate Bill 50. While demand for police, fire, and school services would increase as a result of cumulative development and expansion of these facilities is included under the cumulative scenario, the expansion to serve cumulative development is anticipated by the City. Therefore, the proposed project would have *less than significant* cumulative impacts on public services.

The project-specific and cumulative impacts of the proposed project on public services would be *less than significant.*

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 US 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 US 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 is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans. As such, topic 13f is not discussed below.

Impact BI-1: The proposed project would not modify habitats in ways that would substantially and adversely affect special status species, riparian, wetland, sensitive natural communities, or protected wetlands, or otherwise conflict with an adopted conservation plan. (Less than Significant)

The project site is within a developed area of the City. It is currently occupied by five vacant one- to two-story buildings and a parking lot. There are a total of 14 trees located on the project site or in the public right-of-way – seven trees planted in the sidewalk along Pine Street in front of the project site and seven trees located in the existing surface parking lot located on the northeast corner of Pine and Franklin Streets. All of the street trees along Pine Street would be retained. The trees located in the existing

parking lot would be removed during project construction. Some of the trees removed would be replaced and landscaping would be added as part of the streetscape plan for the two building frontages.

There are no riparian or wetland areas on the project site. The site does not support or provide habitat for any rare or endangered wildlife or plant species. There are no special-status bird species known to nest in the area, and only common bird species are likely to nest in the area. The 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. There are no adopted habitat conservation plans applicable to the project site. Therefore, the proposed project would have a *less than significant* impact on biological resources.

Impact BI-2: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)

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 Department of Public Works (DPW) to remove any protected trees.[88] Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the limits of the City and County of San Francisco.

A landmark tree must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City's character, and has been found worthy of landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is a tree that is: a) either on private property or DPW property, b) within ten feet of a public right-of-way, and has either c) a diameter at breast height (DBH)[89] greater than 12 inches, a height greater than 20 feet, or a canopy greater than 15 feet. A street tree is a tree within the public right-of-way or on DPW's property. Removal of a landmark, significant, or a street tree requires a permit from DPW and replacement on a one-for-one basis (one tree removed, one tree planted).

There are a total of 14 trees located on the project site or in the public right-of-way – seven trees planted in the sidewalk along Pine Street in front of the project site and seven trees located in the existing surface parking lot located on the northeast corner of Pine and Franklin Streets. Of the 14 trees on the project site or in the public right-of-way, none has been designated as "Landmark" under the Board of Supervisors legislation.

The seven street trees along Pine Street include six *Eucalyptus sideroxylon* trees and one loquat tree. These seven trees range from approximately 20 to 40 feet in height and from 3.5 to 16 inches DBH. The six *Eucalyptus sideroxylon* trees would be "significant trees" and the Loquat would be a "street tree" under the Board of Supervisors legislation and all seven of them would be protected.

88 Board of Supervisors, Ordinance No. 17-06, amending Public Works Code Sections 801, et seq.

89 Breast height is 4.5 feet above the ground surface surrounding the tree.

The seven trees located in the surface parking lot include four *Magnolia grandifolia and* three *Ficus benjamina*. The *Magnolia grandifolia* trees range from 4 to 8 inches in diameter and are less than 20 feet in height, and therefore are not protected based on the criteria established by the Board of Supervisors legislation. The *Ficus benjamina* trees are within 10 feet of the public right-of-way, and are 20 feet tall or higher and 16 to 18 inches DBH. As a result, these trees are considered significant trees under the Board of Supervisors legislation.

In summary, 10 of the 14 trees are protected trees under the Board of Supervisors legislation: the six *Eucalyptus sideroxylon* trees and one loquat tree along Pine Street, and the three *Ficus benjamina* trees along Franklin Street. Under the proposed project, the seven existing trees on the parking lot portion of the site would be removed and three new trees would be planted along Pine Street and Franklin Street. Accordingly, the project sponsor would be required to obtain a tree removal permit from DPW. The proposed project would meet DPW's one-to-one replacement requirement for protected trees and would comply with the Board of Supervisors legislation regarding tree removal. As a result the proposed project would result in a *less than significant* impact with respect to preservation policies or ordinances.

Impact BI-3: The proposed project would not significantly affect migratory species. (Less than Significant)

The project site is currently occupied by five vacant one- to two-story buildings and a surface parking lot. No wildlife movement is expected to occur though the project site, as the site and the immediate area are almost entirely paved or otherwise developed and contain a limited number of trees. In addition, the project site is bordered by development on all four sides, thus preventing wildlife movement.

Migratory and residential birds often nest in ornamental and/or street trees in urban environments. Implementation of the proposed project would result in the removal of all trees on to the parking lot portion of the project site, and thus could disrupt nesting activities if removal occurs during breeding season. Most species of nesting birds and their nests and eggs are protected by Fish and Game Code Sections 3503 and 3503.5 and the federal Migratory Bird Treaty Act (MBTA) which makes it unlawful to harm migratory birds and their nests, including disrupting trees which may be used by migratory bird species. Compliance with the following requirements of the Fish and Game Code and MBTA would ensure that there would be no significant impact as a result of tree removal and construction disturbances:

- Vegetation removal activities for the proposed project shall be conducted during the nonbreeding season (i.e., September through February) to avoid impacts to nesting birds. If other timing restrictions make it impossible to avoid the nesting season, preconstruction surveys shall be conducted for work scheduled during the breeding season (March through August).

- Preconstruction surveys shall be conducted by a qualified ornithologist, authorized by the California Department of Fish and Wildlife (CDFW) to conduct such activities, to determine if any birds are nesting in or in the vicinity of the vegetation to be removed. The preconstruction survey shall be conducted within 15 days prior to the start of work from March through May (since there is higher potential for birds to initiate nesting during this period), and within 30 days prior to the start of work from June through August.

- If an active nest is found close enough to the construction area to be disturbed by these activities, the qualified biologist, in consultation with the CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest until the young have fledged.

Compliance with federal and state regulations would result in a *less than significant* impact related to proposed removal of project site trees.

The San Francisco Planning Commission adopted Standards for Bird-Safe Buildings, and Section 139 of the *Planning Code*, to reduce risk from new structures to birds, which became effective on November 6, 2011. "Bird-hazards" are considered to be project characteristics that present the greatest risk to birds. Buildings pose a greater risk to birds if they are located within or adjacent to an Urban Bird Refuge. Urban Bird Refuges are open spaces of more than two acres, open water, or inland water bodies of more than two acres. The project is not located within a 300-foot flying distance of an Urban Bird Refuge. Another type of bird hazard is called a "bird trap," which is a particular feature of a building that creates a hazard for birds in flight. Bird traps include large unbroken glazed segments, transparent building corners, or other features that might trick a bird into thinking it could fly through the building. As currently proposed, the proposed project does not have any features that would pose as a bird trap. The project would be required to conform to the *Planning Code* and the standards for Bird-Safe Buildings and would have a *less than significant* effect on birds.

Impact C-BI-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative impacts on biological resources. (Less than Significant)

All development in the vicinity of the proposed project, including the proposed project, would be required to comply with the City's tree ordinance, the City's Standards for Bird-Safe buildings, the MTBA, and State Fish and Game codes. Given the urban setting and with the compliance with applicable ordinances and codes, the project and other cumulative development in the area would result in a *less than significant* effect on biological resources.

Based on the discussion above, the proposed project would result in *less than significant* project-specific and cumulative impacts on biological resources.

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

The project site is not located on expansive soil, and septic tanks or alternative wastewater disposal systems would not be required. Therefore, topics 14 d and 14e are not discussed in detail below.

A California-licensed geotechnical engineer at Treadwell & Rollo Environmental and Geotechnical Consultants prepared geotechnical investigations in 2006 and 2008 for a previously proposed project at the project site.[90,91] The 2008 investigation included a site reconnaissance, four subsurface test borings and two Cone Penetration Tests, and a geologic and seismic hazard evaluation of the site. The purpose of the 2008 study was to evaluate subsurface conditions at the site and present geotechnical conclusions and recommendations for the then-proposed project, which was similar in nature and scale to the present

90 Treadwell & Rollo Environmental and Geotechnical Consultants, *Geotechnical Investigation Pine and Franklin Streets. San Francisco, California*, prepared for A.F. Evans Development, Inc., June 5, 2008. A copy of the report is available for review in Project File No. 2011.1306E at the Planning Department, 1650 Mission Street, 4th Floor.

91 Treadwell & Rollo Environmental and Geotechnical Consultants, *Geotechnical Review, 1634 – 1690 Pine Street, San Francisco, California*, prepared for A.F. Evans Development, Inc., April 3, 2006.

proposed project (one building with two residential towers, one 11 stories in height and the other 21 stories in height, above four basement levels). As the currently proposed project is different from the previous proposal (one building with two 13-story residential towers above one basement level), a new geotechnical investigation was prepared.[92] Similar to the previous report, the new geotechnical report prepared by Treadwell & Rollo Environmental and Geotechnical Consultants concluded that the proposed structure may be supported on a mat foundation. Deep foundation such as piles would not be required.

Impact GE-1: The proposed project would not expose persons or structures to substantial, adverse seismic and geologic hazards. (Less than Significant)

The project site is located in area region that is subject to seismic activity from numerous fault lines. Four major faults are located in the region: the San Andreas, San Gregorio, Hayward, and Calaveras fault lines. The San Andreas Fault, at its nearest point, is 7 miles (12 kilometers [km]) away, the San Gregorio is 10 miles (17 km) away, the Hayward Fault is 11 miles (18 km) away, and the Calaveras Fault is 22 miles (36 km) away. The US Geological Survey has determined that the San Francisco Bay Region has a 63 percent probability of a magnitude 6.7 or greater earthquake occurring in the next 30 years. There are no active faults on the project site itself and thus the potential for surface fault rupture is low.

Based on the San Andreas and Northern Hayward Faults Shaking Intensity maps in the San Francisco General Plan Community Safety Element, the project site is within an area that could be subject to strong to very strong shaking intensity.[93] According to the geotechnical analysis performed by Treadwell & Rollo, the potential for liquefaction and lateral spreading is low. However, strong ground shaking during an earthquake could result in seismically induced ground settlement. Landslides are not expected to occur on the project site or in the vicinity.

The DBI would review the geotechnical investigation report and building plans for the proposed project to verify conformance to the San Francisco Building Code and the recommendations of the geotechnical report. The potential damage to structures from geologic hazards, including strong ground shaking during an earthquake, on the project site would be mitigated by compliance with the recommendations included in the geotechnical report. Any additional requirements from DBI to reduce damage to the building from geologic hazards would be incorporated into the project. With the implementation of geotechnical investigation report recommendations and DBI requirements, the impact to the proposed project from seismic ground shaking, seismically induced ground settlement, and liquefaction would be *less than significant.*

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92 Treadwell & Rollo Environmental and Geotechnical Consultants, *Geotechnical Report, 1634-1690 Pine Street, San Francisco, California*, prepared for Oyster Development Corp, February 1, 2013. A copy of the report is available for review in Project File No. 2011.1306E at the Planning Department, 1650 Mission Street, 4th Floor.

93 San Francisco Planning Department, *San Francisco General Plan: Community Safety Element*, April 2012 Available: *http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf*. Accessed: July 3, 2012.

Impact GE-2: The proposed project would not result in substantial soil erosion or instability. (Less than Significant)

The project site is currently fully developed, and the proposed project would not involve the exposure of previously unexposed topsoil. However, the new building would include a full basement which would require the excavation of 36,083 cubic yards of soil, to a depth of 40 to 45 feet bgs depending on location across the site and presence of stacker pits. Demolition and construction activities, including this excavation and site grading, would expose soils and create the potential for erosion.

The proposed project would be subject to the requirements of Article 4.1 of the City's Public Works Code, which incorporates and implements the City's NPDES permit and includes minimum controls described in the federal Combined Sewer Overflow (CSO) Policy. The City's Public Works Code requires the development of a Stormwater Pollution Prevention Plan, which includes an erosion and sediment control plan, and the use of best management practices during construction to decrease the potential for soil erosion and stormwater pollution. Adherence to these requirements would ensure that the construction of the proposed project would have a *less than significant* effect related to soil erosion.

Impact GE-3: The proposed project would not change substantially the topography or any unique geologic or physical features of the site. (No Impact)

The project would not substantially change the topography or the geologic or physical features of the site. The site slopes moderately downward from northwest to southeast, and site grading would generally maintain the existing topography. The site is currently occupied by five vacant one- to two-story buildings and a parking lot and does not contain unique geologic or physical features. Therefore, the proposed project would have *no impact* on unique geologic features or site topography.

Impact C-GE-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative impacts related to geology, seismicity, or soils. (Less than Significant)

The proposed project would not impact topographical features or cause loss of topsoil or erosion, and thus would not have a cumulative effect in conjunction with other cumulative projects described under **Cumulative Projects**, starting on page 22. The building plans of future projects would be reviewed by the DBI, and potential geologic hazards would be mitigated during the DBI permit review process. Therefore, the cumulative impacts to geology and soils would be *less than significant.*

The proposed project would have *less than significant* project-specific and cumulative impacts related to geology or soils.

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

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

The proposed project would replace five vacant one- to two-story buildings and a parking lot with new uses including approximately 262 residential units and 5,600 sf of commercial space. The project site is completely covered by buildings and pavement, and the proposed project's footprint thus would not result in an increase in impervious surfaces. As discussed under Impact UT-1, page 101, Stormwater

Design Guidelines would require that stormwater volume and peak runoff on site be reduced by 25 percent from the two-year 24-hour design storm. All sanitary wastewater from the proposed building and stormwater runoff from the project site would continue to flow into the City's combined stormwater and sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the 2008 Bayside Permit National Pollutant Discharge Elimination System (NPDES) permit (NPDES Permit No. CA0037664).

During project construction, the project would be required to implement construction best management practices (BMPs) listed on the Stormwater Pollution and Prevention Program "Checklist for Construction Management Requirements." The BMP erosion and sedimentation control measures in coordination with City and County of San Francisco Construction Site Water Pollution Prevention Program requirements would reduce short-term construction-related runoff. Through compliance with the requirements of the NPDES permit during construction and Stormwater Design Guidelines, stormwater runoff quality would improve and site runoff would decrease compared to existing conditions**.** Thus the project would have a *less than significant* impact on water quality.

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

Groundwater is not used as a drinking water supply in the City and County of San Francisco. The proposed project's footprint would not result in an increase in impervious surfaces and, therefore, would not alter the existing drainage pattern of the site and surroundings. The project site is located within the Downtown San Francisco Groundwater Basin.[94] Groundwater was found during the boring test on the project site at depths ranging from 20 feet bgs to 30 feet bgs.[95] Excavation for the proposed project would extend to a depth of 40 to 45 feet bgs, below the elevation of the groundwater discovered under the project site, and dewatering would be required. Groundwater that is encountered during construction of the proposed project is subject to the requirements of the City's Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment, and Compliance of the SFPUC must be notified of projects requiring dewatering, and would require water analysis before discharge. 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

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94 San Francisco Bay Regional Water Quality Control Board, *Basin Plan*, December 31, 2011. Available: *http://www.waterboards.ca.gov/sanfranciscobay/basin_planning.shtml*. Accessed: July 3, 2012.

95 Treadwell & Rollo Environmental and Geotechnical Consultants, *Geotechnical Investigation Pine and Franklin Streets. San Francisco, California*, prepared for A.F. Evans Development Inc., June 5, 2008. A copy of the report is available for review in Project File No. 2011.1306E at the Planning Department, 1650 Mission Street, 4th Floor.

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 monitoring. Therefore, the proposed project would not substantially alter existing groundwater or surface flow conditions, and impacts on groundwater and site runoff would be *less than significant*.

Impact HY-3: The proposed project would not expose people, housing, or structures to substantial risk of loss due to flooding or involving inundation by seiche, tsunami, or mudflow. (Less than Significant)

Flood risk assessment and some flood protection projects are conducted by federal agencies, including the Federal Emergency Management Agency (FEMA) and the US Army Corps of Engineers. The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration.

On August 5, 2008, the San Francisco Board of Supervisors adopted legislation to enact a Floodplain Management Ordinance to govern construction and substantial improvements in flood-prone areas of San Francisco and to authorize City participation in NFIP on passage of the ordinance. On March 23, 2010, the ordinance was amended to include additional construction standards and language regarding floodplain and flood-prone area maps. The Floodplain Management Ordinance provides standards for construction in floodplains.

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 1 percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the floodplain that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA"). In September 2007 FEMA published Preliminary FIRMs. FEMA has tentatively identified SFHAs along the City's shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards), as shown in the Preliminary FIRMs.[96]

In July 2008, the Department of Public Works prepared Interim Floodplain Maps to support the implementation of the Floodplain Management Ordinance. The Department of Public Works will publish flood maps for the City to replace the interim floodplain maps. Applicable City departments and agencies have begun implementing new construction and substantial improvements in areas shown on the interim floodplain map. The project site is not within a flood hazard area as indicated by the Preliminary FIRM and the City's Interim Floodplain Maps. The ground surface elevation is between 187 feet San Francisco City Datum (SFCD) at the southwest corner and 208 feet at the northwest corner. The elevation of the project site indicates a low chance for flooding. However, to ensure that flooding does not pose a hazard,

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96 City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet. Available at: *http://www.sfgsa.org/index.aspx?page=828*. Accessed on September 5, 2012.

the SFPUC would review the building permit application to determine the potential for flooding during wet weather. The SFPUC may require, if necessary, the inclusion of a pump station, raised elevation of entryways, and other flood control measures into the proposed project.

The project site is not within the tsunami inundation boundary, as defined on the California Emergency Management Agency Tsunami Inundation Map for Emergency Planning, San Francisco Bay Area; therefore, no identified significant tsunami hazard exists at the site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on San Francisco Bay due to seismic or atmospheric activity. However, seiches are rare and due to the site elevation, any impacts to the proposed project from a seiche are highly unlikely. The site is not susceptible to mudslides because the site and its vicinity are fully developed and are not in an area of erosion-prone slopes or related natural hazards. In addition, the project site does not fall within a dam failure inundation area. The proposed project would not expose the residents of the building to risk of flooding. The impact would be less than significant.

Impact C-HY-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative hydrology and water quality impacts. (Less than Significant)

The proposed project would result in less than significant impacts to groundwater levels and existing drainage patterns, and thus would not contribute substantially to hydrology and water quality impacts. In addition, the proposed project, as well as the cumulative development projects described under **Cumulative Projects**, starting on page 22, fall outside the flood plain designated on the City's flood plain maps. Therefore, cumulative impacts related to flooding would be less than significant. In addition, the projects cumulatively could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC, which provides wastewater treatment for the City, has accounted for such growth in its service projections. The cumulative development projects would be required to follow dust control and dewatering water quality regulations, if necessary, similar to the proposed project. Therefore, cumulative hydrology and water quality impacts would be *less than significant.*

Based on the discussion above, the proposed project would have *less than significant* project-specific and cumulative water quality, groundwater, flooding, and erosion impacts; and would not be at risk from seiche, tsunami, or mudflow inundation.

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

The project site is not located within an airport land use plan area or in the vicinity of a public or private airstrip. Topics 16e and 16f are therefore not discussed in detail below.

A Phase I Environmental Site Assessment (ESA) was conducted for the project site by Treadwell & Rollo in October 2011.[97] The Phase I ESA was conducted to identify possible environmental concerns regarding potential on-site sources of hazardous materials and potential off-site sources that might affect soil and/or groundwater quality at the site. A Limited Asbestos and Lead Survey Report was also conducted for the

97 Treadwell & Rollo, *Phase I Environmental Site Assessment, 1634-1690 Pine Street, San Francisco, California,* prepared for Oyster Development Corp., October 10, 2011. This report is available for review in Case File No. 2011.1306E at the Planning Department, Suite 400, 1650 Mission Street, San Francisco.

five vacant one- to two-story buildings on the project site by RGA Environmental, Inc. in October 2011.[98] The survey was conducted to identify suspect asbestos-containing building materials (ACBMs) contained within the project site and to determine potential lead content of the most predominant painted surfaces and other suspect materials.

The San Francisco Department of Public Health Site Assessment and Mitigation Program (DPH SAM) reviewed the Phase I ESA and the results of the lead and asbestos survey and issued a memo on July 24, 2012 setting forth remedial action requirements for the proposed project.[99] DPH SAM noted that low concentrations of petroleum hydrocarbons, as well as soluble lead concentrations exceeding State thresholds, were found in site soils during soil sampling in 2004 and 2008. DPH SAM stated that a site management plan (SMP) should be prepared for the project, addressing testing and management of contaminated soils, contingency response action, worker health and safety, a dust control plan, stormwater control, and noise control. The memo also noted that asbestos and lead-containing materials must be handled or removed in compliance with applicable federal and state regulations.

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

Although hazardous materials such as fuel, solvents, coatings, and cleaning products would be used on site during project construction, compliance with local, state, and federal regulations would minimize risks associated with the routine transport, use, or disposal of hazardous materials during project construction. The proposed project involves the development of approximately 262 residences and 5,600 sf of commercial use. These uses would require relatively small quantities of hazardous materials such as paints, cleaners, toners, solvents, and disinfectants for residential and business purposes. Residents and commercial tenants would likely handle common types of hazardous materials, such as cleaners and disinfectants. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. 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. For these reasons, construction and operation of the proposed project would not create

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98 RGA Environmental, Inc., *Limited Asbestos and Lead Survey Report, 1634-1644, 1650, 1656, 1660, 1670 Pine Street, San Francisco, California,* prepared for Treadwell & Rollo, October 21, 2011. This report is available for review in Case File No. 2011.1306E at the Planning Department, Suite 400, 1650 Mission Street, San Francisco.

99 Heilshorn, Elyse, DPH SAM, memorandum to Jeanie Poling, Environmental Planning, re: 1634-1690 Pine Street, (0647/007, 008, 009, 010, 011, and 011A) Planning Case No. 2011.1306E, SMED 711, July 24, 2012. This memorandum is available for review as part of Case No. 2011.1306E.

a significant hazard through routine transport, use, disposal, handling, or emissions of hazardous materials and this impact would be *less than significant*.

Impact HZ-2: The proposed residential and commercial project would create a significant hazard to the public or the environment through the release of hazardous materials into the environment due to past soil and groundwater contamination. (Less than Significant with Mitigation)

Soil and Groundwater Contamination

The project site is not included on a list of active hazardous materials sites subject to corrective action compiled pursuant to Government Code Section 65962.5 (Cortese List). The project site is currently occupied by five vacant one- to two-story buildings and a parking lot; the buildings were formerly used for automotive-related activities, including vehicle service and parts sales, and other light industrial uses, as well as office and commercial/retail uses. A building used for automotive-related businesses was formerly located on the existing parking lot at 1690 Pine Street. During site reconnaissance performed in the course of the Phase I ESA, Treadwell & Rollo observed no indication of the presence of underground storage tanks, ponds, stressed vegetation or stained soil; or mining, oil, and gas exploration, production, or distribution. However, a records search for the site indicated that a 300-gallon motor oil underground storage tank (UST) was removed in 1991 along with 62 tons of contaminated soil. The removal of the UST was granted closure by the San Francisco Department of Public Health in December 1994 with no further action required. The Phase I ESA also revealed the existence of nearby sites with known soil and groundwater contamination that could negatively affect the project site.

Additional soil testing was conducted on the project site in 2004 and 2008. The testing revealed that some soil underlying the project site contained low levels of petroleum hydrocarbons and State of California hazardous waste levels of soluble lead. In addition, groundwater sampling conducted on the project site in 2004 indicated the presence of a very low level of methyl tert-butyl ether (MTBE) and petroleum contamination in groundwater beneath the site. However, as discussed under Impact HY-2, page 116, water discharged during dewatering that would be required to meet the standards of the SFPUC. The presence of soil contamination is considered a potentially significant impact. However, with implementation of **Mitigation Measure M-HZ-1**, which requires the preparation of a soil management plan and a health and safety plan, the impact would be reduced to less than significant.

Mitigation Measure M-HZ-1: Soil Management Plan and Health and Safety Plan

> The project sponsor shall submit a soil management plan (SMP) and a health and safety plan to the San Francisco Department of Public Health, Site Assessment and Mitigation Program, six weeks prior to the start of site earthwork. The SMP shall provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of hazardous materials in the soil. The SMP shall also contain contingency plans to be implemented during soil excavation if unanticipated hazardous materials are encountered. The health and

safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

Hazardous Building Materials

Asbestos. Given the age of the existing buildings (constructed prior to 1980), asbestos-containing building materials (ACBM) are likely present in the buildings. According to the asbestos and lead survey report, samples taken of materials on site indicated the presence of ACBMs. In addition, roofing materials located on the rooftops of each building on the project site were assumed to contain asbestos.[100]

Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California Legislature has vested the BAAQMD with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement. BAAQMD is to be notified 10 days in advance of any proposed demolition or abatement work. Notification includes the names and addresses of operations and persons responsible; a description and location of the structure to be demolished or 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 used; procedures to be used to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations and would inspect any removal operation for which it has received a complaint.

The local office of the Occupational Safety and Health Administration 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 or more of ACBM. Asbestos removal contractors must be certified as such by the Contractors State License Board. 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 that details the hauling of the material from the project site and the disposal of it. Pursuant to California law, the San Francisco DBI would not issue the required permit until the applicant has complied with the above notice requirements. Compliance with these regulations and procedures, already established as a part of the permit review process, would ensure that potential impacts of demolition due to asbestos would be reduced to a *less than significant* level.

Lead-Based Paint (LBP). Based on the age of the existing buildings on the project site, lead may be present in the interior and exterior surfaces, including paint and glazing on ceramic tiles.

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100 RGA Environmental, Inc., *Limited Asbestos and Lead Survey Report, 1634-1644, 1650, 1656, 1660, 1670 Pine Street, San Francisco, California,* prepared for Treadwell & Rollo, October 21, 2011. This report is available for review in Case File No. 2011.1306E at the Planning Department, Suite 400, 1650 Mission Street, San Francisco.

Demolition of the existing structures as part of the proposed project would comply with Chapter 34, Section 3407, of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Chapter 34 requires specific notification and work standards and identifies prohibited work methods and penalties. This would apply where there is any work that may disturb or remove lead paint on any building built on or before December 31, 1978, or on any steel structures where LBP would be disturbed or removed and where exterior work would disturb more than 100 square feet or 100 linear feet of LBP.

Section 3407 applies to buildings or steel structures built before 1979, which are assumed to have LBP on their surfaces unless a certified lead inspector assessor tests surfaces for lead and determines it is not present, according to the definitions of Section 3407. 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 Department of Housing and Urban Development Guidelines (the most recent guidelines for evaluation and control of lead-based paint hazards). The ordinance also identifies prohibited practices that may not be used when disturbing or removing LBP. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work, shall protect floors and other horizontal surfaces from work debris during interior work, and shall make all reasonable efforts to prevent migration of lead-paint contaminants beyond containment barriers during the course of the work. Cleanup standards require the removal of visible work debris, including the use of a high efficiency particulate air filter vacuum following interior work.

Chapter 34, Section 3407, also includes notification requirements, information the notice should contain, and requirements for signs. Notification includes notifying project construction contractors of any paint-inspection reports that verify the presence or absence of LBP in the regulated area of the proposed project. Before work, the responsible party must provide written notice to the Director of the DBI of the following:

- Location of the project;
- The nature and approximate square footage of the painted surface being disturbed or removed;
- Anticipated job start and completion dates for the work;
- Whether the responsible party has reason to know or presume that LBP is present;
- Whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any;
- The dates that the responsible party has or would fulfill any tenant or adjacent property notification requirements; and
- The name, address, telephone number, and pager number of the party who would perform the work.

Further noticing requirements include posting signs when containment is required, notice by the landlord to tenants of the impending work, the availability of a pamphlet about lead in the home, notice by

contractor of the early commencement of work, and notice of lead-contaminated dust or soil, if applicable. The ordinance contains provisions regarding inspection and sampling for compliance by the DBI and enforcement and describes penalties for noncompliance.

The regulations and procedures established by the San Francisco Building Code would ensure that potential impacts from LBP disturbance during demolition and construction would be reduced to a less than significant level. These regulations and procedures are already established as a part of the permit review process to further ensure their implementation. Therefore, impacts of the proposed project from LBP would be *less than significant*.

Impact HZ-3: The project site is located within one-quarter mile of a school but would not emit hazardous emissions or handle hazardous material within the vicinity of the school. (Less than Significant)

The closest school to the proposed project is Redding Elementary School, located about three blocks (just under 0.25 mile) east of the project site, across Van Ness Avenue. As discussed in Impact HZ-1 above, once construction is completed, operation of the proposed project would not involve the routine transport, use, or disposal of hazardous materials and would not therefore result in hazardous emissions or require the handling of hazardous waste. There would be no long-term impact associated with the proposed project. The limited use of hazardous materials (paints, paving media, vehicle fuels and lubricants, etc.) required to construct the project would take place in strict compliance with all applicable local, state, and federal regulations. The proposed project would have a *less than significant* effect on the public and schools in the area related to the routine transport, use, disposal, handling, or emissions of hazardous materials.

Impact HZ-4: The proposed project would not impair or interfere with an adopted emergency response or evacuation plan. (Less than Significant)

The project is not expected to interfere with the City and County of San Francisco Emergency Response Plan. Although occupants of the proposed building would contribute to congestion if an emergency evacuation of the area was required, the project sponsor would develop an evacuation and emergency response plan in consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the DBI issued final building permits. The project would have a *less than significant* effect related to emergency response.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving fires. (Less than Significant)

The proposed project does not contain any features that would result in additional exposure of people or structures to a significant risk of loss, injury, or death involving fires. San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. The project sponsor is required to submit the final building plans to the San Francisco Fire Department (as well as the DBI) for review, to ensure conformance with the provisions. The proposed project would conform to these standards, including development of an emergency procedure manual and an exit drill plan. In this way potential fire hazards (including those associated with hydrant water pressure and emergency access) would be addressed during the permit review process. The proposed project would have a *less than significant* impact related to fire safety.

Impact C-HZ-1: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity would result in less than significant cumulative hazards and hazardous materials impacts. (Less than Significant)

In general, impacts from hazardous materials are site-specific and are unlikely to result in cumulative impacts. Cumulative development projects detailed under **Cumulative Projects**, starting on page 22, would be required to follow applicable regulations for hazardous materials disposal during demolition and construction, and implement site remediation mitigations where appropriate. Furthermore, with the exception of the proposed Cathedral Hill hospital, the occupancy and operations of a majority of the cumulative projects would involve substantially similar amounts and types of hazardous materials as the proposed project. The hospital would be required to follow applicable regulations with regards to the disposal of medical and radiological waste. In addition, cumulative development would be required to submit evacuation and emergency response plans and thus avoid interference with City's Emergency Response Plan. Finally, cumulative development would be required to adhere to the provisions of the Building Code and the Fire Code to avoid fire hazards. Therefore, cumulative development would result in a *less than significant* hazards and hazardous materials impact.

Based on the analysis above, project-specific and cumulative impacts related to hazards from or on the proposed project would be *less than significant*.

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?	☐	☐	☒	☐	☐

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. Therefore, topics 17a and 17b are not applicable to the proposed project.

Impact ME-1: The proposed project would consume additional energy, but not in large amounts or in a wasteful manner. (Less than Significant)

The proposed project's commercial and residential uses would not consume large amounts of fuel, water, or energy. Electricity generation would consume additional natural gas and coal fuel. 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 exceed energy and water efficiency standards above and beyond Title 24 of the California Building Code. Documentation showing compliance with these standards would be submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the DBI. Therefore, the proposed project would not cause a wasteful use of energy and water, and the effects related to energy consumption would be *less than significant.*

Impact C-ME-1: 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 mineral and energy resources. (Less than Significant)

There are no known mineral resources at the project site or in the surrounding area, and the proposed project would not entail excavating or grading that could result in the loss of known mineral resources. Therefore, the proposed project would not contribute to any cumulative impact on mineral resources. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the State, and would not in and of itself require any expansion of power facilities. The City plans to reduce greenhouse gas emissions (GHGs) to 25 percent below 1990 levels by the year 2017 and ultimately reduce GHGs to 80 percent below 1990 levels by 2050, which would be achieved by implementation of energy efficiency strategies.[101] As indicated in **Table 8**, on starting on page 89, the proposed project would comply with current state and local energy conservation requirements and standards. Therefore, the energy demand associated with the project would result in a less than significant impact and would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources. Overall, the proposed project would result in *less than significant* cumulative impacts on minerals and energy resources.

For the reasons discussed above, the proposed project would result in *less than significant* project-specific and cumulative impacts on mineral and energy resources.

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101 San Francisco Environment Code, 2008. Chapter 9 Greenhouse Gas Emissions Targets and Departmental Action Plans. 13 May.

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?	☐	☐	☐	☐	☒

The project site is located in San Francisco, an urban area, and therefore not agricultural in nature. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the site as Urban and Built-Up Land. The site is not under a Williamson Act contract or zoned as forest land or timberland. Therefore, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, would not conflict with agricultural zoning or Williamson Act contracts, and would not lead to loss or conversion of forest land. As the project would not result in the loss of forest land or conversion of forest land to non-forest use, it would not conflict with any of the policies of the San Francisco Urban Forestry Ordinance.[102] Therefore, topics 18a through 18e are not applicable to the proposed project.

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102 San Francisco Public Works Code, Article 16.

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?	☐	☒	☐	☐	☐

The proposed project could result in adverse impacts to the environment with respect to cultural resources, transportation, and wind. These topics will be addressed in the EIR. Mitigation measures have been included in the project to reduce potential impacts related to construction noise, air emissions during construction and operation, and potential soil contamination on the project site to a less than significant level.

The proposed project would not have cumulatively considerable impacts on topics that are fully analyzed in this Initial Study, as discussed under each applicable environmental topic.

Potential adverse effects on human beings have been considered as part of the analysis of individual environmental topics in this Initial Study. The proposed project would not result in environmental impacts that would cause substantial adverse effects on humans.

F. MITIGATION MEASURES

Although the following mitigation measures relate to topics that will not receive additional analysis in the EIR, the EIR will contain a Mitigation Measures chapter that describes all mitigation measures for the proposed project, including those listed below. The project sponsor has agreed to implement the mitigation measures listed below, which are necessary to reduce potential noise, air quality, and hazardous waste impacts to less than significant levels.

Mitigation Measure M-NO-1: Exterior Noise

As part of project review, Planning Department shall require that open space required under the *Planning Code* be protected, to the maximum feasible extent, from existing ambient noise levels that could prove annoying or disruptive to users of the open space. Implementation of this measure could involve, among other things, site design that uses the building itself to shield on-site open space from the greatest noise sources, construction of noise barriers between noise sources and open space, and appropriate use of both common and private open space in multi-family dwellings.

Mitigation Measure M-NO-2: Reduction of Construction Noise

The project sponsor shall require the general contractor to comply with the following measures to minimize construction noise impacts on sensitive receptors:

- Construction equipment shall be properly maintained in accordance with manufacturers' specifications and shall be fitted with the best available noise suppression devices (e.g., mufflers, silencers, wraps). All impact tools shall be shrouded or shielded, and all intake and exhaust ports on power equipment shall be muffled or shielded.

- Construction equipment shall not idle for extended periods of time near noise-sensitive receptors.

- Stationary equipment (compressors, generators, and cement mixers) shall be located as far from sensitive receptors as feasible. Sound enclosures shall be used during noisy operations on-site.

- Temporary barriers (noise blankets or wood paneling) shall be placed around the construction site parcels and, to the extent feasible, they should break the line of sight from noise sensitive receptors to construction activities. For temporary sound blankets, the material shall be weather and abuse resistant, and shall exhibit superior hanging and tear strength with a surface weight of at least 1 pound per square foot. Placement, orientation, size, and density of acoustical barriers shall be reviewed and approved by a qualified acoustical consultant.

- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where

use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air shall be used, along with external noise jackets on the tools.

- Noise control requirements shall be included in specifications provided to construction contractors. Such requirements could include, but not be limited to, performing all work in a manner that minimizes noise to the extent feasible; use of equipment with effective mufflers; undertaking the most noisy activities during times of least disturbance to surrounding residents and occupants, as feasible; and selecting haul routes that avoid residential buildings inasmuch as such routes are otherwise feasible.

- Prior to the issuance of the building permit, along with the submission of construction documents, the project sponsor shall submit to the Planning Department and Department of Building Inspection (DBI) a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include (1) a procedure and phone numbers for notifying DBI, the Department of Public Health, and the Police Department (during regular construction hours and off-hours); (2) a sign posted on-site describing noise complaint procedures and a complaint hotline number that shall be answered at all times during construction; (3) designation of an on-site construction complaint and enforcement manager for the project; and (4) notification of neighboring residents and non-residential building managers within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities (defined as activities generating noise levels of 90 A-weighted decibels or greater) about the estimated duration of the activity.

Mitigation Measure M-AQ-2 – Construction Emissions Minimization

The project sponsor will be required to comply with the following measures to reduce potential health risks to nearby sensitive receptors during construction:

A. *Construction Emissions Minimization Plan*. Prior to construction, the project sponsor shall submit a Construction Emissions Minimization Plan (Plan) to the Environmental Review Officer (ERO) for review and approval by an Environmental Planning Air Quality Specialist prior to the commencement of construction activities. The Plan shall detail project compliance with the following requirements:

1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall meet the following requirements:

   (a) Where access to alternative sources of power is available, portable diesel engines shall be prohibited;

   (b) All off-road equipment shall have:

      (i) Engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards, and

(ii) Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS). [103]

(c) Exceptions:

(i) Exceptions to A(1)(a) *may* be granted if the project sponsor has submitted information providing evidence to the satisfaction of the ERO that an alternative source of power is limited or infeasible at the project site and that the requirements of this exception provision apply. Under this circumstance, the sponsor shall submit documentation of compliance with A(1)(b) for on-site power generation.

(ii) Exceptions to A(1)(b)(ii) *may* be granted if the project sponsor has submitted information provide evidence to the satisfaction of the ERO that a particular piece of equipment or vehicle with an ARB Level 3 VDECS is: (1) technically not feasible, (2) would not produce desired emissions reductions due to expected operating modes, (3) installing the control device would create a safety hazard or impaired visibility for the operator, or (4) there is a compelling emergency need to use diesel vehicles or engines that are not retrofitted with an ARB Level 3 VDECS and the sponsor has submitted documentation to the ERO that the requirements of this exception provision apply. If granted an exception to A(1)(b)(ii), the project sponsor must comply with the requirements of A(1)(c)(iii).

(iii) If an exception is granted pursuant to A(1)(c)(ii),the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in the table below.

Off-Road Equipment Compliance Step Down Schedule*

Compliance Alternative	Engine Emission Standard	VDECS
1	Tier 1	Level 2
2	Tier 2	Level 1
3	Tier 3	Alternative Fuel**

* *How to use the table: For example, if the requirements of (A)(1)(b) cannot be met, then the project sponsor would need to meet Compliance Alternative 1. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 1, then Compliance Alternative 2 would need to be met. Should the project sponsor not be able to supply off-road equipment meeting Compliance Alternative 2, then Compliance Alternative 3 would need to be met.*

** *Alternative fuels are not a VDECS*

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable

[103] Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required.

state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, and Chinese) in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

3. The project sponsor shall require that construction operator properly maintain and tune equipment in accordance with manufacturer specifications.

4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For the VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.

5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of the Plan as requested.

B. *Reporting*. Monthly reports shall be submitted to the ERO indicating the construction phase and off-road equipment information used during each phase including the information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include actual amount of alternative fuel used.

C. *Certification Statement and On-site Requirements*. Prior to the commencement of construction activities, the project sponsor must certify (1) Compliance with the Plan, and (2) All applicable requirements of the Plan have been incorporated into contract specifications.

Mitigation Measure M-AQ-4a. Best Available Control Technology for Diesel Generators.

All diesel generators shall have engines that (1) meet Tier 4 Final or Tier 4 Interim emission standards, or (2) meet Tier 2 emission standards and are equipped with a California Air Resources Board (ARB) Level 3 Verified Diesel Emissions Control Strategy (VDECS).

Mitigation Measure M-AQ- 4b. Air Filtration Measures.

Air Filtration and Ventilation Requirements for Sensitive Land Uses. Prior to receipt of any building permit, the project sponsor shall submit a ventilation plan for the proposed building(s). The ventilation plan shall show that the building ventilation system removes at least 80 percent of the outdoor $PM_{2.5}$ concentrations from habitable areas and be designed by an engineer certified by ASHRAE, who shall provide a written report documenting that the system meets the 80 percent performance standard identified in this measure and offers the best available technology to minimize outdoor to indoor transmission of air pollution.

Maintenance Plan. Prior to receipt of any building permit, the project sponsor shall present a plan that ensures ongoing maintenance for the ventilation and filtration systems.

Disclosure to buyers and renters. The project sponsor shall also ensure the disclosure to buyers (and renters) that the building is located in an area with existing sources of air pollution and as such, the building includes an air filtration and ventilation system designed to remove 80 percent of outdoor particulate matter and shall inform occupants of the proper use of the installed air filtration system.

Mitigation Measure M-HZ-1: Soil Management Plan and Health and Safety Plan.

The project sponsor shall submit a soil management plan (SMP) and a health and safety plan to the San Francisco Department of Public Health, Site Assessment and Mitigation Program, six weeks prior to the start of site earthwork. The SMP shall provide recommended measures to mitigate the long-term environmental or health and safety risks caused by the presence of hazardous materials in the soil. The SMP shall also contain contingency plans to be implemented during soil excavation if unanticipated hazardous materials are encountered. The health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

G. ALTERNATIVES

Alternatives to the proposed project that could reduce or eliminate significant environmental effects will be defined further and analyzed in the EIR. The EIR will also include a discussion of alternatives that were considered but eliminated from detailed evaluation and the basis for their elimination.

H. DETERMINATION

On the basis of this Initial Study:

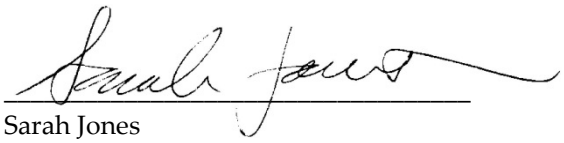
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ 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.



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

DATE March 18, 2013

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