



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

Date: March 13, 2013
Case No.: **2011.1355E**
Project Title: **Mission Dolores Park Rehabilitation and Improvement Project**
Zoning: P (Public) Use District
OS (Open Space) Height and Bulk District
Block/Lot: 3599/001 & 3586/001
Project Site Size: 700,920 (16.1 acres)
Project Sponsor: Jacob Gilchrist, San Francisco Recreation and Park Department
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PROJECT DESCRIPTION

In 2008, San Francisco voters approved the 2008 Clean and Safe Neighborhood Parks Bond, a \$153 million general obligation bond. The bond includes \$13.2 million for Mission Dolores Park. The project sponsor, the San Francisco Recreation and Park Department (RPD), would utilize a portion of the Mission Dolores Park bond money to rehabilitate the existing Mission Dolores Park (project site or the Park).

The project site is at the eastern edge of the Castro/Upper Market neighborhood, directly adjacent to the western edge of the Mission neighborhood, and two blocks north of the Noe Valley neighborhood. The project site has also been identified as a contributor to a potential historic district within the Mission Dolores Neighborhood in a previous historic study.¹ The project site is a 700,920-square-foot (16.1 acres) city park bounded by 18th Street to the north, Dolores Street to the east, 20th Street to the south, and Church Street to the west. The project site encompasses two parcels: Block 3599, Lot 001 and Block 3586, Lot 001.

The proposed project would make project site rehabilitations and improvements to the athletic courts, buildings, open space, edges and entrance points, internal circulation system, and San Francisco Municipal Transportation Agency (Muni) system and other Park-wide changes. Athletic court changes would include reconfiguring existing athletic courts near their existing locations and constructing a new 7,200-square-foot multi-use court near the reconfigured athletic courts near the northwest corner of the

¹ Carey & Co. Inc., *Revised Mission Dolores Neighborhood Survey*, November 11, 2009, prepared for Mission Dolores Neighborhood Association.

Park. Building changes would include removing an existing 24-foot, six-inch-tall, 980-square-foot building and two 10-foot-tall, 220-square-foot portable storage containers located near the center of the Park and constructing three new buildings: a 12-foot-tall, 1,250-square-foot restroom located adjacent to the southeastern side of the existing playground; a 13-foot-tall, 1,270-square-foot restroom and 1,013-square-foot paved plaza located near the reconfigured athletic courts; and a 12-foot-tall, 3,365-square-foot operations building and 2,610-square-foot reinforced concrete platform with a crawl space built beneath the new location of the basketball court. The new operations building would be adjacent to a new 2,233-square-foot service yard and driveway from 18th Street. In addition, the proposed project would construct a new pissoir, located in the Park's southwest quadrant. Open space changes would include reduction in approximately 0.8 acre of grass or turf from various aforementioned and below changes and providing new markings for two existing off-leash dog play areas. At various edges and entrance points to the Park, the proposed project would add new ADA accessible ramps, access paths to the internal circulation system, and design changes. Internal circulation changes would include removal and widening of existing and constructing new internal pathways, for a total net increase of 786 lineal feet. Changes to the Muni system would include repaving the Muni tracks within the Park, removing the chain link structure on the existing bridge over the tracks, placing planters over and adjacent to the abandoned Muni stop under the bridge and over the stairs leading to it, and relocating the Muni shelter for the Muni stop at 20th Street and Church Street 10 feet southwest of its current location. Other Park-wide rehabilitations and improvements would include vegetation removal and plantings, grading, upgrades to the drainage and irrigation system, and adding new signage, lighting, bicycle parking, benches, picnic tables, and trash receptacles. With project implementation, the project site would remain a city park and no change in hours of operation would occur.

FINDING

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached.

Mitigation Measures are included in this project to avoid potentially significant effects. See Section F, Mitigation and Improvement Measures.

cc: Jacob Gilchrist, Project Sponsor;
Supervisor Scott Wiener;
Shelley Caltagirone, Current Planning;
Historic Preservation Distribution List;

TABLE OF CONTENTS

2011.1355E – Mission Dolores Park Rehabilitation and Improvement Project

Section

A.	PROJECT DESCRIPTION.....	1
B.	PROJECT SETTING.....	35
C.	COMPATIBILITY WITH EXISTING ZONING AND PLANS.....	36
D.	SUMMARY OF ENVIRONMENTAL EFFECTS.....	39
E.	EVALUATION OF ENVIRONMENTAL EFFECTS.....	40
1.	LAND USE AND LAND USE PLANNING.....	40
2.	AESTHETICS.....	41
3.	POPULATION AND HOUSING.....	48
4.	CULTURAL AND PALEONTOLOGICAL RESOURCES.....	49
5.	TRANSPORTATION AND CIRCULATION.....	73
6.	NOISE.....	78
7.	AIR QUALITY.....	82
8.	GREENHOUSE GAS EMISSIONS.....	95
9.	WIND AND SHADOW.....	107
10.	RECREATION.....	108
11.	UTILITIES AND SERVICE SYSTEMS.....	111
12.	PUBLIC SERVICES.....	114
13.	BIOLOGICAL RESOURCES.....	116
14.	GEOLOGY AND SOILS.....	122
15.	HYDROLOGY AND WATER QUALITY.....	125
16.	HAZARDS AND HAZARDOUS MATERIALS.....	129
17.	MINERAL AND ENERGY RESOURCES.....	135
18.	AGRICULTURE AND FOREST RESOURCES.....	137
19.	MANDATORY FINDINGS OF SIGNIFICANCE.....	138
F.	MITIGATION MEASURES AND IMPROVEMENT MEASURES.....	139
G.	PUBLIC NOTICE AND COMMENT.....	147
H.	DETERMINATION.....	148
I.	INITIAL STUDY PREPARERS.....	149

List of Figures

	<u>Page</u>
Project Overview.....	1
Project Location.....	2
Figure 1 Project Vicinity.....	4
Figure 2 Surrounding Land Uses.....	5
Figure 3 Existing Mission Dolores Park.....	7
Project Characteristics.....	9
Figure 4 Mission Dolores Park Rehabilitation and Improvement Project.....	10

Figure 5 New South Restroom	12
Figure 6a New North Restroom	13
Figure 6b New North Restroom	14
Figure 7 Views of Restrooms	15
Figure 8 New Pissoir	16
Figure 9 New Operations Building and Service Yard	18
Figure 10a Edges and Entrance Points.....	20
Figure 10b Edges and Entrance Points.....	21
Figure 11 Proposed Grading	24
Figure 12 Proposed Tree Plan	25
Figure 13 Construction Phasing	32
Figure 14 Existing and Proposed Southwest Overlook View	44
Figure 15, Home of Peace Cemetery, looking northeast toward Dolores Street, 1876	55

List of Tables

	<u>Page</u>
Table 1 Mission Dolores Park Characteristics	26
Table 2 Mission Dolores park Surfaces	31
Table 3 Anticipated Construction Activities Schedule	33
Table 4 BAAQMD Thresholds of Significance for Criteria Air Pollutants – Project Level.....	84
Table 5 GHG Reductions from the AB 32 Scoping Plan Sectors.....	97
Table 6 GHG Emission Reduction Requirements applicable to the Proposed Project	100
Table 7 Tree Surveys	121

INITIAL STUDY
MISSION DOLORES PARK REHABILITATION AND IMPROVEMENT PROJECT
PLANNING DEPARTMENT CASE NO. 2011.1355E

A. PROJECT DESCRIPTION

Project Overview

In 2008, San Francisco voters approved the 2008 Clean and Safe Neighborhood Parks Bond, a \$153 million general obligation bond. The bond includes \$13.2 million for Mission Dolores Park. The project sponsor, the San Francisco Recreation and Park Department (RPD), would utilize a portion of the Mission Dolores Park bond money to rehabilitate the existing Mission Dolores Park (project site or the Park).

The Mission Dolores Park Rehabilitation and Improvement Project, “proposed project,” would make project site rehabilitations and improvements to the athletic courts, buildings, open space, edges and entrance points, internal circulation system, and San Francisco Municipal Transportation Agency (Muni) system and other Park-wide changes. Three of the six existing tennis courts and the existing basketball court would be reconfigured near their existing locations to accommodate a 7,200-square-foot¹ new multi-use court with a curbed wall. All of the athletic courts would have new or refurbished surfaces. After reconfiguration, the Park would include six tennis courts and one basketball court, as under existing conditions, and one new multi-use court.

New building construction would include a 12-foot-tall, 1,250-square-foot restroom located adjacent to the southeastern side of the playground, a 13-foot-tall, 1,270-square-foot restroom and 1,013-square-foot paved plaza located near the athletic courts, a pissoir² located in the Park’s southwest quadrant, and a 12-foot-tall, 3,365-square-foot operations building and 2,610-square-foot reinforced concrete platform with a crawl space built beneath the new location of the basketball court. The new operations building would have a new 2,233-square-foot service yard and driveway from 18th Street. The existing 24-foot, six-inch-tall, 980-square-foot Clubhouse and two 10-foot-tall, 220-square-foot portable storage containers located near the center of the Park would be demolished and/or removed and replaced with turf.

Changes to the Park’s open space would include new markings for two existing off-leash dog play areas, removal of an existing 525-foot-long north-south internal pathway connecting the playground and the 19th Street Promenade, and construction of a new 824-foot-long north-south internal pathway connecting the various facilities throughout the interior of the Park.

At various edges and entrance points to the Park, the proposed project would add new American with Disabilities Act (ADA) accessible ramps, access paths to the internal circulation system, and design changes. Design changes would include installation of new benches and new 991-square-

¹ Note: all numbers shown in Initial Study are approximate.

² A pissoir is an open-air men’s urinal (in this case, a drain) screened by a short-fence panel.

foot paved area at the existing entry plaza overlook of 20th Street and redesigning the existing entry plaza for the Mexican Liberty Bell replica at the center of the eastern edge of the Park to provide ADA access and closer access from the Dolores Street north-south sidewalk.

The existing circulation system would be changed. The changes would include the aforementioned removal and addition of an internal pathway through the open space, a new 1,140-foot-long north-south sidewalk along the eastern edge of Church Street, removal of an existing 130-foot-long east-west pedestrian and maintenance vehicle service internal pathway connecting Dolores Street and the 19th Street Promenade, a new 225-foot-long north-south pedestrian and maintenance vehicle service internal pathway looping east of the statue of Miguel Hidalgo y Costilla, an extension of 237 feet to the existing 278-foot-long east-west internal pathway along the south side of the athletic courts, and two new 155-foot-long north-south internal pathways; an eastern one running between the groupings of three tennis courts and a western one between the western grouping of the reconfigured tennis courts and the reconfigured basketball court. The new eastern pathway would replace an existing 155-foot-long north-south internal pathway between the existing basketball court and grouping of five tennis courts. The existing 1,160-foot-long north-south internal pathway, which roughly parallels the east side of the Muni tracks, would be widened from 6 feet to 10 feet.

Changes to the Muni system, which runs through the west side of the Park, would include repaving Muni tracks that run through the Park (26 feet in width and 1,130 feet in length), removing the chain link structure on the existing bridge over the tracks, placing planters over and adjacent to the abandoned Muni stop under the bridge and over the stairs leading to it,³ and relocating the Muni shelter for the Muni stop at 20th Street and Church Street 10 feet southwest of its current location.

Other Park-wide rehabilitations and improvements would include vegetation removal and plantings, grading, upgrades to the drainage and irrigation system, and adding new signage, lighting, bicycle parking, benches, picnic tables, and trash receptacles. With project implementation, the project site would remain in its current use as a city park. No change in hours of operation or increase in visitors would occur.

Project Location

The project site is at the eastern edge of the Castro/Upper Market neighborhood, directly adjacent to the western edge of the Mission neighborhood, and two blocks north of the Noe Valley neighborhood. The project site has also been identified within the Mission Dolores Neighborhood in a previous historic study.⁴ The project site is a 700,920-square-foot (16.1 acres)

³ Although the location is not officially identified by Muni as a stop, Muni legally has to stop at this location if a person is waiting because it is a "flag" stop. However, because this circumstance rarely occurs and Muni does not officially identify this stop, for purposes of this document, the stop is referred to as abandoned.

⁴ Carey & Co. Inc., *Revised Mission Dolores Neighborhood Survey*, November 11, 2009, prepared for Mission Dolores Neighborhood Association.

city park bounded by 18th Street to the north, Dolores Street to the east, 20th Street to the south, and Church Street to the west. The project site encompasses two parcels: Block 3599, Lot 001 and Block 3586, Lot 001. Refer to Figure 1, Project Vicinity.

Two- to four-story single-family residences, flats, and apartment buildings in a variety of styles are the dominant land use surrounding the Park. Some mixed-use commercial/residential buildings are located at the eastern corners of 18th Street and Dolores Street, as well as the western corners of 18th Street and Church Street. Prominent buildings located opposite the Park include Mission High School located on the north side of 18th Street and the former Second Church of Christ Scientist and the former Golden Gate Lutheran church on the east side of Dolores Street. Refer to Figure 2, Surrounding Land Uses.

The project site was acquired in 1905 by the City and County of San Francisco (“City” or “San Francisco”) for use as a city park. Since that time, the Park has been used primarily for active and passive recreation, as well as various public events including concerts, outdoor movie nights, performances by the San Francisco Mime Troupe, political rallies, and other events. The Park’s hours of operation are between 6 AM and 10 PM.

Features throughout the Park include athletic courts, one restroom and maintenance building (the Clubhouse), open space, entrances and edges, internal circulation, Muni, vegetation, lighting, various other features, and a playground. Each of these existing features is described in the text and Table 1, Mission Dolores Park Characteristics, below. Community and RPD concerns include deterioration of existing facilities, a lack of adequate bathroom facilities, ADA accessibility, maintenance storage, and space for newer recreational activities,⁵ as well as problems with vandalism and trash.⁶ Six tennis courts and a basketball court exist at the northern end of the Park, for a total of 41,744 square feet.

The Clubhouse, a two-story building (24-feet, six-inches tall) located near the center of the Park, is the only existing building at the Park. The first story of the Clubhouse was constructed in 1913; the second story was constructed in 1960 for a total of 980 square feet. The Clubhouse includes men’s and women’s restrooms (four total fixtures (i.e., toilets)) on the first floor and storage for RPD employees on the first and second floors. Other storage for RPD employees exist in two 10-foot-tall, 220-square-foot portable storage containers located to the west of the Clubhouse and south of the 19th Street Promenade.

⁵ Recreational activities that were not included in the original Park design nonetheless have become popular at the Park using features designed for other recreational activities (e.g., basketball and tennis courts) causing conflicts between the recreational activity visitors. These newer recreational activities include handball, roller hockey, and bicycle polo.

⁶ Recreation and Parks Department, “Mission Dolores Park Rehabilitation Project, DRAFT Schematic Design Report,” April 19, 2012. Refer to <http://sfrecpark.org/project/mission-dolores-park-improvements/>.

Figure 1, Project Vicinity



Figure 2, Surrounding Land Uses



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Printed: 19, December 2012
Aerial Date: May 2012

The majority of the Park consists of open space⁷ (i.e., pervious surfaces), which totals 518,139 square feet (11.9 acres), excluding the playground. The Park's open space includes two dog play areas (100,250 square feet), a multi-use field (51,300 square feet), and other grassy and landscaped areas (e.g., terraces and slopes and open fields) (366,589 square feet). These various use areas are largely unmarked. Portions of the slope near the southwest corner of the Park are a mowing risk for RPD employees because of the steepness of the slope.

Pathways exist at the edges and entrance points and throughout the interior of the Park. Edges and entrance points are areas where visitors first enter the Park. These areas are along the perimeter of the Park, varying in width between 20 and 80 feet. These areas include sidewalks (three total), steps, and entry plazas that lead to internal circulation. The main internal circulation pathway is a pedestrian boulevard (19th Street Promenade), which bisects the Park at its center, running east-to-west along the line of 19th Street. At the center of the 19th Street Promenade is a roundabout or central circle. The 19th Street Promenade terminates at a Miguel Guadalupe Hidalgo y Costilla statue to the west and at a replica of the Mexican Liberty Bell to the east. Three other east-west internal pathways also exist: one connecting Dolores Street to the playground (12-foot wide, 300-foot long), one to the south of the tennis courts (six-foot wide, 278-foot long), and one park maintenance vehicle service pathway connecting Dolores Street onto the 19th Street Promenade, west of the Mexican Liberty Bell entry plaza (10-foot wide, 130-foot long). In addition, four north-south internal pathways also exist: one roughly parallels the east side of the Muni tracks (six-foot wide, 1,160-foot long), one roughly parallels the west side of the Muni tracks (six-foot wide, 1,160-foot long), one connects the Clubhouse and playground to each other (six-foot wide, 525-foot long), and one bisects the basketball court and five tennis courts (nine-foot wide, 155-foot long). On pathways not wide enough to accommodate Park maintenance vehicles, Park staff drive maintenance vehicles on grass surfaces.

The Muni J-Line runs 1,130 feet north-south through the west side of the Park. A pedestrian bridge crosses above the tracks along the line of 19th Street. Both landings for this bridge are connected by stairs to an abandoned Muni stop below the bridge. Active Muni J-Line passenger stops are located at the northwestern and southwestern corners within the Park. An active Muni 33-Stanyan stop is also located at the southwestern corner of the Park, along 18th Street.

Vegetation is prevalent throughout the Park, especially near the Park's edges and entrances points. Various lighting features exist throughout the Park to illuminate the Park during nighttime hours. Other Park features include signage, bicycle parking, benches, picnic tables, and trash receptacles. Refer to Figure 3, Existing Mission Dolores Park.

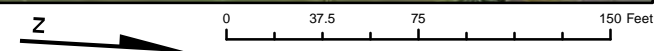
⁷ The Planning Department acknowledges that the use of "open space" as defined in this document is different than other definitions of open space. For example, open space in the Revised Draft of the Recreation and Open Space Element of the San Francisco General Plan, June 2011, states "San Francisco's definition of open space includes traditional parks and green spaces that range from playing fields to natural landscapes, but also includes urban outdoor spaces such as plazas and courtyards, and even components of the public right-of-way that have been improved to enhance the pedestrian experience, such as living streets and alleys." Nevertheless, the term in this document is used to generally describe surfaces, mostly grass or turf, that are not impervious surfaces.

Figure 3, Existing Mission Dolores Park



Comments:

Printed: 19 December 2012
Aerial Date: May 2012



In addition, a playground has existed in the southern center of the Park since the late 1920s. One result of the 2008 San Francisco approved general obligation bond was a Memorandum of Understanding between the San Francisco Recreation and Park Commission and the Neighborhood Parks Council, acting on behalf of the Friends of Dolores Park Playground organization. The Memorandum provided for joint planning and funding of a new playground for the Park, to be renamed the "Helen Diller Playground." A conceptual plan for the Helen Diller Playground was approved in 2009 through Resolution No. 0906-011 of the Recreation and Park Commission after receiving environmental review (Mission Dolores Park Renovation, Case No. 2009.0473E). The scope of the plan included demolition of the existing playground; excavation and re-grading of an enlarged playground site, including grading out a portion of the existing terrace; the installation of a new access driveway and accessible parking space; and various irrigation and lighting improvements. Demolition and grading activities for the playground began in July 2011. Construction was completed in March 2012. The Helen Diller Playground project increased the size of the playground from 25,700 square feet to 33,600 square feet. It was accompanied by the construction of the above-mentioned 12-foot-wide, 300-foot-long east-west ADA/vehicle internal pathway connecting the playground to Dolores Street, construction of a 3,311-square-foot pathway that loops around the west and north side of the playground, and the removal of a 308-foot-long section of a previous east-west internal pathway.

The topography of and views and vistas from the project site are dominated by a prominent slope from the southwest to the northeast. The highest point in the Park is located at the southwest corner near the intersection of Church and 20th streets, while the lowest point is located near the intersection of Dolores and 18th streets. The higher points in the Park provide largely unobstructed northeast-looking views of Mission High School, Mission Dolores Basilica, downtown San Francisco, and San Francisco Bay. The overall slope of the Park is interrupted in several areas by graded terraces and fields. This includes two terraces located at the south end of the Park that wrap around and merge into a sloping hill on the southwest side of the Park. The terracing creates a bowl toward the south end of the Park that contains the Helen Diller Playground. Three other terraces are located immediately north of the 19th Street Promenade. These three terraces parallel the 19th Street Promenade and curve along the west side of the Park into two tiers. This creates a second bowl that flattens out into a multi-use field. The north end of the Park is generally flat, and features tennis and basketball courts that are slightly elevated above 18th Street. The Muni J-Line tracks at the west end of the Park are located in a sunken man-made viaduct. The west side of the tracks is paralleled by a paved north-south internal pathway and a vegetated slope that rises up to Church Street. On the eastern side of the tracks, the land slopes upward to meet a north-south internal pathway.

Mission Dolores Park is not currently listed in the National Register of Historic Places, but it has been previously evaluated for listing in the National Register of Historic Places as a contributing resource to the Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District.⁸

⁸ Carey & Co. Inc., *Revised Mission Dolores Neighborhood Survey*, November 11, 2009, prepared for Mission Dolores Neighborhood Association.

Project Characteristics

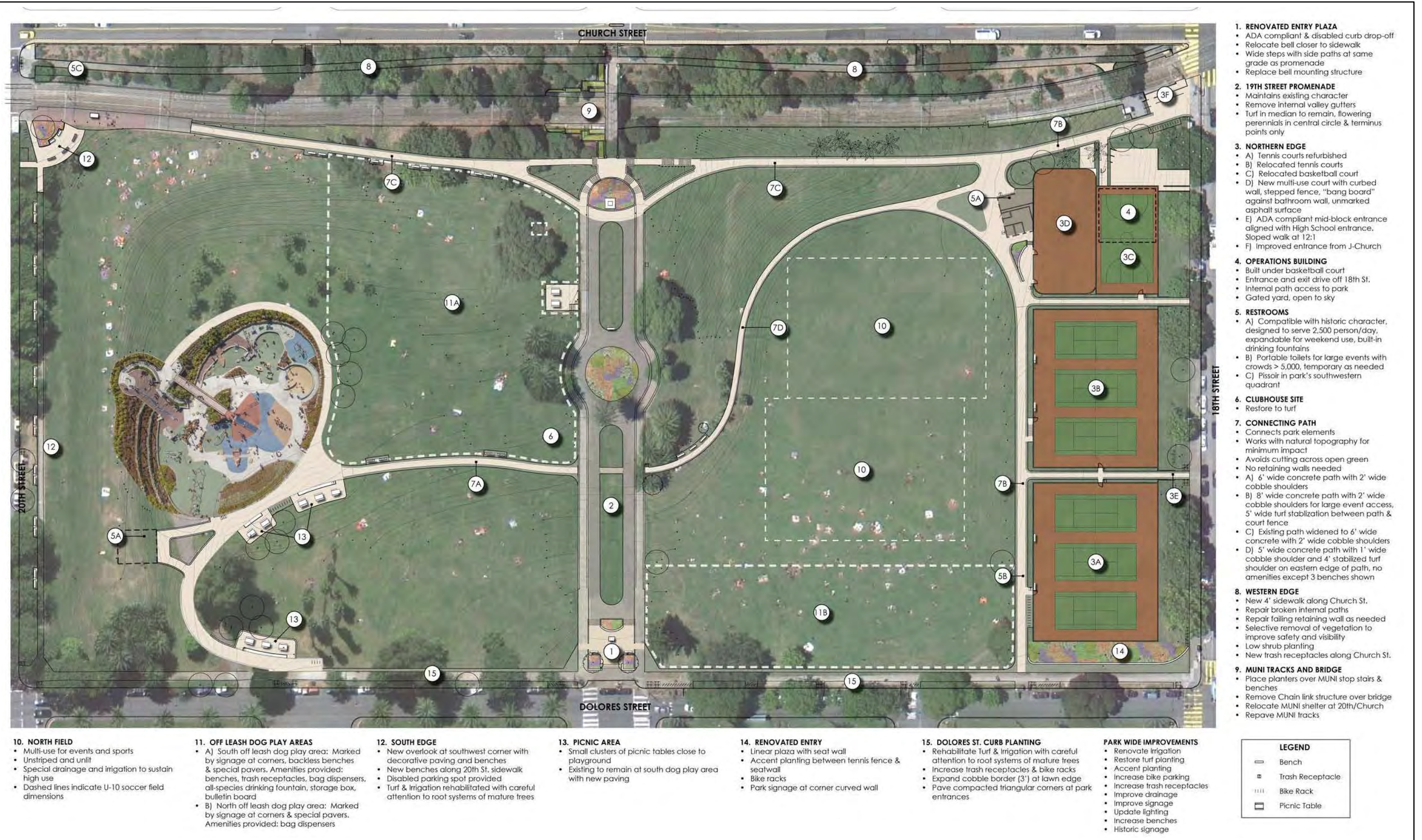
The Mission Dolores Park Rehabilitation and Improvement Project, “proposed project,” would make project site rehabilitations and improvements to the existing athletics courts, buildings, open space, edges and entrance points, internal circulation system, Muni system, and other Park-wide changes. With the exception of a steep section of a north-south internal pathway (which roughly parallels the east side of the Muni tracks), the north-south internal pathway west of the Muni tracks, and portions of the 19th Street Promenade, internal pathways would meet the requirements of the ADA. Most new and rehabilitated circulation features would also provide access for service vehicles. With project implementation, the project site would remain in its current use as a city park. No change in hours of operation or increase in visitors would occur. Each of these rehabilitations and improvements is described in the text and Table 1, Mission Dolores Park Characteristics, below. Refer to Figure 4, Mission Dolores Park Rehabilitation and Improvement Project.

The proposed project would result in an increase of 33,897 square feet (0.8 acre) of impervious surfaces from 194,278 square feet to 160,381 square feet, with the greatest increases resulting from the expansion of the internal and perimeter circulation system (14,033 square feet), new multi-use court (7,200 square feet), expansion of the plazas and picnic areas (5,413 square feet), and the new maintenance service yard and access driveway (2,233 square feet). Refer to Table 2, Mission Dolores Park Surfaces.

Athletic Courts

The proposed project would not reduce the number of the existing athletic courts. All of the existing athletic courts would remain approximately the same size after reconfiguration and would have new or refurbished surfaces. The proposed project would reconfigure three of the existing tennis courts and the existing basketball court to make room for a new 7,200-square-foot multi-use court. The tennis courts would be reconfigured into two groups of three courts, separated by a new eight-foot-wide, 155-foot-long north-south internal pathway that would replace an existing nine-foot-wide, 155-foot-long north-south internal pathway between the existing basketball court and existing grouping of five tennis courts. The reconfigured westernmost group of courts would be separated from the reconfigured basketball court and new multi-use court by another new eight-foot-wide, 155-foot-long north-south internal pathway. The new multi-use court would be located south of the reconfigured basketball court and would be intended to serve the needs of many different existing visitors of the Park (e.g., bicycle polo, roller hockey, and handball). A new nine-foot-tall chain-linked fence would enclose the reconfigured tennis and basketball courts and replace the existing ten-foot-tall chain-linked fence. The new multi-use court would have a two-foot-high curbed wall around all sides, a stepped fence (higher on the far ends to provide a safety back-stop to temporary polo/hockey goals), a “bang board” against the new restroom building’s retaining wall, and an unmarked asphalt surface. New paved entrances to the new multi-use court would be intended to provide adequate queuing space for entire teams and their equipment before using the new multi-use court.

Figure 4, Mission Dolores Park Rehabilitation and Improvement Project



Comments: Not to Scale.

Source: Recreation and Parks Department, "Draft Schematic Design Report: L6 Site Rehabilitation Plan," February 25, 2013.



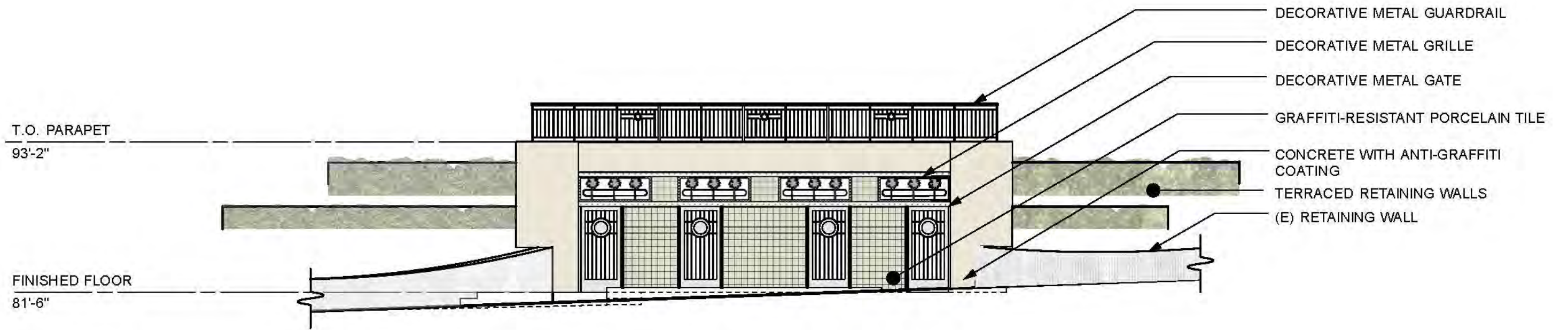
Buildings

The proposed project would demolish the existing 980-square-foot Clubhouse and remove the two existing storage facilities (440 square feet). The proposed project would construct three new buildings and a new pissoir with the intent of replacing the functions of the existing Clubhouse and to better accommodate existing visitors of the Park.

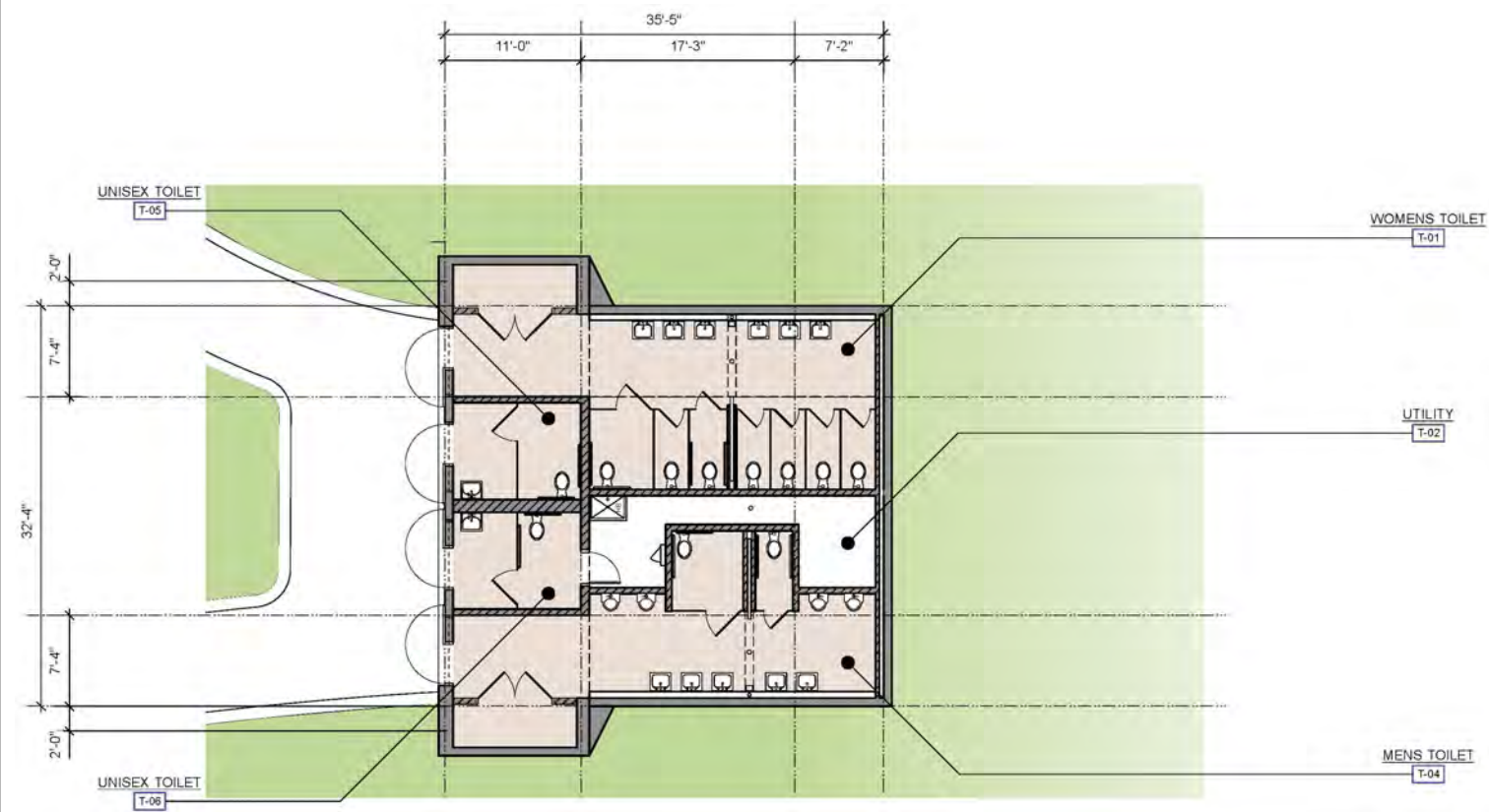
A new 12-foot-tall men's and women's public restroom building (South Restroom) would be constructed adjacent to the southeastern side of the playground. The new South Restroom would be set into the slope so that the only the north façade (entrance) would be visible from the center of the Park. A new 13-foot-tall men's and women's public restroom building (North Restroom) would be located near the athletic courts. The new North Restroom would open onto a new 1,013-square-foot paved area that could serve as a platform for tai chi. The size of the South and North Restroom would be 1,250 square feet and 1,270 square feet, respectively. The two new restroom buildings would include a total of 34 fixtures (i.e., toilets), over eight times more than the existing Clubhouse. Park maintenance staff would be able to increase or decrease the amount of fixtures available to the public by opening locked interior sliding partition-type doors in the new restroom buildings. Graffiti is a persistent problem on the exterior and interior of the existing Clubhouse. Therefore, the new restroom buildings exteriors would include planted walls, graffiti-resistant porcelain tile, and/or colored concrete with anti-graffiti coating in attempt to resolve this existing issue. The interior of the new restroom buildings would include graffiti-resistant porcelain tile. Refer to Figure 5, New South Restroom, Figures 6a and 6b, New North Restroom, and Figure 7 Views of Restrooms.

Another facility with one restroom fixture would further add to the Park's restroom capacity. A pissoir (also known as a pPod) would be located in the southwestern quadrant of the Park, west of the Muni tracks and east of the existing north-south internal pathway, which roughly parallels the west side of the Muni tracks. Public urination is currently a problem in this area of the Park. The pissoir would have a front and back semi-circle screen consisting of specialized wire fencing covered with vines a three-foot diameter concrete base and a sanitary drain with a fine mesh grate. A user would enter the pissoir from the existing north-south internal pathway and face the interior of the Park. Views of the pissoir user from the interior of the Park would be blocked by a seven-foot-tall vine covered screen facing the Muni tracks. Views from the perimeter of the Park and public right-of-way near Church Street and 20th Street of the pissoir user would be partially hidden by a four-foot-tall partial back screen. The sanitary drain would include a one way valve that would pass urine and capture odor without flushing. Poles would be placed within the pissoir that would be intended to prevent users from squatting and using the pissoir for defecation. Refer to Figure 8, New Pissoir. Temporary portable toilets would also be added to the Park for large events (greater than 5,000 persons), located south of the athletic courts. Seasonal (Spring to Fall) portable toilets currently exist at the Park, located on the 19th Street Promenade near the entry plaza.

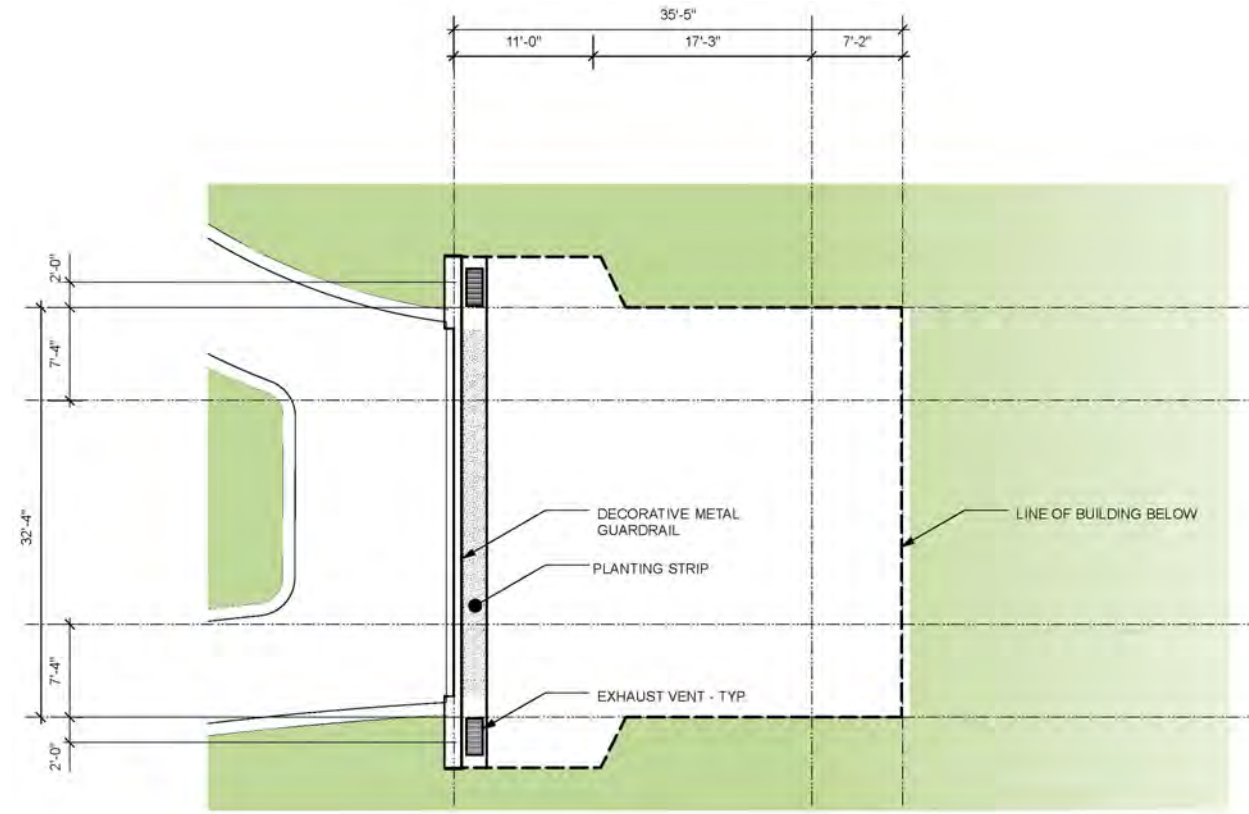
Figure 5, New South Restroom



North Elevation



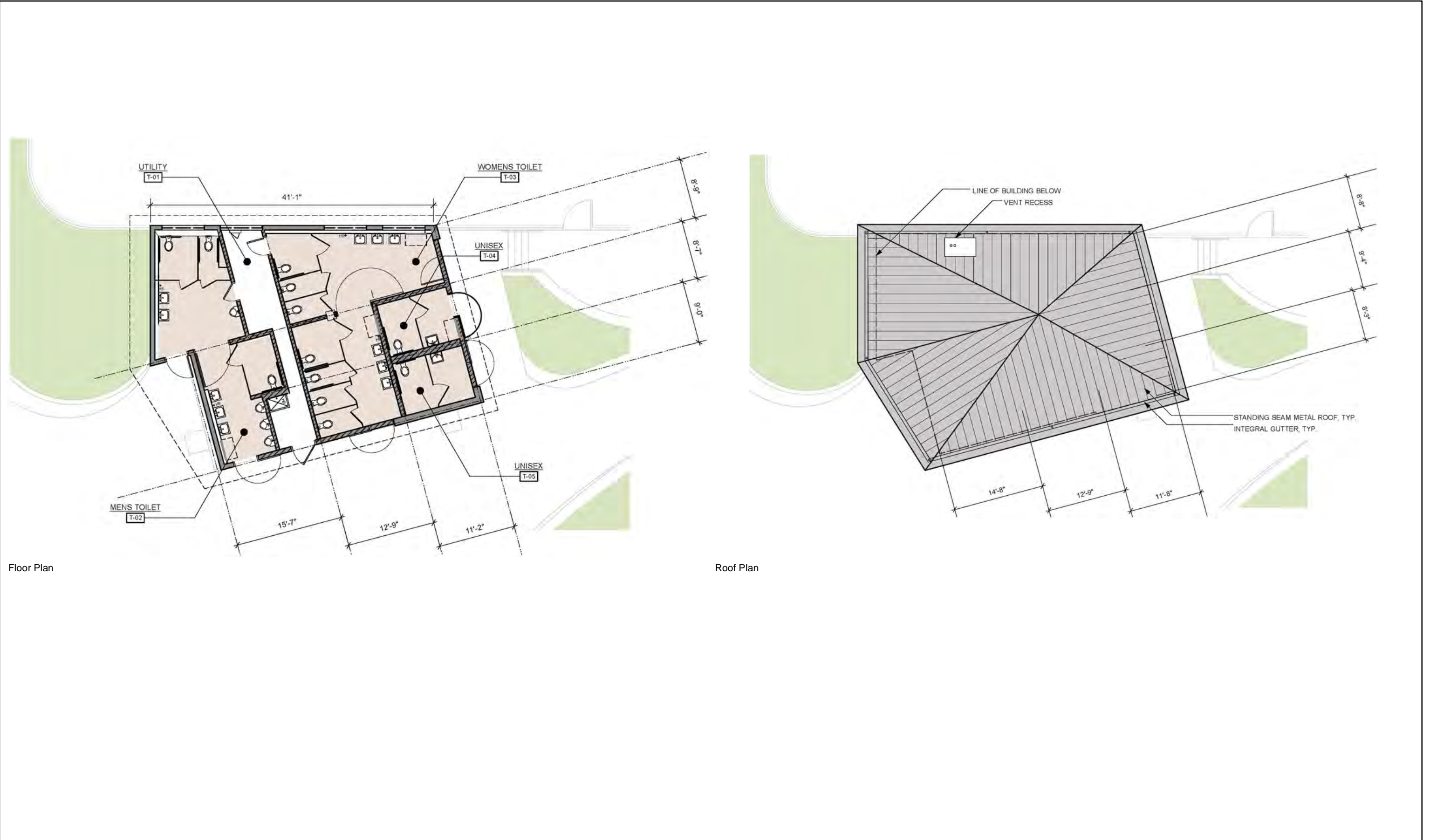
Floor Plan



Roof Plan

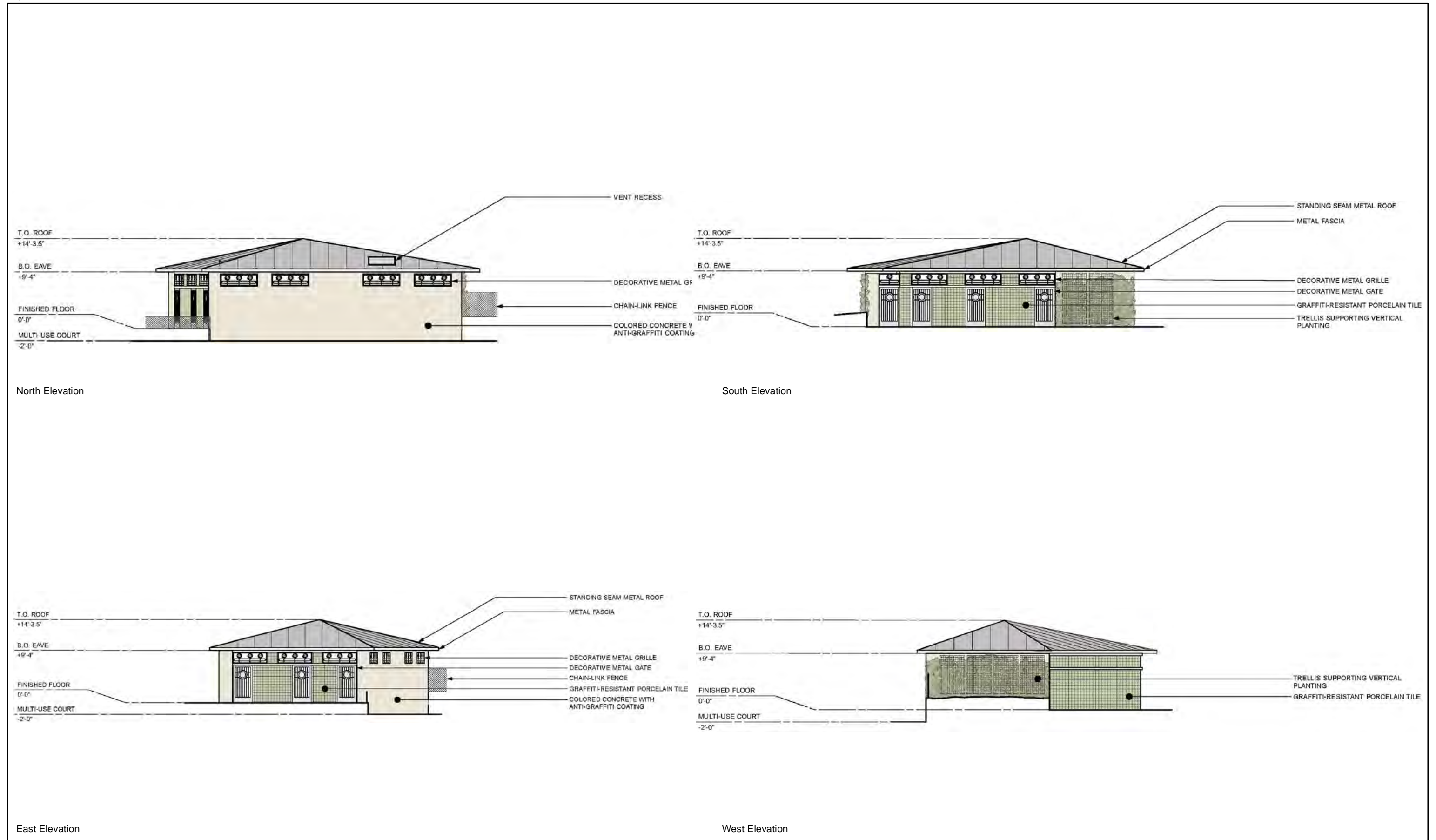
Comments: Not to Scale
 Source: Recreation and Parks Department, "Draft Schematic Design Report: A10, A11, A12 South Restroom - Floor Plan, Roof Plan, Elevations & Sections," February 25, 2013.

Figure 6a, New North Restroom



Comments: Not to Scale
Source: Recreation and Parks Department, "Draft Schematic Design Report: A6, A7 North Restroom - Floor Plan, Roof Plan," February 25, 2013.

Figure 6b, New North Restroom



Comments: Not to Scale
 Source: Recreation and Parks Department, "Draft Schematic Design Report: A8, A9 North Restroom - Elevations," February 25, 2013.

Figure 7, Views of Restrooms



View of South Restroom looking southwest from near Dolores Street



View of South Restroom looking southeast near playground



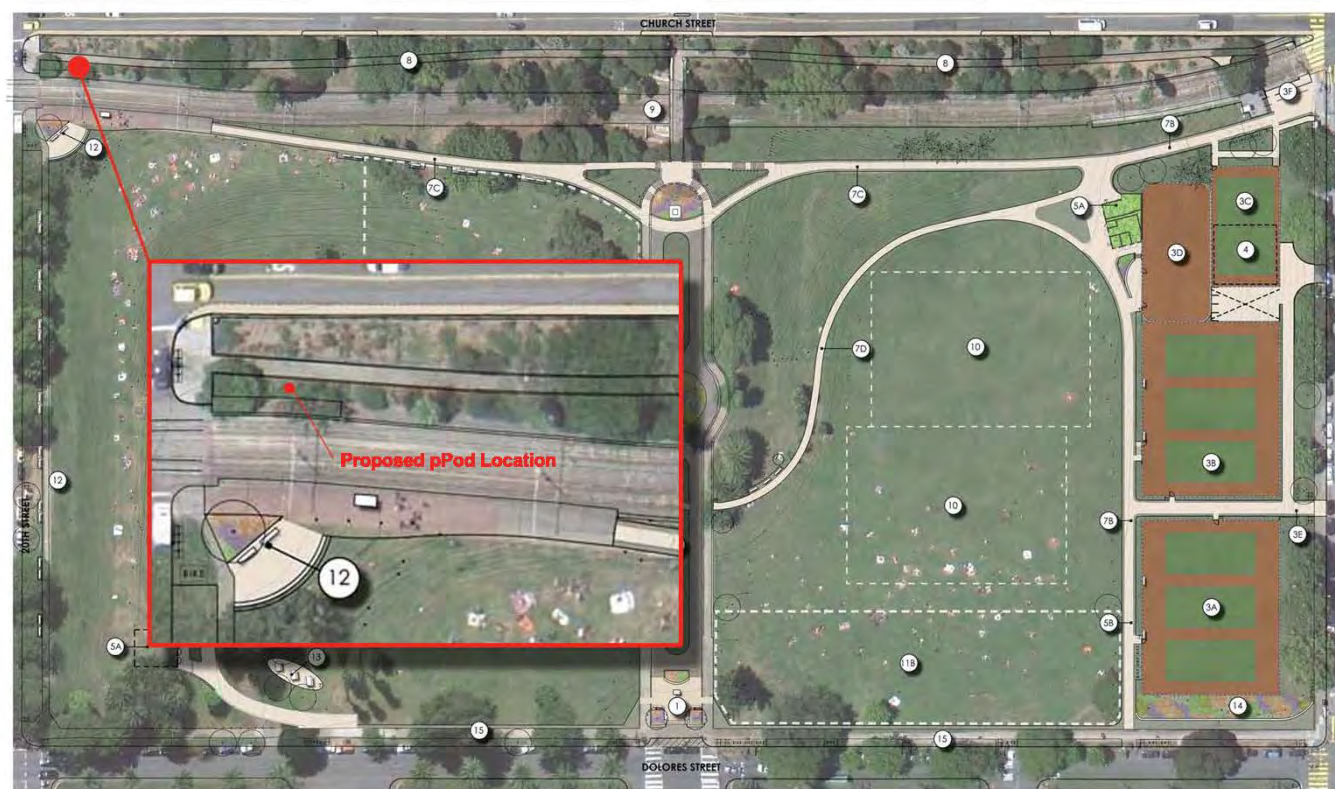
View of North Restroom looking north from tai chi platform



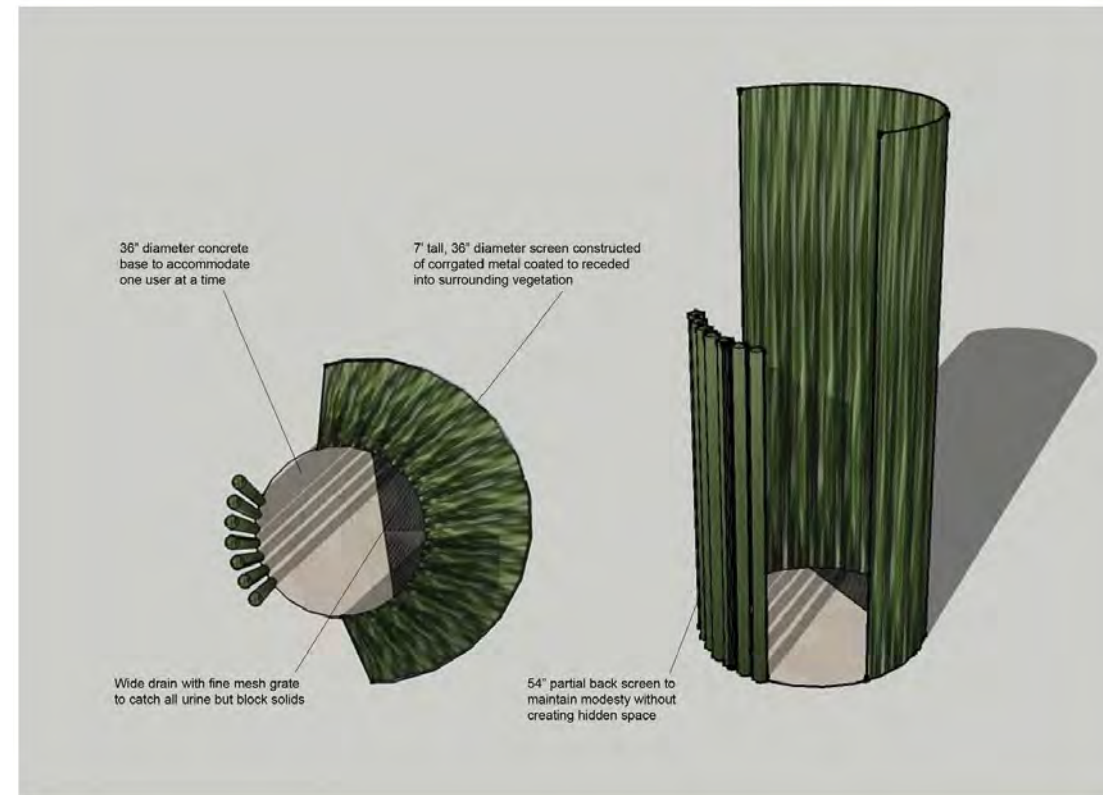
View of North Restroom looking southwest from new multi-use court

Comments: Source: Recreation and Parks Department, "Draft Schematic Design Report: A5 - Perspectives," February 25, 2013.

Figure 8, New Pissoir



Location of Pissoir, southwest quadrant of the Park



Conceptual design of Pissoir*



View of Pissoir from southwest entry plaza



View of Pissoir from corner of Church Street and 20th Street

Comments: *Subsequent to this conceptual design, the partial back screen was revised to be 48" in height.
 Source: Recreation and Parks Department, "Draft Schematic Design Report: Appendix F, Pissoir Report," February 25, 2013.

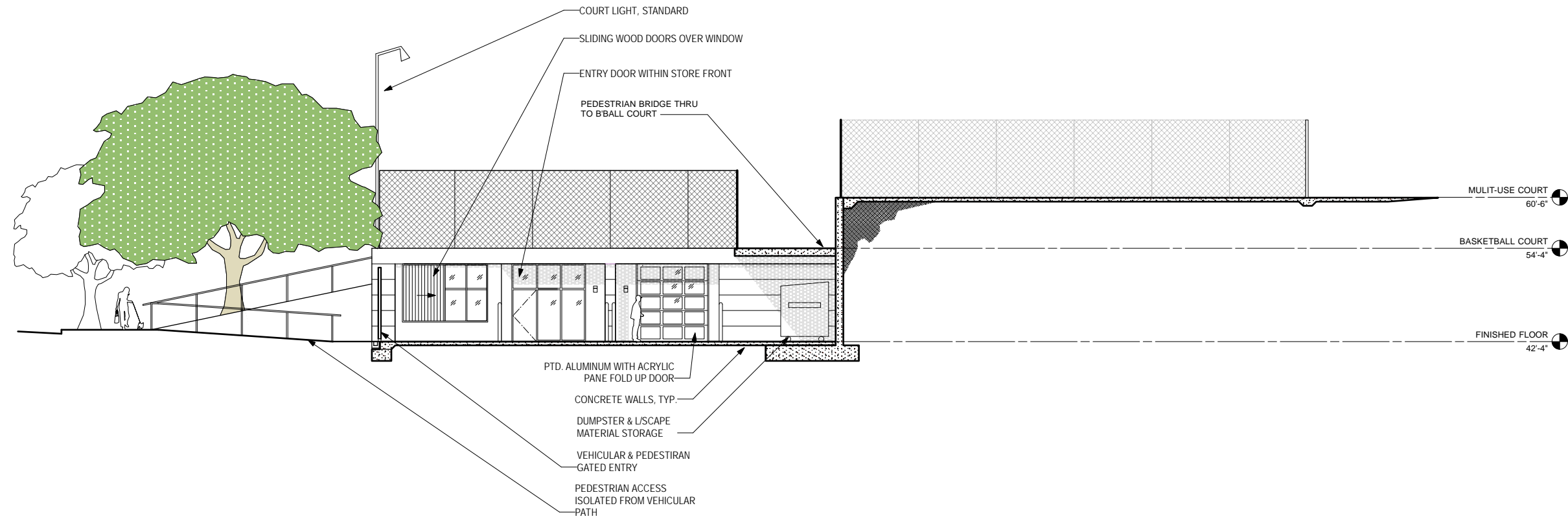
A new 12-foot-tall operations building would be located below the reconfigured basketball court and two feet below the grade of the 18th Street sidewalk. The new building would be 3,365 square feet in size, with an adjacent 2,610 square foot crawl space. Two 10-foot-wide by 10-foot-high aluminum garage doors for the new building would be visible from the Muni J-line stop at the northwest entry plaza to the Park. A new gated, open air 2,233-square-foot service yard would be located adjacent to the west of the new building with a 380-square-foot crawl space built beneath the entrance leading to the reconfigured basketball court. The new operations building and new service yard would be accessed from a new 16-foot-wide curb cut for a driveway at 18th Street (included in the above new service yard area calculation). Along a 100-foot-long segment of the south side of 18th Street, the proposed project would remove approximately 5-to-6 parking spaces for maintenance vehicles to leave the new service yard and enter the Park at the new western mid-block entrance point (refer to Edges and Entrance Points below for more information). A new 10-foot-tall vehicle gate would restrict access to the new service yard. The new service yard would be able to accommodate temporary parking for six vehicles and maintenance equipment. The new service yard would be visually screened from the interior of the Park by a new, nine-foot-tall chain-linked fence and shade cloth and plantings. Refer to Figure 9, New Operations Building and Service Yard.

The proposed project would result in an increase of 7,075 square feet of building space at the Park from 1,420 square feet to 8,495 square feet (including new operations building crawl space and existing portable storage containers, not including the new pissoir and new service yard space).

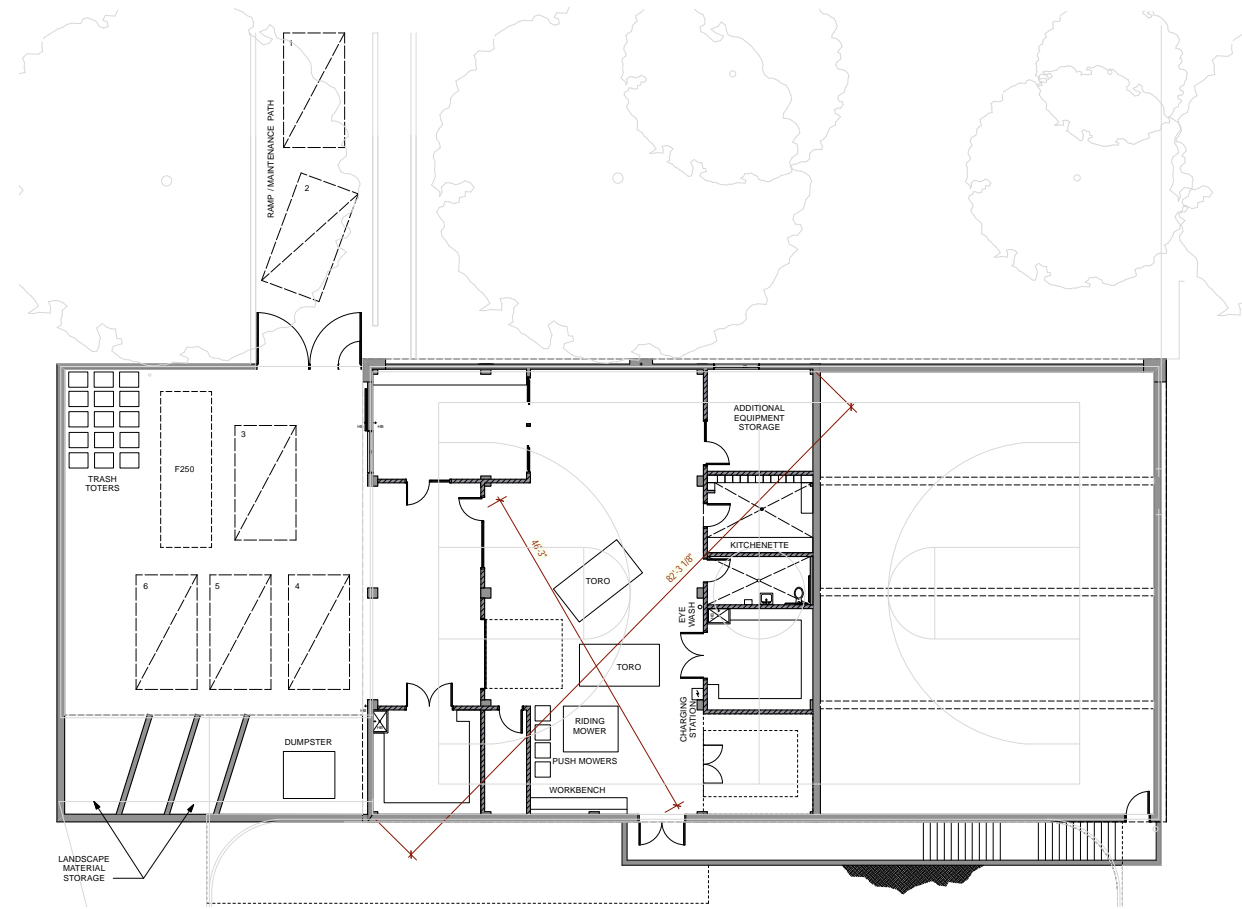
Open Space

The proposed project would change portions of the open space, including new markings for the two off-leash dog play areas, expansion of the internal circulation system (refer to Internal Circulation sub-heading below), grading changes along the southern and western slopes of the Park, and other Park-wide improvements (refer to Park-wide sub-heading below). The new markings for the two dog play areas would occur in proximity to their existing locations. The new markings would include signage and pavers every 25 feet with dog symbols in the north area and signage, pavers with dog symbols every 25 feet, and a backless bench border around portions of the south area. Each dog play area would include new trash receptacles, bag dispensers, and a drinking fountain. Portions of the slope near the southwest corner of the Park would be re-graded and filled to reduce the existing mowing risk for RPD staff, while attempting to maintain the views and passive recreation offered from the existing slope (refer to Park-wide sub-heading below for other grading). In total, the proposed project would remove 33,897 square feet (0.8 acre) of open space at the Park for a total square footage of 484,242 square feet (11.1 acres) remaining (i.e., pervious surfaces).

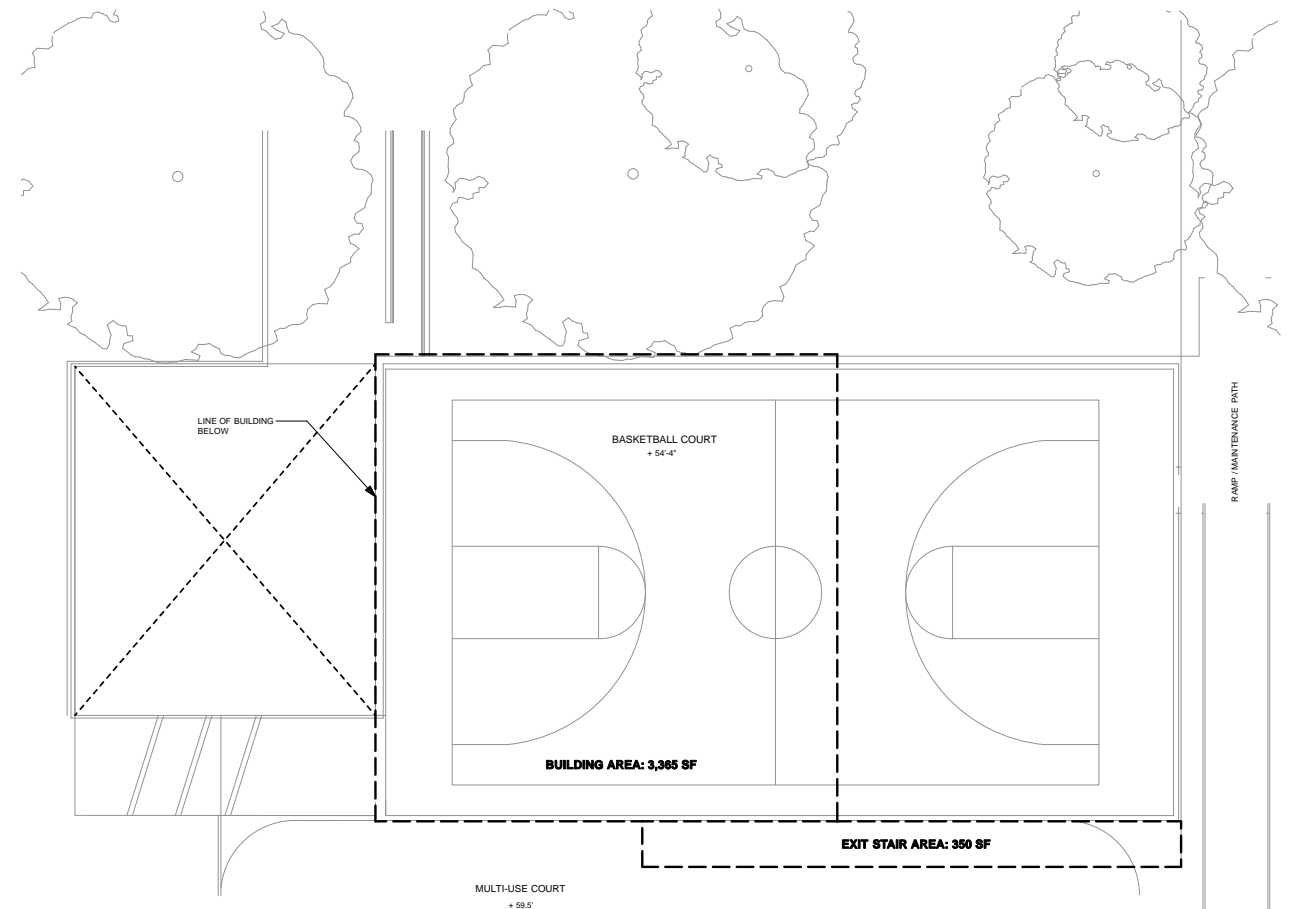
Figure 9, New Operations Building and Service Yard



West Elevation



Floor Plan



Roof Plan

Comments: Not to Scale
 Source: Recreation and Parks Department plans provided to the Planning Department, December 18 and 19, 2012.

Edges and Entrance Points

The proposed project would rehabilitate the Park's edges and entrance points as discussed for each of the Park's adjacent streets below.

Dolores Street

The proposed project would expand the width of the existing north-south sidewalk three feet along the open space's edge and repair and replace concrete of the existing north-south sidewalk in-kind. At each entrance point, the proposed project would construct new paved triangular corners. At the 19th Street entrance point, the proposed project would also construct a new ramp and new disabled curb drop-off zone and reconfigure the existing entry plaza, near the existing Mexican Liberty Bell replica. The existing Mexican Liberty Bell replica would be relocated closer to the existing north-south sidewalk, and the existing bell mounting structure would be replaced. At the 18th Street entrance point, the proposed project would also construct a new eight-foot-wide linear plaza (i.e., 150-foot-long, 12-foot-wide plaza). The new linear plaza would include new accent planting between a new fence for the tennis courts and new corner curved wall for seating, new bicycle racks, and new signage. Refer to Figure 10a and 10b, Edges and Entrance Points.

20th Street

The proposed project would repair and replace concrete of the existing east-west sidewalk in-kind. A new disabled parking spot would also be provided near the southwest corner of the Park. At the entrance plaza near the Muni stop, the proposed project would construct a new 991-square-foot paved overlook with decorative paving and benches.

Church Street

The proposed project would construct a new north-south sidewalk along the eastern edge of Church Street by reducing the width of Church Street from 32 feet to 27.5 feet. This proposed sidewalk would not be constructed initially; instead 4.5-foot-wide sidewalk bulbouts would be installed at the locations of the existing entrance point step locations until funding for the new proposed pathway could be secured.

18th Street

The proposed project would remove two existing mid-block entrance points. One entrance point, near the existing five eastern tennis courts, would be replaced with a new mid-block entrance point aligned with the entrance to Mission High School across 18th Street. The other entrance point, located near the existing basketball court would be replaced with another new entrance point between the reconfigured western grouping of tennis courts and the reconfigured basketball court and new multi-use court. A curb cut for a new driveway for the new operations building and new service yard would also be added immediately east of the existing Muni 33-Stanyan stop (refer to Buildings above for more information). In addition, the proposed project would change the existing entry plaza near the Muni J-Church line by eliminating the existing steps and re-grading the existing pathway.

Figure 10a, Edges and Entrance Points



Bird's eye view of Dolores Street and 19th Street entrance point



View of Dolores Street and 18th Street linear plaza looking northwest from intersection of Dolores Street and 18th Street



View of 20th Street entrance plaza near Muni stop looking west from 20th Street east-west sidewalk



View of 20th Street entrance plaza near Muni stop looking northeast from 20th Street east-west sidewalk

Comments: Sources: Recreation and Parks Department, "Mission Dolores Park Rehabilitation Project, DRAFT Schematic Design Report," April 19, 2012 and Recreation and Parks Department vignettes provided to the Planning Department May 2, 2012.

Figure 10b, Edges and Entrance Points



View of 18th Street mid-block entrance point between relocated tennis courts looking southeast from sidewalk near Mission High School



View of 18th Street driveway looking south from sidewalk near Mission High School



View of 18th Street mid-block entrance point between western relocated tennis courts and relocated basketball court looking south from sidewalk near Mission High School



View of 18th Street edge looking southeast from sidewalk near Mission High School

Comments: Source: Recreation Parks Department vignettes provided to the Planning Department December 6, 2012.

Internal Circulation

The proposed project would make changes to all of the internal pathways, except the existing 12-foot-wide, 300-foot-long east-west internal pathway connecting Dolores Street to the playground and the 3,311-square-foot pathway that loops around the west and north side of the playground. In total, the proposed project would add 786 lineal feet of internal circulation as discussed below. All pathways (existing and proposed) would be paved; the same as existing conditions.

North-South Pathways

The existing 1,160-foot-long north-south internal pathway, which roughly parallels the east side of the Muni tracks, would be expanded from six feet to ten feet in width by installing two-foot-wide concrete paver shoulders on each side. This widened internal pathway could also be used by Park maintenance vehicles. The existing six-foot-wide, 1,160-foot-long internal north-south pathway, which roughly parallels the west side of the Muni tracks, would include repairing and replacing the existing concrete pathway and existing retaining wall in-kind and constructing a new safety railing. The proposed project would remove an existing six-foot-wide, 525-foot-long north-south internal pathway, which connects the Clubhouse and the playground; and an existing nine-foot-wide, 155-foot-long north-south internal pathway, which bisects the existing basketball court and five tennis courts. The proposed project would construct a new 824-foot-long north-south internal pathway through portions of existing open space to connect the playground, the 19th Street Promenade, and the new North Restroom. North of the 19th Street Promenade (562 lineal feet), this pathway would be five-foot-wide with a one-foot-wide concrete paver shoulder on one side, for a total width of six feet. South of the 19th Street Promenade (262 lineal feet), the pathway would be six-foot wide with two-foot-wide concrete paver shoulders on each side, for a total width of 10 feet. The northern portion would be pedestrian only and the southern portion would also be used by Park maintenance vehicles. The proposed project would construct a new eight-foot-wide, 155-foot-long north-south internal pathway bisecting the reconfigured tennis courts. The proposed project would also construct a new eight-foot-wide, 155-foot-long north-south internal pathway between the reconfigured westernmost group of tennis courts and the reconfigured basketball court and new multi-use court. In addition, the proposed project would construct a new 10-foot-wide, 225-foot-long north-south pedestrian and maintenance vehicle service pathway, which would loop east around the existing statue of Miguel Hidalgo y Costilla. Total north-south pathway additions would be 679 lineal feet.

East-West Pathways

The proposed project would remove an existing 10-foot-wide, 130-foot-long east-west Park maintenance vehicle service internal pathway, which connect Dolores Street and the 19th Street Promenade. An existing six-foot-wide, 278-foot-long east-west internal pathway, which parallels the south side of the five existing tennis courts, would be expanded to eight-foot wide, with two-foot-wide concrete pavers on each side for a total width of 12 feet. This east-west internal pathway would also be extended 237 feet to the west to connect with the new North Restroom and new 824-foot-long north-south internal pathway mentioned above for a total length of 515 feet. At the existing east-west 19th Street Promenade, the proposed project would remove gutters, re-grade and repave the eastern section, incorporate the new 824-foot-long north-south internal

pathway into the design, and plant flowering perennials in the central circle and other locations. Total east-west pathway additions would be 107 lineal feet.

Muni

The proposed project would make changes to components of the Muni system along the western side of the Park. The changes would include repaving Muni tracks that run through the Park, removing the chain link structure on the existing bridge over the tracks, placing planters over and adjacent to the abandoned Muni stop under the bridge and over the stairs leading to it, and relocating the Muni shelter for the Muni stop at 20th Street and Church Street 10 feet southwest of its current location.

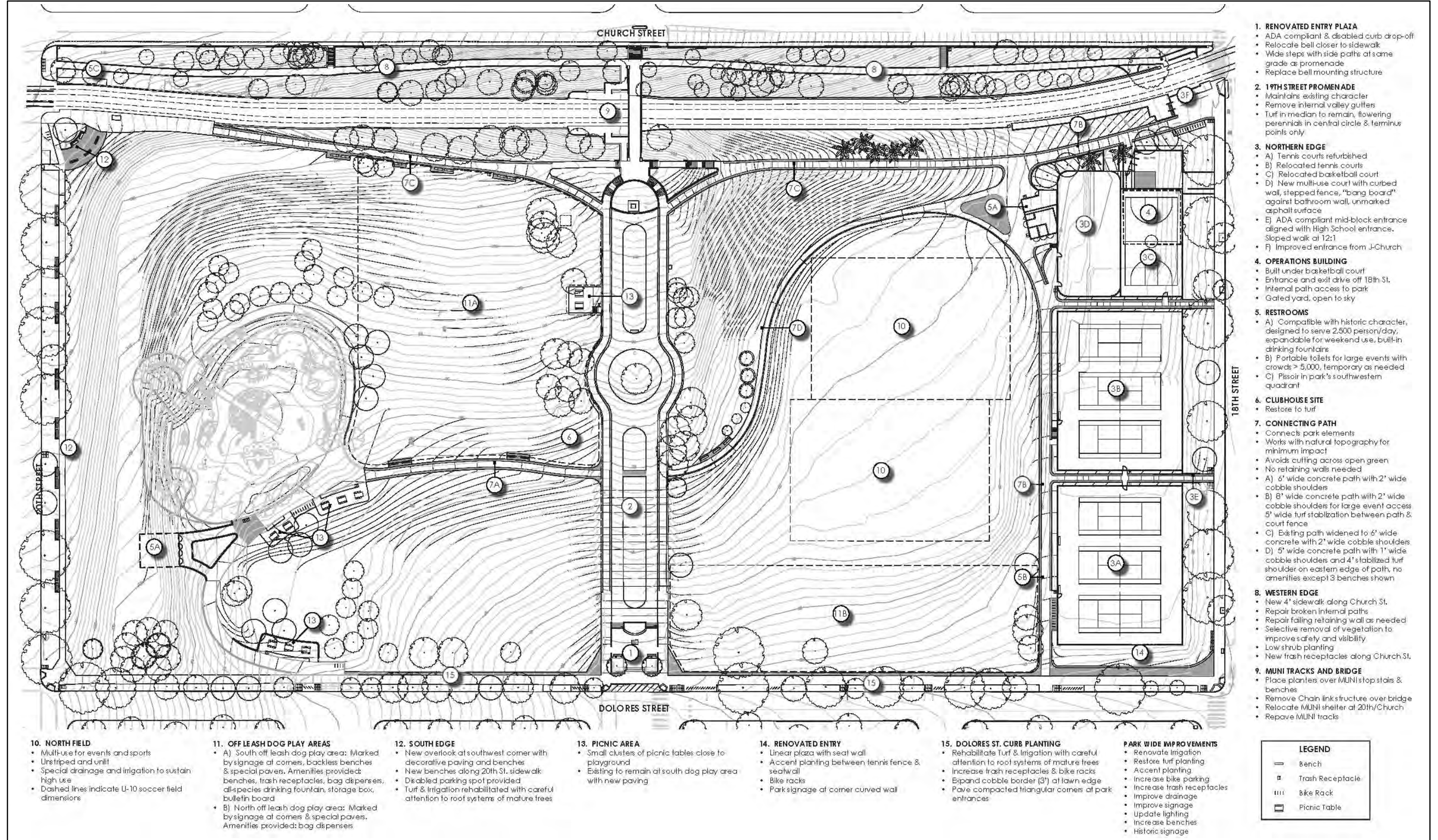
Park-wide

The proposed project would make other changes throughout the Park. The Park-wide changes would include grading, vegetation removal and plantings, upgrades to the drainage and irrigation system, and new signage, lighting, bicycle parking, benches, picnic tables, and trash receptacles. Grading would occur mostly in areas of the Park associated with proposed new features. Grading for the new multi-use court would include fill up to eight feet. The most extensive grading for the new buildings would include cuts up to 13 feet for the new operations building and service yard and cuts up to seven feet for the new South Restroom. The most extensive grading for the new internal circulation system would include fill up to seven feet and cuts up to four feet for the existing 1,160-foot-long north-south internal pathway, which roughly parallels the east side of the Muni tracks, and fill up to five feet and cuts up to four feet for the new 824-foot-long north-south internal pathway. Grading for other project components would occur on the slope near the southwestern corner of the Park (fill up to 3 feet and cuts up to 0.5 foot) and on the slope between the existing 1,160-foot-long north-south internal pathway, which roughly parallels the east side of the Muni tracks, and the new 824-foot-long internal north-south pathway (fill up to seven feet). Refer to Figure 11, Proposed Grading.

The proposed project would remove 69 trees in the following approximate locations: five south of the 19th Street Promenade, 29 north of the 19th Street Promenade, and 35 west of the Muni tracks. The species of removed trees include Guadalupe palm trees, Victorian box, blackwood acacia, jacaranda, and California pepper. The proposed project would include the planting of 35 trees in the following approximate locations: 17 south of the 19th Street Promenade and 18 north of the 19th Street Promenade. The exact tree species for all 35 new trees has not yet been identified. In addition, the proposed project would relocate four existing trees in close proximity to their existing locations. Refer to Figure 12, Proposed Tree Plan.

Plazas and picnic areas would be added throughout the Park for a total of 5,913 square feet. As mentioned above, a new 1,013-square-foot paved area that could serve as a platform for tai chi would be added in front of the new North Restroom. In addition, a 991-square-foot paved plaza would be added at the southwest overlook and three new picnic areas would be added to the north of the existing 12-foot-wide, 300-foot-long east-west internal pathway connecting Dolores Street to the playground.

Figure 11, Proposed Grading



- 1. RENOVATED ENTRY PLAZA**
 - ADA compliant & disabled curb drop-off
 - Relocate bell closer to sidewalk
 - Wide steps with side paths at same grade as promenade
 - Replace bell mounting structure
- 2. 19TH STREET PROMENADE**
 - Maintains existing character
 - Remove internal valley gutters
 - Turf in median to remain, flowering perennials in central circle & terminus points only
- 3. NORTHERN EDGE**
 - A) Tennis courts refurbished
 - B) Relocated tennis courts
 - C) Relocated basketball court
 - D) New multi-use court with curbed wall, stepped fence, "bang board" against bathroom wall, unmarked asphalt surface
 - E) ADA compliant mid-block entrance aligned with High School entrance. Sloped walk at 12:1
 - F) Improved entrance from J-Church
- 4. OPERATIONS BUILDING**
 - Built under basketball court
 - Entrance and exit drive off 18th St.
 - Internal path access to park
 - Gated yard, open to sky
- 5. RESTROOMS**
 - A) Compatible with historic character, designed to serve 2,500 persons/day, expandable for weekend use, built-in drinking fountain
 - B) Portable toilets for large events with crowds > 5,000, temporary as needed
 - C) Pissoir in park's southwestern quadrant
- 6. CLUBHOUSE SITE**
 - Restore to turf
- 7. CONNECTING PATH**
 - Connects park elements
 - Works with natural topography for minimum impact
 - Avoids cutting across open green
 - No retaining walls needed
 - A) 6' wide concrete path with 2' wide cobble shoulders
 - B) 8' wide concrete path with 2' wide cobble shoulders for large event access
 - C) Existing path widened to 6' wide concrete with 2' wide cobble shoulders
 - D) 5' wide concrete path with 1' wide cobble shoulders and 4' stabilized turf shoulder on eastern edge of path, no amenities except 3 benches shown
- 8. WESTERN EDGE**
 - New 4' sidewalk along Church St.
 - Repair broken internal paths
 - Repair failing retaining wall as needed
 - Selective removal of vegetation to improve safety and visibility
 - Low shrub planting
 - New trash receptacles along Church St.
- 9. MUNI TRACKS AND BRIDGE**
 - Place planters over MUNI stop stairs & benches
 - Remove Chain link structure over bridge
 - Relocate MUNI shelter at 20th/Church
 - Repave MUNI tracks

- 10. NORTH FIELD**
 - Multi-use for events and sports
 - Unstriped and unlit
 - Special drainage and irrigation to sustain high use
 - Dashed lines indicate U-10 soccer field dimensions

- 11. OFF LEASH DOG PLAY AREAS**
 - A) South off leash dog play area: Marked by signage at corners, backless benches & special pavers. Amenities provided: benches, trash receptacles, bag dispensers, all-species drinking fountain, storage box, bulletin board
 - B) North off leash dog play area: Marked by signage at corners & special pavers. Amenities provided: bag dispensers

- 12. SOUTH EDGE**
 - New overlook at southwest corner with decorative paving and benches
 - New benches along 20th St. sidewalk
 - Disabled parking spot provided
 - Turf & Irrigation rehabilitated with careful attention to root systems of mature trees

- 13. PICNIC AREA**
 - Small clusters of picnic tables close to playground
 - Existing to remain at south dog play area with new paving

- 14. RENOVATED ENTRY**
 - Linear plaza with seat wall
 - Accent planting between tennis fence & seatwall
 - Bike racks
 - Park signage at corner curved wall

- 15. DOLORES ST. CURB PLANTING**
 - Rehabilitate Turf & Irrigation with careful attention to root systems of mature trees
 - Increase trash receptacles & bike racks
 - Expand cobble border (3') at lawn edge
 - Pave compacted triangular corners at park entrances

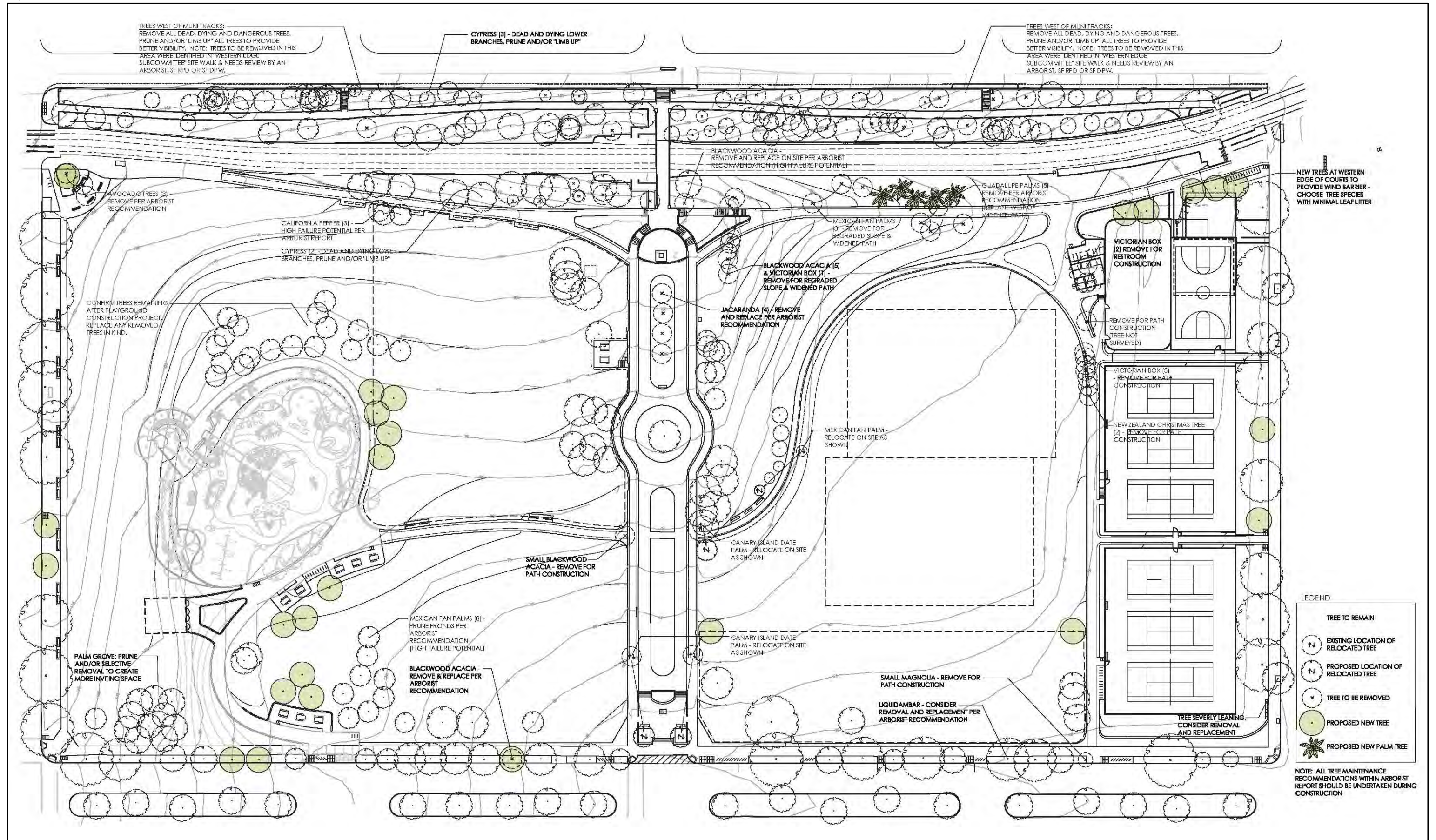
- PARK WIDE IMPROVEMENTS**
- Renovate Irrigation
 - Restore turf planting
 - Accent planting
 - Increase bike parking
 - Increase trash receptacles
 - Improve drainage
 - Improve signage
 - Update lighting
 - Increase benches
 - Historic signage

LEGEND	
	Bench
	Trash Receptacle
	Bike Rack
	Picnic Table

Comments: Not to Scale.
 Source: Recreation and Parks Department, "Draft Schematic Design Report: L7 Concept Grading Plan," February 25, 2013.



Figure 12, Proposed Tree Plan



Comments: Not to Scale.

Source: Recreation and Parks Department, "Draft Schematic Design Report: L10 Tree Plan," February 25, 2013.



Playground Reconstruction

The proposed project would alter a portion of the retaining wall along the 12-foot-wide, 300-foot-long east-west internal pathway connecting the playground to Dolores Street, in order to accommodate the new South Restroom. The proposed project would not otherwise change the playground area.

Operational Regulatory Compliance

In accordance with the City’s Stormwater Management Ordinance (Ordinance No. 83-10), the project site will be designed with Low Impact Design approaches and stormwater management systems to comply with the Stormwater Design Guidelines. All components of the proposed project, with the exception of repaving the Muni tracks, meet the definition of a “Development Project” and therefore are subject to the Stormwater Design Guidelines. In accordance with the City’s Bird-Safe Ordinance (Ordinance No. 199-11), the proposed new buildings and lighting will be designed with standards that do not present a hazard to birds.

**TABLE 1
MISSION DOLORES PARK CHARACTERISTICS**

Land Use	Existing Park	Proposed Project
Athletic Courts		
Basketball Court	East-west oriented basketball court located 55 feet south of the 18 th Street sidewalk and west of five north-south tennis courts, separated by a north-south internal pathway. 6,240 square feet in size. A 10-foot-tall chain-linked fence encloses the court. Elevation is 52 feet, which is nine feet higher than the 18 th Street sidewalk.	Reconfigure the basketball court 30 feet south of the existing 18 th Street sidewalk, above the new operations building, and above and adjacent to the new service yard. Provide a new surface. Replace existing chain-linked fence with new nine-foot-tall chain-linked fence. The basketball court would remain east-west oriented and the same size. Elevation would be 54.5 feet, which would be 11.5 feet higher than the existing 18 th Street sidewalk and 12 feet higher than the new service yard.
Tennis Courts	Six tennis courts. Five north-south oriented tennis courts located 25 feet south of the 18 th Street sidewalk and east of the basketball court, separated by a north-south internal pathway. One east-west oriented tennis court located immediately west of the basketball court, 55 feet south of the 18 th Street sidewalk. 35,504 square feet in size. A 10-foot-tall chain-linked fence encloses the courts. Elevation of the five tennis courts is 48 feet, which is five feet higher than the 18 th Street sidewalk. Elevation of one east-west oriented tennis court is 52 feet, nine feet higher than the 18 th Street sidewalk.	Reconfigure all of the existing courts so they would be in two groupings of three courts, separated by a new bisecting north-south internal pathway. All six of the tennis courts would be north-south oriented and located adjacent to each other, 30 feet south of the 18 th Street sidewalk. Refurbish or provide new surface for all six tennis courts. Replace existing chain-linked fence with new nine-foot-tall chain-linked fence. 36,480 square feet in size. Elevation of reconfigured western tennis courts would be between 48 and 49.5 feet, which would be between 5 and 6.5 feet higher than the existing 18 th Street sidewalk. Elevation of reconfigured eastern tennis courts would be between 47 and 48 feet, which would be four and five feet higher than the existing 18 th Street sidewalk.
Multi-Use Court	None	Construct new multi-use court, immediately south of the reconfigured basketball court, 84 feet south of the 18 th Street sidewalk. The new court would have two-foot-high curbed wall around all sides, stepped fence (higher on the far ends to provide a safety back-stop to temporary polo/hockey goals),

		“bang board” against new North Restroom retaining wall, and unmarked asphalt surface. 7,200 square feet in size. Elevation would be between 60.5 and 61.5 feet, which would be between six and seven feet higher than the reconfigured basketball court and 18 and 19 feet higher than the new service yard and 17.5 and 18.5 feet higher than the 18 th Street sidewalk.
Buildings		
Clubhouse	Building located to the south of the 19 th Street Promenade. The first story of the building was constructed in 1913; the second story was constructed in 1960. The building houses the Park’s operations and a men’s and women’s public restroom. 980 square feet in size. 24 feet, six inches in height.	Demolish the building and replace it with turf.
Restrooms	A men’s and women’s public restroom is located in the Clubhouse mentioned above (four total fixtures). Seasonal (Spring to Fall) portable toilets located on the 19 th Street Promenade.	Demolish the Clubhouse. Construct new 12-foot-tall men’s and women’s public restroom building located adjacent to the southeastern side of the playground (1,250 square feet in size) and set into the slope, new 13-foot-tall men’s and women’s public restroom building located near the athletic courts (1,270 square feet in size), and a new pissoir located in the Park’s southwest quadrant, west of the Muni tracks and east of the existing north-south internal pathway, which roughly parallels the west side of the Muni tracks (35 total fixtures between the structures). Install new 1,013-square-foot paved area in front of the new North Restroom that could serve as a platform for tai chi. Provide portable toilets for large events south of the athletic courts.
Operations Building	The Park’s operations are located in the Clubhouse mentioned above and at two 10-foot-tall, 220-square-foot storage facilities located to the west of the Clubhouse and south of the 19 th Street Promenade. Park staff and gardeners from other Mission District parks store equipment there each night.	Demolish the Clubhouse and remove the storage facilities. Construct new 12-foot-tall operations building below the reconfigured basketball court. 3,365 square feet in size, with an adjacent crawl space 2,610 square feet in size. Construct new gated, open-air service yard adjacent to building. 2,233 square feet in size. Construct new driveway to the operations building and service yard from a new 16-foot-wide curb cut at 18 th Street. Maintenance vehicles would leave the new service yard and enter the new western mid-block entrance point along the south side of 18 th Street through removal of five-to-six parking spaces. The entry to the new service yard would have a new 10-foot-tall vehicle gate.
Open Space		
Dog Play Areas	Two off-leash dog play areas exist: one south and one north of the 19 th Street Promenade. The north and south areas are 67,750 square feet and 32,500 square feet in size, respectively. A few small signs exist that indicate the southern dog play area. No other markings exist.	Provide new markings for two off-leash dog play areas in proximity to their existing locations. The markings would include signage and pavers with dog symbols every 25 feet in the north area and signage, pavers with dog symbols every 25 feet, and a backless bench border around portions of the south area. The north and south areas would be 35,250 square feet and 61,000 square feet in size, respectively. Each area would include new trash receptacles, bag dispensers, and drinking fountain.
Multi-Use Field	Roughly bounded by the tennis courts to the north, the north dog play area to the east and south, and a north-south internal pathway to the west. The	The field would remain intact and so would its uses. Construct athletic field-quality drainage and irrigation system to sustain high use. No

	field is occasionally used for soccer practice, special events, and passive recreation. No markings exist. 51,300 square feet in size.	markings would be provided. 51,350 square feet in size.
Other Areas	These areas, which include terraces and slopes, are popular for sun-bathing, picnicking, scenic views, and relaxing. 366,589 square feet in size.	Hillsides in many areas of the Park would be graded to moderate the slopes. Portions of the slope near the southwest corner of the Park would be re-graded and filled to reduce the existing mowing risk for RPD employees, while maintaining the views and passive recreation offered from the existing slope. Refer to the other headings above and below for other changes. 336,642 square feet in size.
Edges and Entrance Points		
Dolores Street (East Edge)	A six-foot-wide curb planting separates Dolores Street from a nine-foot-wide north-south sidewalk along the eastern edge of the Park. Five Park entrance points exist: 18 th Street, mid-block between 18 th and 19 th Street, 19 th Street, Cumberland Street, and 20 th Street. However, the Park is accessible across the curb planting at other locations because the sidewalk is at- or close-to-grade with Dolores Street. The entrance point at 19 th Street contains steps up to the 19 th Street Promenade and the Mexican Liberty Bell.	Expand the width of the existing north-south sidewalk three feet along the open space's edge. Repair and replace concrete of the existing north-south sidewalk in-kind. Construct new paved triangular corners at the Park entrance points. Rehabilitate 19 th Street entrance point by constructing new ramp and new disabled curb drop-off zone, relocating the Mexican Liberty Bell replica closer to the north-south sidewalk, and replacing the Mexican Liberty Bell replica mounting structure. Rehabilitate 18 th Street entrance point by constructing new eight-foot-wide linear plaza. The new linear plaza would include new bicycle racks, new signage, a new corner curved wall with seating, and new accent planting between the new fence for the tennis courts and new corner curved wall.
20 th Street (South Edge)	A 15- to 20-foot-wide curb planting separates 20 th Street from a six-foot-wide east-west sidewalk along the southern edge of the Park. This edge provides panoramic views of San Francisco. Three entrance points exist: Dolores Street, Muni stop, and Church Street. However, the Park is accessible across the curb planting at other locations because the sidewalk is at-or close-to-grade with 20 th Street.	Repair and replace concrete of the existing east-west sidewalk in-kind. Provide new disabled parking spot near the southwest corner of the Park. Construct new 991-square-foot paved overlook at the entrance plaza near the Muni stop with decorative paving, and benches.
Church Street (West Edge)	A 15- to 20-foot-wide curb planting separates Church Street from a north-south internal pathway, which roughly parallels the west side of the Muni tracks. Five entrance points exist: 18 th Street, Hancock Street, 19 th Street, Cumberland Street, and 20 th Street. At 18 th Street and 20 th Street, Church Street is at grade with the Park's internal circulation system. At the other three locations, steps lead down from Church Street to the Park. Church Street is 32-feet wide.	Reduce width of Church Street to 27.5-feet wide for construction of a new 4.5-foot-wide north-south sidewalk along Church Street. Provide 4.5-foot-wide sidewalk bulbouts at existing entrance point step locations initially until funding for the new sidewalk could be secured.
18 th Street (North Edge)	A 10-foot-wide east-west sidewalk exists along the northern edge of the Park. Four entrance points exist: Dolores Street, mid-block near the north-south tennis courts, mid-block near the basketball court, and Church Street. However, the Park is accessible at other locations because the sidewalk is at-or close-to-grade with 18 th Street.	Remove two existing mid-block entrance points. Construct two new mid-block entrance points, one aligned with Mission High School across the street. Construct new driveway for new operations building and new service yard. Change the entry plaza near the Muni J-Church line by eliminating the existing steps and re-grading the existing north-south internal pathway that leads to the entry plaza.
Internal Circulation		
North-South Pathways	One six-foot-wide, 1,160-foot-long pathway roughly parallels the east side of the Muni tracks. One six-	Expand the width of the existing 1,160-foot-long pathway paralleling the east side of Muni tracks

	<p>foot-wide, 1,160-foot-long pathway roughly parallels the west side of the Muni tracks. A retaining wall exists adjacent to it. A six-foot-wide, 525-foot-long pathway connects the Clubhouse and the playground to each other. A nine-foot-wide, 155-foot-long pathway bisects the basketball court and five tennis courts and connects with the east-west pathway south of the tennis courts.</p>	<p>with two-foot-wide concrete paver shoulders on each side for a total width of 10 feet. Repair and replace concrete of the existing 1,160-foot-long north-south pathway parallel the west side of Muni tracks in-kind and provide new safety railing along pathway. Repair falling retaining wall as needed. Remove existing 525-foot-long pathway connecting Clubhouse and the playground. Construct new 824-foot-long pathway to connect the playground, the 19th Street Promenade, and the new north restroom building. North of the 19th Street Promenade, new pathway would be five-feet-wide with a one-foot-wide concrete paver shoulder on one side. South of the 19th Street Promenade, new pathway would be six-feet-wide with two-foot-wide concrete paver shoulders on each side. Remove existing nine-foot-wide, 155-foot-long pathway bisecting the basketball court and five tennis courts and construct new eight-foot-wide, 155-foot-long pathway bisecting the reconfigured tennis courts to connect with the new expanded east-west pathway south of the reconfigured tennis courts. Construct new eight-foot-wide, 155-foot-long pathway between the reconfigured westernmost group of tennis courts and the reconfigured basketball court and new multi-use court. Construct new 10-foot-wide, 225-foot-long Park maintenance vehicle service pathway which would loop east around the statue of Miguel Hidalgo y Costilla. Total pathway additions would be 679 lineal feet.</p>
East-West Pathways	<p>The 19th Street Promenade, a pathway through the center of the Park, is 100 feet at its widest point (central circle) and 12 feet at its narrowest (the bridge above the Muni tracks). The 19th Street Promenade is split into two east-west pathways with a turf median in-between the pathways for most of its length. The 19th Street Promenade terminates at a Miguel Guadalupe Hidalgo y Costilla statue to the west and at a replica of the Mexican Liberty Bell to the east. Park staff access the Clubhouse by driving their vehicles from a 10-foot-wide, 130-foot-long pathway from Dolores Street onto the 19th Street Promenade, west of the Mexican Liberty Bell entry plaza. A six-foot-wide, 278-foot-long pathway is immediately south of the five tennis courts. A 12-foot-wide, 300-foot-long pathway connects Dolores Street to the playground.</p>	<p>Along the 19th Street Promenade, remove gutters, re-grade and repave the eastern section, incorporate new north-south pathway into design, and plant flowering perennials in central circle and other locations. Remove existing 130-foot-long maintenance vehicle access pathway from Dolores Street. Expand the width of the existing east-west pathway south of the reconfigured tennis courts from six to eight feet and install two-foot-wide concrete paver shoulders on each side for a total width of 12 feet. In addition, the existing pathway would be extended 237 feet to connect with the new North Restroom and north-south pathway mentioned above for a total length of 515 feet. Total pathway additions would be 107 lineal feet.</p>
Muni		
Tracks	<p>Muni operates both north and southbound tracks for the J-Church Metro within a 26-foot-wide, 1,130-foot-long sunken viaduct at the western side of the Park. T-shaped metal electrical poles exist for the lines above the tracks.</p>	<p>Repave existing Muni tracks.</p>
Stops	<p>Three Muni stops exist along the tracks and within the Park for the J-Church Metro: near 18th Street and Church Street; abandoned stop at 19th Street beneath the bridge, and near 20th Street and Church Street. A Muni bus stop for the 33-Stanyan exists at 18th Street near the Church Street intersection.</p>	<p>Place planters over and adjacent to the abandoned 19th Street Muni stop under the bridge and over the stairs leading to it. Relocate the Muni shelter for the Muni stop near 20th Street and Church Street 10 feet southwest of its current location.</p>
Bridge above	<p>An existing bridge is over the Muni tracks. An upside-down V-shaped chain-link structure exists</p>	<p>Remove the upside-down V-shaped chain-link</p>

Tracks	over the bridge and a solid wall exists at the east end of the bridge.	structure over the bridge.
Park-wide		
Vegetation	244 existing trees. Approximate locations: 80 trees south of 19 th Street Promenade, 78 trees north of 19 th Street Promenade, and 86 trees west of Muni tracks.	69 trees removed, 35 trees added, 4 trees relocated. New and remaining trees approximate locations: 92 trees south of the 19 th Street Promenade, 67 trees north of the 19 th Street Promenade, and 51 trees west of Muni tracks for a total of 210 trees.
Drainage and Irrigation System	The existing drainage and irrigation system are more than 60 years old. Irrigation valves and lateral lines frequently break, resulting in uneven distribution of irrigation and soggy areas where the line/valve has broken. The existing drainage system does not address several areas of the park that are consistently wet. The poor condition of the irrigation and drainage leave the lawns either too dry or too wet, leaving them vulnerable to damage by Park visitors.	The irrigation system and drainage systems would be completely replaced with the intent to address the existing problems. The new irrigation system would provide even water coverage and reduce water wasted due to broken infrastructure. The replacement sub-surface drainage system would be intended to improve Park drainage and reduce damage caused by use immediately after rainfall.
Lighting	Nineteen light standards illuminate the athletic courts. Five metal street lights illuminate the MUNI stop and street corner at 18th and Church streets. The entrance from Church Street to the pedestrian bridge is flanked by two original, but non-functioning, fluted metal light standards. One metal street light illuminates the south MUNI stop platform, while seven fluted metal light standards line the north-south pathway, roughly parallel the east side of the MUNI tracks. Three light standards border the north-south pathway that connects the playground and Clubhouse.	Refit the light standards of the eastern grouping of the tennis courts with energy efficient lights to match the new sport court lighting proposed for the western grouping of reconfigured tennis courts, the new multi-use court, and the reconfigured basketball court. Timers would be on these lights to insure that they are only on when courts are in use and would be shut off at the park curfew. Install new fixtures in the two original, fluted metal light standards along the pedestrian bridge. Install new pedestrian-scale pathway lighting adjacent to the extended east-west pathway south of the tennis courts, the new north-south pathway between the groupings of the tennis courts, both north-south pathways roughly parallel the Muni tracks, and the 19 th Street promenade. Install exterior lights for all new restroom entrances, new operations building entrance, and service yard. All lighting would include shields and lenses to minimize light pollution beyond the Park boundary.
Other	At various locations, signage, bicycle parking, benches, picnic tables, and trash receptacles are provided.	Provide new signage, bicycle parking, benches, picnic tables, and trash receptacles at existing and new locations.
Helen Diller Playground		
Playground Reconstruction	A playground has existed in the southern center of the Park since the late 1920s. The current playground was constructed between July 2011 and March 2012 and included demolition of the previous playground; excavation and re-grading of an enlarged playground site, including grading out a portion of the existing terrace; installation of a new access driveway and accessible parking space; as well as various irrigation and lighting improvements. The Helen Diller Playground project increased the size of the playground from 25,700 square feet to 33,600 square feet.	Alter a portion of the retaining wall along the 12-foot-wide, 300-foot-long east-west internal pathway connecting the playground to Dolores Street, in order to accommodate the new South Restroom.

SOURCE: RPD

**TABLE 2
MISSION DOLORES PARK SURFACES**

Land Use	Existing Park Size	Proposed Project Size
Impervious Surfaces	Basketball court – 6,240 square feet Tennis courts – 35,504 square feet Buildings – 1,420 square feet Internal Pathways – 51,362 square feet Sidewalks – 24,555 square feet ^a MUNI – 29,600 square feet Plazas and Picnic Areas – 500 square feet Playground – 11,200 square feet Total = 160,381 square feet (3.7 acres)	Multi-use court – 7,200 square feet Basketball court – 6,240 square feet Tennis courts – 36,480 square feet Buildings – 1,270 square feet ^b Service Yard and Driveway – 2,233 square feet Internal Pathways – 65,395 square feet Sidewalks – 28,747 square feet MUNI – 29,600 square feet Plazas and Picnic Areas – 5,913 square feet Playground – 11,200 square feet Total = 194,278 square feet (4.5 acres)
Pervious Surfaces	Dog play areas – 100,250 square feet Multi-use field – 51,300 square feet Other areas – 366,589 square feet Playground – 22,400 square feet Total = 540,539 square feet (12.4 acres)	Dog play areas – 96,250 square feet Multi-use field – 51,350 square feet Other areas – 336,642 square feet Playground – 22,400 square feet Total = 506,642 square feet (11.6 acres)
Total	700,920 square feet (16.1 acres)^a	700,920 square feet (16.1 acres)

SOURCE: RPD

- a. Includes 5,130 square-foot expansion of the Park into Church Street for the new 4.5-foot wide north-south sidewalk. This area is currently impervious and not a part of the Park.
- b. Does not include areas built beneath the reconfigured courts and into the slope. New building size (including crawl space, not including pissoir) would be 8,495 square feet.

Construction

Construction of the proposed project would occur five days per week and last 14 months in two phases. Phase 1 construction would last six months (26 weeks), estimated from October 2013 to March 2014, and Phase 2 construction would last 8 months (35 weeks), estimated from March 2014 to October 2014. Phase 1 construction would generally occur on the south half of the Park and Phase 2 construction would generally occur on the north half of the Park. One exception would be work related to the new North Restroom, new operations building, and new service yard. This work is estimated to commence during Phase I construction (October 2013) and conclude during Phase 2 construction (August 2014), lasting 11 months. Each phase would close particular areas of the Park to the public, while the remaining areas would be open to the public. Each phase is described in detail in Table 3, Anticipated Construction Activities Schedule, below. Refer to Figure 13, Construction Phasing.

Figure 13, Construction Phasing



Source: Recreation and Parks Department plans provided to the Planning Department December 19, 2012.



**TABLE 3
ANTICIPATED CONSTRUCTION ACTIVITIES SCHEDULE**

Phase and Activity Description^a	Project Site Location	Equipment Required	Cut/Fill (Cubic Yards (CY))
Phase 1 – Six months total			
Demolition, grading, paving, construction, landscaping/irrigation	South half of the Park, west half of the 19 th Street Promenade, and commencement of North Restroom, Operations Building, and Service Yard (referred to as Operations & Maintenance Complex in Figure 13)	Sawcutter, Stumpgrinder, two Bobcats, Backhoe, Excavator, and 18-ton Dump Truck, Asphalt Mixer/Pump and Concrete Mixer/Pump, Generator/Compressor, Bobcat, two Support Trucks, and Backhoe, Ditch Witch Trencher	Cut – 2,919 CY Fill – 4,749 CY Balance (import) – 1,830 CY
Phase 2 – Eight months total			
Demolition, grading, paving, construction, landscaping/irrigation	North half of the Park, east half of the 19 th Street Promenade, and completion of North Restroom, Operations Building, and Service Yard (referred to as Operations & Maintenance Complex in Figure 13)	Sawcutter, Stumpgrinder, two Bobcats, Backhoe, Excavator, and 18-ton Dump Truck, Asphalt Mixer/Pump and Concrete Mixer/Pump, Generator/Compressor, Bobcat, 2 Support Trucks, and Backhoe, Ditch Witch Trencher	Cut – 4,157 CY Fill – 3,515 CY Balance (export) – 642 CY

SOURCE: RPD

- a. An additional construction phase, not included in the table, would be required in the long-term future (5 – 10 years), as funding becomes available, to construct the Church Street sidewalk.

Construction Regulatory Compliance

In accordance with the City’s Clean Construction Ordinance (Ordinance No. 70-07), the proposed project would utilize only off-road equipment and off-road engines fueled by biodiesel fuel grade B20 or higher and utilizing only high use equipment that either meets or exceed Tier 2 standards for off-road engines or operates with the most effective verified diesel emission control strategy. In accordance with the City’s Construction Dust Control Ordinance (Ordinance No. 176-08), the proposed would obtain approval of a dust control plan from the Director of Public health prior to any proposed construction activities. In accordance with the City’s Sewer Use Ordinance (Ordinance No. Number 19-92, amended 116-97), the proposed project will be required to meet specified water quality standards for any groundwater encountered and discharged into the City’s combined sewer system. In accordance with the City’s Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), the proposed project will be required to prevent the contamination or pollution of groundwater during the construction or modification of a dewatering well. In accordance with the City’s Construction and Demolition Debris Recovery Ordinance (Ordinance No. 27-06), the proposed project would recycle and divert a minimum of 65 percent of all construction and demolition debris.

Project Approvals

The proposed project would require the following approvals:

Civic Design Review Committee

- Review and approval of the design of the proposed public structures

Planning Commission

- Determination of the project's consistency with the *San Francisco General Plan*.

Recreation and Park Commission

- Project approval, including approval of the Mission Dolores Park Rehabilitation Plan and construction contracts.

San Francisco Public Utilities Commission

- Approval of a Stormwater Control Plan and Stormwater Operation and Management Plan and a permit for dewatering activities.

Department of Public Health

- Approval of a dust control plan and a permit for dewatering well activities.

Department of Building Inspection

- Approval of building and electrical permits.

San Francisco Municipal Transportation Agency

- Approval of on-street 18th Street maintenance vehicle pathway and adding a sidewalk along Church Street.

Department of Public Works

- Approval of on-street 18th Street maintenance vehicle pathway and adding a sidewalk along Church Street.

B. PROJECT SETTING

The project site is within the eastern edge of the Castro/Upper Market neighborhood, directly adjacent to the western edge of the Mission neighborhood, and two blocks north of the Noe Valley neighborhood. The project site is a 700,920-square-foot (16.1 acres) city park bounded by the following two-way streets: 18th Street to the north, Dolores Street to the east, 20th Street to the south, and Church Street to the west.

The project site is located in a P (Public) Use District and an OS (Open Space) Height and Bulk District. Two- to four-story single-family residences, flats, and apartment buildings in a variety of styles are the dominant land use surrounding the Park. The residential areas are zoned RM-1 (Residential-Mixed, Low Density), RM-2 (Residential-Mixed, Moderate Density), and Residential-House, Three Family). Some mixed-use commercial/residential is located at the corner of 18th Street and Dolores Street. This area is zoned NC-1 (Neighborhood Commercial, Cluster). Mission High School is located directly north of the project site and is located in a P Use District. All of the surrounding properties are located in a 40-X Height and Bulk District.

Features throughout the Park include athletic courts, one building, open space, entrances and edges, internal circulation, Muni, vegetation, lighting, various other features and a playground. Six tennis courts and a basketball court exist at the northern end of the Park. The Clubhouse, located near the center of the Park, is the only existing building at the Park. The majority of the Park consists of open space, which includes dog play areas, a multi-use field, and terraces and slopes. These areas are largely unmarked. Pathways exist at the edges and entrance points and throughout the interior of the Park. The main internal circulation pathway is a pedestrian boulevard (19th Street Promenade), which bisects the Park at its center, running east-to-west along the line of 19th Street. At the center of the 19th Street Promenade is a roundabout or central circle. The 19th Street Promenade terminates at a Miguel Guadalupe Hidalgo y Costilla statue to the west and at a replica of the Mexican Liberty Bell to the east. Three other east-west internal pathways and four north-south internal pathways also exist. The Muni J-Line runs north-south through the west side of the Park. A pedestrian bridge crosses above the tracks along the line of 19th Street and an abandoned Muni stop is adjacent to the tracks below the bridge. Two active Muni J-Line stops and a Muni 33-Stanyan stop are located at the northwestern and southwestern corners of the Park. Vegetation is prevalent throughout the Park, especially near the Park's edges and entrances points. The Park's hours of operation are between 6 AM and 10 PM. Various lighting features exist throughout the Park to illuminate the Park during nighttime hours. Other Park features include signage, bicycle parking, benches, picnic tables, and trash receptacles.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

San Francisco Planning Code

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

The project site is located in a P (Public Use) District. The P District applies to land that is owned by a governmental agency and is in some form of public use, including recreational use. Permitted uses within P districts include public structures and governmental uses of San Francisco and other public agencies that are subject to regulation by the Planning Code, including accessory nonpublic uses when in conformity with a General Plan for the area. With project implementation, the project site would remain in its current use as a city park.

The project site is located in an OS (Open Space) height and bulk district. OS Districts have a principle or exclusive purpose as open space, with future development of any character strictly limited. Any development requires that a building’s height and bulk be in accordance with the principles and policies of the Master Plan, and no building, structure, or addition may be permitted if it is inconsistent with the Master Plan. With project implementation, the project site would remain in its current use as a city park, which includes open space and no nonpublic uses are proposed.

Plans and Policies

San Francisco General Plan

The San Francisco *General Plan* provides general policies and objectives to guide land use decisions. The *General Plan* contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies and objectives for the physical development of the City. Any conflict between the proposed project and polices that relate to physical environmental issues are discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project.

The General Plan includes a Recreation and Open Space Element (ROSE), which frames the City's policies regarding parks, recreation facilities, and open space. The ROSE was adopted in 1986, an update was completed in 2009, and a revised draft was released in June 2011. The ROSE is currently undergoing environmental review. The ROSE addresses use of existing facilities and identifies parameters for planning and development of additional facilities as opportunities arise. Policies 2.2, 4.1, and 4.3 of the current ROSE focus on the preservation, renovation, and renewal of existing parks and recreational facilities. Proposed rehabilitation and improvement at the Mission Dolores Park would be consistent with these policies by providing new facilities and amenities that would serve the needs of existing visitors of the Park. The proposed project does not substantially conflict with any policies in the ROSE or the June 2011 draft ROSE update. The proposed project would require a General Plan Referral which would analyze the proposed project's consistency with the General Plan.

Proposition M – The Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City *Planning Code* to establish eight Priority Policies. These policies, and the topics of the Evaluation of Environmental Effects addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a, b, f, and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8 a and b, Wind and Shadow, and Questions 9a and c, Recreation).

Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies.

The rehabilitation and improvement of Mission Dolores Park does not appear to conflict with any adopted plans and goals of the City. The proposed project would require a General Plan Referral, which would analyze the proposed project's consistency with the General Plan. The compatibility of the proposed project with General Plan objectives and policies that do not relate to physical environmental issues will be considered by decision makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the approval process would not alter the physical environmental effects of the proposed project.

Regional Plans and Policies

The five principal regional planning agencies and their over-arching policy-plans to guide planning in the nine-county bay area include the Association for Bay Area Governments' (ABAG) *Projections 2009*, the Bay Area Air Quality Management District's (BAAQMD's) *Bay Area 2010 Clean Air Plan*, the Metropolitan Transportation Commission's *Regional Transportation Plan – Transportation 2035*, the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*, and the San Francisco Bay Conservation and Development Commission's *San Francisco Bay Plan*. Due to the size and nature of the proposed project, no anticipated conflicts with regional plans would occur.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

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

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

The project site is an existing city park within the eastern edge of the Castro/Upper Market neighborhood, directly adjacent to the western edge of the Mission neighborhood, and two blocks north of the Noe Valley neighborhood. The project site is a crossing point between and meeting place for these neighborhoods. With project implementation, the project site would remain in its current use as a city park. No change in hours of operation or increase in visitors would occur. The proposed project would result in closure of portions of the Park for 14 months during project construction. Although this may displace people who would have visited the Park during those periods, this displacement would be temporary and it would not physically divide the community as people would be able to cross the project site in portions that would remain unclosed. Therefore, the proposed project would not physically divide an established community and impacts are considered less than significant.

Impact LU-2: The proposed project would be consistent with applicable land use plan, policy, and regulations of agencies 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 not substantially conflict with any applicable land use plan, policy, or regulation such that an adverse physical change would result (see Section C. Compatibility with Existing Zoning and Plans). Environmental plans and policies are those, like the *Bay Area 2010 Clean Air Plan*, that directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not substantially conflict with any such adopted environmental plan or policy 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's vicinity. (Less than Significant)

The project site is currently developed as a city park with features that include athletic courts, buildings, open space, entrances and edges, internal circulation, Muni, vegetation, lighting, a

playground, and various other features. The proposed project would change the appearance of the project site through rehabilitations and improvements to most of these existing features. However, the existing use of the project site as a city park would remain the same upon implementation of the proposed project. Use of the Park as proposed would be consistent with the existing character of the Park and vicinity. The proposed project would not substantially alter other public uses and enjoyment of the Park. Therefore, the proposed project would not have a substantial impact regarding the existing character of the project’s vicinity.

Impact C-LU-1: The proposed project, in combination with past, present, and reasonably foreseeable future project in the vicinity of the project site, would result in less-than-significant cumulative impacts to land use. (Less than Cumulatively Considerable)

Cumulative land use projects in the vicinity of the project site consist of 651 Dolores Street, conversion of a religious institution to four dwelling units, and the Helen Diller Playground Reconstruction Project. The other proposed projects would result in noticeable physical change to the surrounding area in terms of increasing the number of persons in the surrounding area. However, these changes are consistent with land use policies and zoning controls in the area and would not divide an established community, substantially conflict with an applicable land use plan or policy, or cause a substantial adverse change in land use character in the project vicinity. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable land use impact.

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

Setting

The Urban Design Element of the San Francisco *General Plan* classifies streets in relation to the quality of street views that are available from vantage points along those streets. Portions of Church Street and several streets perpendicular to Church Street on the west (Dolores Heights) are rated as “Excellent Quality” for street views. The other streets adjacent to the Park (18th Street, Dolores Street, and 20th Street) are rated as “Good Quality” for street views. The *General Plan* also designates “Street Areas Important to Urban Design and Views.” Dolores Street is

designated “Streets That Define City Form” and “Route of Forty-Nine Mile Scenic Drive.” The other streets adjacent to the Park (18th Street, 20th Street, and Church Street) are designated “Streets That Extend The Effect Of Public Open Space.”

The Park is visible from public areas along the adjacent streets, outside of the Park. The *General Plan, Urban Design Element* identifies the Park as an example of open space that is both a center for activity and a feature giving identity to the surrounding area. Looking south from 18th Street and Mission High School, the Park’s grassy upslope to the athletic courts and associated fencing and lighting dominate the view of the Park. Trees along the Park’s northern edge partially screen the interior of the Park from this viewpoint. Looking west from Dolores Street, the majority of the Park is visible and the slope, graded terraces, and fields are more noticeable at this viewpoint than the other adjacent street viewpoints. Trees along the Park’s eastern edge partially screen the interior of the Park from this viewpoint. Looking west from 19th Street for several blocks east of the Park, the Park’s 19th Street Promenade entrance point provides a visual break to the paved street view and as an orientation point that conveys information about the presence of recreation space to motorists, bicyclists, and pedestrians. Looking south from 20th Street, the majority of the Park is visible and the Helen Diller Playground, Clubhouse, trees, and open space dominate the views of the Park. However, from this viewpoint, the Park is in the foreground of a largely unobstructed view (partially screened by trees along the Park’s southern edge) of the Churrigueresque-style tower of Mission High School, Mission Dolores Basilica, City Hall, downtown San Francisco, and San Francisco Bay. The athletic courts at the north end of the Park are barely visible from this viewpoint. Looking east from Church Street, vegetation on the western edge of the Park mostly obstructs views of the interior of the Park.

Within the Park, visitors have a largely unobstructed northeast-looking view of downtown San Francisco. The best vantage point can be found at the southwest terrace of the Park near Church and 20th streets, which is the Park’s highest elevation. The Mission High School and Mission Dolores Basilica is prominent in the viewshed, while City Hall’s dome and the Financial District skyscrapers are visible in the more distant skyline. The San Francisco Bay is visible to the east, seen over the South of Market District and Mission Bay, and the hills of the East Bay lay beyond.

The Park is also visible from private residences along the adjacent and surrounding streets. It is to be noted that the loss of private views does not constitute a significant impact under CEQA. Therefore, the following analysis provided a discussion of private views for informational purposes only.

Impact AE-1: The proposed project would not have a substantial adverse effect on a scenic vista. (Less than Significant)

The *General Plan, Urban Design Element* does not list the project site as an “Important Vista Point to be Protected.” However, the *General Plan, Urban Design Element Policy 1.1* recognizes “overlooks and other viewpoints ... should be protected and supplemented, by limitation of buildings and other obstructions where necessary and by establishment of new viewpoints at key locations.” As stated above, portions of streets adjacent to the project site and the terraces at the project site provide overlooks and views of San Francisco (with the project site’s open space and trees dominating the views in the foreground), the San Francisco Bay, and the hills of the East

Bay, therefore, these public viewpoints are considered scenic vistas for the purpose of this analysis.

The proposed project's construction activities would last 14 months and would include demolition, grading, paving, and building construction. Construction equipment would include bobcats, backhoes, trucks, and excavators. Although construction activities would diminish the foreground of the scenic vista from the above mentioned viewpoints and/or limit access to public viewpoints at the project site, these activities would be limited in duration. Furthermore, construction equipment would not include cranes or other similar pieces of equipment that would be substantially tall, blocking views of prominent structures and features outside of the project site. Therefore, the proposed project's construction would not have a substantial adverse effect on a scenic vista.

The operation of the proposed project would alter the foreground from the above-mentioned scenic vistas. The most visible proposed project features from these public viewpoints would be the demolition of the Clubhouse and replacement with turf; changes to the Park's open space, including new pathways; the new pissoir and changes to the entry plaza in the Park's southwestern corner; two new restroom buildings; and a new multi-use court.

As shown in Figure 14, grade changes or new structures at the project site would not obstruct or substantially alter views from scenic vistas because either these new structures would be similar in height to the existing 24-foot, six-inch-tall Clubhouse, which would be demolished, or the existing 10-foot-tall chain-linked fence around athletic courts, which would be replaced, seven-foot-tall pissoir located near the entry plaza, nine-foot-tall fence around athletic courts, and 13-foot-tall new North Restroom located near the existing athletic courts); set into the slope so that only the entrances to the structures would be visible from the Park (new South Restroom located near the playground and operations building built below the athletic courts); or partially hidden (pissoir with screens and located near vegetation). Changes to the Park's open space (i.e., pervious surfaces) and trees would decrease the amount of open space by 33,897 square feet (0.8 acre) and the number of trees by 32 trees. However, the project site would remain largely open space (11.1 acres out of 16.1 acres) and the location where the most trees would be removed and not replaced would occur along the western edge, an area that would remain largely vegetated with trees. Therefore, the proposed project would not substantially change the foreground of the existing scenic vistas. Furthermore, the proposed project would include new seating areas at scenic vistas by providing a new overlook with benches at the Park's southwest corner and new benches adjacent to the east-west sidewalk along 20th Street. For the above reasons, the proposed project would have a less-than-significant impact on scenic vistas.

Figure 14, Existing and Proposed Southwest Overlook View



Existing view of 20th Street entrance plaza near Muni stop looking northeast from 20th Street east-west sidewalk



Proposed view of 20th Street entrance plaza near Muni stop looking northeast from 20th Street east-west sidewalk

Source: Recreation Parks Department vignettes provided to the Planning Department May 2, 2012.

Implementation of the proposed project would modestly interrupt or alter some existing private scenic vistas currently available to nearby residences across from the Park on 20th Street, Church Street, and Dolores Street. The most visible proposed project components from these private viewpoints would be the same as those visible from public viewpoints. Changes to private views would differ based on proximity to the project site, quality of the view currently experienced, and relative sensitivity of the viewer. Such views could be perceived as undesirable consequences for affected residents who are used to the existing visual conditions. However, CEQA does not consider impacts to private views to be significant. Therefore, the proposed project's impact on private scenic vistas would be considered less than significant.

Impact AE-2: The proposed project would not substantially damage any scenic resources that contribute to a scenic public setting. (Less than Significant)

Scenic resources are the visible physical features on a landscape (e.g. land, water, vegetation, animals, structures, or other features) that contribute to a scenic public setting. The project site is an urban park, with sloped terraces consisting of turf and distinct clusters of trees, in contrast to the more typical urban development (two- to four-story single-family residences, flats, and apartment buildings in a variety of styles and schools) in the surrounding area. The proposed project would include the removal of 69 trees. The trees that would be removed, with the exception of those along the western edge of the Park, would be replaced in-kind at or near their existing locations. Along the western edge of the Park, 51 trees would remain and continue to define this edge from viewpoints both inside and outside of the Park. Therefore, the overall effect on the vegetation at the project site would be similar to existing conditions and the removal of trees would not substantially damage scenic resources.

The Clubhouse would be demolished and replaced with turf. The Clubhouse is visible from most locations throughout the Park and from public viewpoints outside the Park, more noticeably from Dolores Street and 19th Street. However, the Clubhouse is not part of the highly visible open space, with terraces consisting of turf and distinct clusters of trees that contribute to the Park's scenic public setting.

The proposed project would change portions of the open space, including adding new markings for the two off-leash dog play areas, altering the internal pathways, grading throughout the Park, new structures and buildings, and other Park-wide improvements. This would decrease the amount of open space at the Park (i.e., pervious surfaces) by 33,897 square feet (0.8 acre). These changes would not substantially alter the highly visible open space because the project site would remain largely as open space (11.1 acres out of 16.1 acres) and terraced.

Therefore, the proposed project, including tree removal, demolition of the Clubhouse, and alterations to the Park's open space, is not expected to substantially damage any scenic resources at the project site and the impact would be less than significant. For a discussion of the proposed project's impact on historic resources, refer to Impact CP-1 through CP-3 below.

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

The existing visual character of the project site is an urban park, in contrast to the urban development (two- to four-story single-family residences, flats, and apartment buildings in a variety of styles) in the surrounding area. More specifically, the open space (i.e., pervious surfaces), with terraces consisting of turf and distinct clusters of trees, is the largest existing feature (11.9 acres out of 16.1 acres) at the project site. The remainder of the Park's existing visual character consists of structures primarily grouped in four areas: athletic courts at the northern end of the Park; the 19th Street Promenade and associated pathway and one existing building, the Clubhouse, bisecting the middle of the Park; the playground at the southern end of the Park; and the Muni system at the western side of the Park. In addition, pathways exist at the edges and entrance points and within the interior of the Park that cut across portions of the Park's open space areas and connect the various structures mentioned above.

The proposed project's construction activities would last 14 months and would include demolition, grading, paving, and building construction. Although construction activities would diminish the existing visual character of the project site, these activities would be limited in duration. Therefore, the proposed project's construction would not substantially degrade the existing visual character or quality of the site and its surroundings.

The operation of the proposed project would result in a change to the existing visual character of the project site. The most visible changes to the existing visual character of the project site would be the demolition of the Clubhouse and replacement with turf, changes to the Park's open space, new buildings, and new multi-use court. However, the project site would remain largely open space (11.1 acres out of 16.1 acres). The new structures and the rehabilitation and improvement of existing structures would be largely grouped in the same four areas as existing conditions: new multi-use court, new North Restroom, new operations building, and reconfiguring of existing athletic courts located at the northern end of the Park; minor above-ground additions (dog-play area storage) located near the 19th Street Promenade; new South Restroom located near the existing playground at the southern end of the Park; and a new pissoir located near the Muni tracks at the western side of the Park. Lastly, the new pathways would remain at edges and entrance points or would remain connecting the various structures mentioned above. For the above reasons, the proposed project would not substantially degrade the existing visual character of quality of the project site and would result in a less-than-significant impact. For a discussion of the proposed project's impact on the character of the Park in terms of historic resources, refer to Impact CP-1 through CP-3 below.

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

The project site has a number of existing sources of light. Nineteen light standards illuminate the athletic courts. Five metal street lights illuminate the MUNI stop and street corner at 18th and Church streets. The entrance from Church Street to the pedestrian bridge is flanked by two original, but non-functioning, fluted metal light standards. One metal street light illuminates the

south MUNI stop platform, while seven fluted metal light standards line the north-south pathway, roughly parallel the east side of the MUNI tracks. Three light standards border the north-south pathway that connects the playground and Clubhouse.

The proposed project would include refitting the light standards of the eastern grouping of the tennis courts with energy efficient lights to match the new sport court lighting proposed for the western grouping of reconfigured tennis courts, the new multi-use court, and the reconfigured basketball court. Timers would be on these lights to insure that they are only on when courts are in use and would be shut off at the park curfew. The proposed project would also install new fixtures in the two original, fluted metal light standards along the pedestrian bridge; new pedestrian-scale pathway lighting adjacent to the extended east-west pathway south of the tennis courts, the new north-south pathway between the groupings of the tennis courts, both north-south pathways roughly parallel the Muni tracks, and the 19th Street promenade; and new exterior lights for all new restroom entrances, new operations building entrance, and new service yard.

The proposed project would not change the hours of operation, therefore the new and replacement lighting would not extend past hours that currently exist. Furthermore, as discussed more extensively in topic 13(d), the proposed project would be subject to and would comply with the City's Standards for Bird-Safe Buildings, which requires new buildings to include façade requirements consisting of no more than 10% untreated glazing and the use of minimal lighting. The standards further require lighting that is used shall be shielded without any uplighting. All new lighting for the proposed project would include shields and lens to minimize light pollution beyond the Park boundary. Therefore, the new and replacement lighting would not adversely affect day or nighttime views in the area or substantially impact other people or properties because the lighting would not extend beyond the project site. None of the proposed project's buildings would include feature-related hazards (which include structures that create a substantial source of glare) subject to the Bird-Safe Building Ordinance. For the above reasons, impacts to light and glare would be less than significant.

Impact C-AE-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 aesthetics. (Less than Significant)

Implementation of the proposed project, in combination with the cumulative projects described above in Section E.1 Land Use and Land Use Planning, would result in minimal change to the visual character of the project site vicinity and respective project site. The cumulative projects are conversion of existing uses within the footprint of existing buildings or expansion of the playground at the project site and would be consistent with existing visual character of the vicinity and would have to comply with City regulations regarding light and glare. Therefore, the proposed project, in combination with cumulative projects, would not have a substantial adverse effect on a scenic vista, scenic resource, or existing visual character or quality of the site and its surrounding, or create a new source of substantial light or glare. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable aesthetics impact.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact PH-1: The proposed project would not induce substantial population growth in San Francisco, either directly or indirectly. (No Impact)

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 would not be implemented. While the proposed project would make project site rehabilitations and improvements, including constructing a new multi-use court, two new restroom buildings, a new pissoir, and a new operations building, the rehabilitations and improvements are intended to serve existing visitors of and existing capacity issues at the Park. Therefore, no increase in visitors would occur due to the proposed project, and the proposed project would not induce population growth in San Francisco, either directly or indirectly.

Impact PH-2: The proposed project would not displace existing housing units, or substantial numbers of people, or create demand for additional housing, necessitating the construction of replacement housing. (No Impact)

The proposed project does not include the development of any new housing or commercial uses and no residents would be displaced as a result of the proposed project.

Impact C-PH-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 population and housing. (Less than Significant)

As described above, the proposed project would not induce any population growth or have significant physical environmental effects on housing demand or population. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable population and housing impact.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

Historic Architectural Resources

The following summarizes historic architectural resources in the area based on reports done prior to and for the analysis of potential impacts for the proposed project. These reports are discussed and summarized below.

Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District

In February 2009, Carey & Co. conducted a field survey of 183 previously undocumented parcels, including Mission Dolores Park, in the Mission Dolores neighborhood. The results of this survey were presented in the *Revised Mission Dolores Neighborhood Survey, Volumes 1 & 2*, completed in November 2009. Carey & Co. found that Mission Dolores Park was eligible as a contributing resource to the Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District, described as “encapsulating the settlement and development of San Francisco from 1791 to 1918.”⁹ The findings of this survey were adopted with modifications by the San Francisco Historic Preservation Commission (HPC) on March 17, 2010. The HPC provided further clarification on January 19, 2011 by adopting additional findings explicitly stating that Mission Dolores Park, as well as the Dolores Street Median between Market Street and 20th Street, were included as contributors to the identified historic district.

The Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District is a large, contiguous district that contains the western portion of San Francisco’s Mission Dolores neighborhood. Located within the City’s larger Mission District, the neighborhood is generally bounded by Valencia Street on the east, Sanchez Street and Church Street on the west, 20th Street

⁹ Carey & Co. Inc., *Revised Mission Dolores Neighborhood Survey*, November 11, 2009, prepared for Mission Dolores Neighborhood Association.

on the south, and Market Street and the Central Freeway on the north. Dolores Street, a wide boulevard that bisects the neighborhood, forms the district's eastern boundary. The Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction Historic District is significant under National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) Criteria A/1 and C/3. The historic district is significant under Criterion A/1 for distinctly encapsulating the settlement and development of San Francisco from 1791 to 1918, from its origins as a rural outpost of faraway governments to a dense urban neighborhood at the heart of the city. Unlike other neighborhoods in San Francisco, the historic district's built environment spans the full history of the city, from its Spanish Colonial origins through the present. While other parts of the city survived the earthquake and fires and can illustrate the history of the city from the late nineteenth century onward, no other part can trace its development beginning with the Spanish period in the eighteenth century. The historic district exists specifically because of the city's citizens' heroic efforts to save Mission de San Francisco de Asís, popularly known as Mission Dolores, from the conflagration that spread as far west as Dolores Street. The area was saved from citywide disaster and became an area of redevelopment thereafter.

This historic district contains 409 properties total, 248 of which are contributing. The properties within the district's boundary generally consist of small cottages, ecclesiastical buildings, and two- to three-story flats, apartment buildings, and residential-over-commercial buildings. Its most prominent landmarks include the Mission Dolores chapel and cemetery, the Dolores Street landscaped median, and Mission Dolores Park. The Park contributes to the character of the historic district as an open space serving as a refuge for the surrounding residents, specifically and critically during and immediately after the 1906 Earthquake and Fire. The overall scale and massing, wood construction, and rhythmic bays of the contributing buildings create a sense of continuity within the historic district. The buildings that survived the 1906 earthquake and fires generally reflect the prevailing Victorian styles of late nineteenth century, including Italianate, Stick-Eastlake, and Queen Anne. Many of these buildings retain their elaborate detailing and trim, such as fanciful brackets, belt-courses, cornices, and window and door hoods that create highly animated façades. Additionally, the small scale and vernacular design of a few earlier buildings indicate their pioneer origins. After the 1906 conflagration, these styles gave way to more stately Edwardian and Classical Revival styles, which often include egg and dart and dentil courses, wider double-hung windows, and classical columns and pilasters at doorways and windows, as well as less ornate examples that reflected post-disaster expediency to rebuild the neighborhood.

Mission Dolores Park

A Historic Resource Evaluation (HRE) report prepared by Page & Turnbull¹⁰ determined that Mission Dolores Park is individually eligible for listing in the NRHP/CRHR in the area of local significance as a designed historic landscape under Criterion A/1. It was identified primarily for its association with Progressive Era ideals in park planning, which led directly to the acquisition

¹⁰ Page & Turnbull, Inc., *Mission Dolores Neighborhood Park, Historic Resource Evaluation*, February 23, 2012, prepared for San Francisco Recreation and Park Department.

and development of numerous small neighborhood parks and playgrounds in San Francisco around the turn of the twentieth century. In this respect, Mission Dolores Park was the first new neighborhood park created in San Francisco since the 1860s. The period of significance for Mission Dolores Park under Criterion A begins in 1905, the year that it was formally acquired by the City and County of San Francisco for use as a park. The period of significance ends in 1966, the year the replica of the Mexican Liberty Bell was installed in recognition of the Mission District's prominent Hispanic identity.

The HRE report also found that the Park was eligible for listing in the NRHP/CRHR under Criterion C/3 as an excellent example of San Francisco's "reform" or "rational" parks. Such parks were developed in accordance with Progressive Era and City Beautiful ideals, which dominated San Francisco's political and social landscape during the early twentieth century. The park is also significant under this criterion as an example of the work of master gardener John McLaren, Superintendent of Golden Gate Park for nearly six decades. The period of significance for Mission Dolores Park under Criterion C begins in 1905, the year that the property was formally acquired by the City and County of San Francisco, and ends in 1943, the year John McLaren's tenure as Park Superintendent ended.

The National Park Service's (NPS) Guidelines for the Treatment of Cultural Landscapes (Guidelines) emphasize that the individual features in the landscape should not be viewed in isolation, but in relationship to the landscape as a whole.¹¹ Overall, it is the arrangement and the interrelationship of the resource's character-defining features as they existed during the period of significance that is most critical to consider. As such, landscape features should be assessed as they relate to the property as a whole. Therefore, spatial organization and land patterns are given first consideration in the Guidelines, while treatment of specific features is considered second. Per the Guidelines, Spatial Organization and Land Patterns refers to the three-dimensional organization and patterns of spaces in a landscape, like the arrangement of rooms in a house. Spatial organization is created by the landscape's cultural and natural features. Some form visual links or barriers (such as fences and hedgerows); others create spaces and visual connections in the landscape (such as topography and open water). The organization of such features defines and creates spaces in the landscape and often is closely related to land use. Both the functional and visual relationship between spaces is integral to the historic character of a property. In addition, it is important to recognize that spatial relationships may change over time due to a variety of factors, including: environmental impacts (e.g. drought, flood), plant growth and succession, and changes in land use or technology. The spatial organization and land use of Mission Dolores Park can very broadly be described as a mixture of slopes and fields, athletic courts and walking paths.

¹¹ US Department of the Interior - National Park Service, *The Secretary of the Interior's Standards for the Treatment of Historic Properties + Guidelines for the Treatment of Cultural Landscapes*, revised in 1992, were codified as 36 CFR Part 68 in the 12 July 1995 Federal Register (Vol. 60, No. 133) with an "effective" date of 11 August 1995. <http://www.nps.gov/tps/standards/four-treatments/landscape-guidelines/index.htm> accessed February 26, 2013.

Furthermore, there are many character-defining features that collectively contribute to the historic character of a cultural landscape. The NPS categorizes these features as: topography; vegetation; circulation; water features; and, structures, site furnishings, and objects. In its HRE report, Page & Turnbull consolidates these categories of character-defining features into three more general typologies, including: *Features*, such as buildings, structures, and objects; *Circulation*, such as walkways and Muni tracks; and *Landscape Setting*, such as groupings of vegetation or views. Page & Turnbull identified twenty-six (26) elements of Mission Dolores Park that were installed during one or both periods of significance and that are considered contributing features to the historic landscape. These are summarized below, with the associated date of installation and associated NRHP historical significance criterion (A &/or C) to which they contribute:

Features: Clubhouse (1913 portion, A & C); northwest tennis/basketball courts (1909, A & C); bridge above Muni tracks (1916, A & C); Muni infrastructure complex at 19th Street (1916, A & C, see below for further description); low concrete wall along Church Street (1916, A & C); electrolier light standards (1916, A & C); northeast tennis courts (1940, C); picnic tables/chess area pads (1920s, C); statue of Miguel Hidalgo y Costilla (1962, A); and replica of the Mexican Liberty Bell and associated plaza (1966, A).

Circulation: six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and the playground to each other (1905, A & C); 19th Street Promenade (1913, A & C); 20th Street sidewalk (1913, A & C); 18th and Dolores street sidewalks (1905, A); Muni tracks (1916, A); two, six-foot-wide, 1,160-foot-long pathways roughly paralleling the east and west side of the Muni tracks (1916, A & C); and three sets of steps leading down from Church Street to the Park (1916, A & C).

Landscape Setting: Terracing (1905, A & C); clusters of Guadalupe palm trees by playground and multi-use field (1905 & 1909, A & C); Canary Island date palm at center of promenade (1913; A & C); line of trees, primarily Victorian box, at the north end of the multi-use field (1915 – 2011, A & C); cluster of various trees at west end of 19th Street Promenade (1915 – 1940s, C); multi-use field (1913, C); rows of trees at the Park's edges along 18th, 20th, and Dolores streets (1913 – 2011, C); and views northeast toward downtown skyline (1905 – present, A & C).

Muni Infrastructure Complex at 19th Street

In addition to the initial HRE report prepared in February 2012 that evaluated the Park's historical significance, Page & Turnbull prepared a Project Impacts Analysis report in January 2013 for the proposed project.¹² Additional research in that subsequent report indicates that the Muni infrastructure complex at 19th Street (i.e., the abandoned stop and passenger platforms, benches, stairs, and retaining walls) not only contributes to the historic character of the Park landscape, but also appears individually eligible for listing in the CRHR as a historic structure under Criteria 1 and 3. Specifically, the configuration of this complex appears wholly unique

¹² Page & Turnbull, Inc., *Mission Dolores Neighborhood Park, Historic Resource Evaluation: Project Impacts Analysis*, January 21, 2013, prepared for San Francisco Recreation and Park Department.

within the context of Muni streetcar development during the first half of the 20th century. There are no other complexes featuring this configuration in any of San Francisco's public parks, nor does there appear to be any similar historic Muni complex in San Francisco. The architectural detailing of the Muni complex also incorporates Classical Revival design elements—a hallmark of the City Beautiful movement that dominated public works projects in San Francisco during the early 20th century.

Designed by City Engineer Michael O'Shaughnessy, the Muni complex at 19th Street was constructed in conjunction with the opening of the J streetcar line—one of several new streetcar lines funded by a 1913 bond measure introduced shortly after creation of the Municipal Railway. The creation of a city-owned railway was part of larger Progressive Era efforts by the city to take control of municipal services as mandated by Article XII of the 1900 City Charter. During Muni's initial phase of development, four permanent streetcar lines, as well as the 911-foot Stockton Street Tunnel, were all completed by 1915. The J streetcar line opened in 1917, followed by the opening of the Twin Peaks Tunnel in 1918. Viewed against this context, the Muni complex at 19th Street appears eligible for the CRHR under Criterion 1 for its association with the creation of the Municipal Railway and the 1913 bond measure, as well as Criterion 3 for embodying the characteristics of a period, as well as being the work of a master engineer.

Archeological Resources

A preliminary review for potential impacts to archeological resources was conducted for the proposed project.¹³ The following setting information and analysis below relies on the information provided in the preliminary review.

Prehistoric Resources

The nearest documented prehistoric resource to the project site is the ethnohistorically documented "Ohlone" settlement of *Chutchui* which was near the location of the first and second missions. The precise locations of these missions is unknown but they are generally believed to have been located several blocks to the northeast of the project site or north or northwest of the Laguna de los Dolores. The former presence of Dolores Creek along the northern boundary of the project site – to the west of Dolores Street the creek was aligned north of 18th Street but shifted to an alignment south of 18th Street after the creek crossed Dolores Street – indicates a low degree of probability of Native American remains within the project site.

1790s to 1850s

The project site is within an archeological zone sensitive for a number of Mission and post-secularization Hispanic period archeological sites including archeological remains associated with the partially adobe-constructed Mission Tannery. The tannery was constructed by 1794 and

¹³ Don Lewis/Randall Dean, *Environmental Planning Preliminary Archeological Review: Checklist for Mission Dolores Park Rehabilitation Project*, February 27, 2012. This document is on file and available for public review at the San Francisco Planning Department, 1650 Mission Street, Suite 400, as part of Case File 2011.1355E.

it appears that by 1819-1820 an addition of *palizada* construction was made to the tannery for the tanning of fine leather and buckskin. By 1846, the tannery had apparently fallen into a state of disrepair. Following acquisition of a landgrant containing the former tannery structures by Toribio Tanforan, Tanforan had some ex-neophyte Indians rebuild the dilapidated tannery structures into his residence. For all tanneries, immediate access to flowing water was critical, thus the location of the Mission tannery was along the northern side of Dolores Creek. The location of the Mission tannery is tentatively identified as southeast of the intersection of Dolores Street and 18th Street but with a probability error of a 200-foot radius, thus archeological remains associated with the Mission tannery may be located within the project site, southwest of the intersection of Dolores and 18th Streets.

1860 to 1905

The northernmost portion of the project site was under cultivation by 1857. In 1859, the project site was purchased by Congregation *Emanu-El* for use as a cemetery. This was probably a co-purchase with the *Sherith Israel* synagogue congregation because both synagogues maintained burial grounds there by 1861, with the *Emanu-El* cemetery, *Nevai Shalome* (Home of Peace) in the northern part of the project site and the *Sherith Israel* cemetery, *Gibboth Olam*, in the southern part of the project site.

Traditionally rabbinic teaching requires the construction of a *mikveh*, a specially constructed ritual purification bath in or near a cemetery. The *mikveh* is sometimes contained within a special building, the *metaher* house (“House of the Dead”) and can only use “living water.” Water originating from a groundwater well and flowing by gravity or a natural pressure gradient to the *mikveh* qualifies as “living water.” Importantly, construction of a *mikveh* occurs even before construction of a synagogue by a congregation. As shown in an 1876 photograph, a highly ornate, stone Gothic-styled *Metaher House* was constructed as the visual focal point within the Jewish cemetery complex, located along Dolores Street within the project site. It is probable that the *Metaher House*, housing the *mikveh*, was in place sometime prior to the consecration of the first (*Nevai Shalome*) of the two Jewish cemeteries in July 1860. Specifications for the *mikveh* were fairly precise as to the size and capacity. The *mikveh* must be attached directly to the ground, must be 3 cubits¹⁴ in length, 1 cubit in width, and 1 cubit in depth, and must be able to hold 40 *seah* of water (approximately 575 liters). Refer to Figure 15, Home of Peace Cemetery, looking northeast toward Dolores Street, 1876.

¹⁴ The cubit is an archaic unit of length based on the length of the forearm from the elbow to the tip of the middle finger.

Figure 15, Home of Peace Cemetery, looking northeast toward Dolores Street, 1876



Source: San Francisco Public Library Historical Photograph Collection, AAD-6139 as shown in Page & Turnbull, *Mission Dolores Park, Historic Resource Evaluation*, February 23, 2012.

A windmill was also present within the Jewish cemetery complex, as evident in several 19th Century photographs (1863-1880). This is consistent with the ritual requirement of using “living water” in purification, which could be satisfied by water provided by a groundwater well. The additional requirement that the water must be conveyed to the *mikveh* either through gravity or a natural pressure gradient appears to have been met through the latter means in the case of the *Nevai Shalome* and *Gibboth Olam* cemeteries. The above-mentioned 1876 photograph also appears to show a water conveying device (pipe?) extending from an elevation position at the windmill downward towards the *Metaher House* to the south.

As San Francisco’s population grew rapidly during the late nineteenth century, cemeteries were increasingly viewed as an obstacle to development. Some sources suggest the Jewish cemeteries were the City’s initial target for the closure of cemeteries within the City and removal of burials to locations outside of San Francisco. In any event, the synagogues *Sherith Israel* and *Emanu-El* were the first to comply with these directives. In the summer of 1892, *Congregation Emanu-El* began removing the nearly 1,000 burials in its cemetery. Two years later *Sherith Israel* began disinterring gravesites associated with it. By the next year only 100 gravesites remained and, ostensibly, in 1896 only one gravesite remained. It is unknown when the *Metaher House* was removed, but presumably it was removed in the 1890s.¹⁵ In 1905, the City purchased the former Jewish cemeteries for the purpose of converting the site to a public park.

¹⁵ Page & Turnbull, Inc., *Mission Dolores Neighborhood Park, Historic Resource Evaluation*, February 23, 2012, prepared for San Francisco Recreation and Park Department.

1905 – present

The topography of the project site was altered subsequent to the City acquiring the project site for use as a park, primarily from the following occurrences. In 1905, the first substantial grading of the project site was undertaken for the Barnum and Bailey Circus which involved some leveling of the slopes and filling in of depressions to create more level pads in the current north multi-use field and athletic courts area and in the south where the playground is located. Creation of the northern pad may have involved more filling while creation of the original playground bowl required removal of a portion of the natural slope in the central southern part of the project site. Construction of the Helen Diller Playground, completed in March 2012, resulted in removal of 43,440 square feet of soil from the southern hillside terrace, new retaining walls, and three new rock (or boulder) walls.

Impact CP-1: The proposed project would cause a substantial adverse change in the significance of an individually eligible designed historical landscape, Mission Dolores Park. (Less than Significant with Mitigation)

The proposed project contemplates a variety of alterations that would affect, to varying degrees, the distinctive materials, features, finishes, spaces, and spatial relationships that characterize the property. Most aspects of the proposed project would not cause significant adverse effects when considered individually; however, when combined, these changes could alter the Park's historic character in a manner that would materially impair the Park's eligibility for listing on the California Register. The Park's overall character as a mixture of slopes and fields, athletic courts, and walking paths would remain, and the Park's broad spatial organization and land patterns would remain largely the same. But several character-defining features, including the six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and the playground to each other and the Clubhouse itself would be removed, and the massing and topography at the north and south ends of the Park would be altered. Some of the Park's oldest extant landscape plantings would also be removed: cluster of Guadalupe palm trees by the multi-use field and line of Victorian box trees at north end of multi-use field.

The impact analysis below is divided into two parts: (1) a description of the proposed project's effects to the spatial organization and land use of the historic landscape and (2) a description of the proposed project's effects to specific character-defining features of the historic landscape organized according to the landscape element categories established in the Page & Turnbull HRE report.¹⁶ The numbers listed after each character-defining feature correlate to the number assigned to that feature in the "Contributing and Non-Contributing Landscape Elements" map provided in Appendix B of the HRE report. The analysis concludes with a summary of the combined impact of the spatial and land use changes and the changes to the character-defining

¹⁶ The organization of the impact analysis section differs from that presented in the Page & Turnbull HRE: Project Impact Analysis report in order to more easily correlate to the character-defining features of the historic resource; however, the findings of each document largely concur. The only substantial difference between this impact analysis and the HRE relates to the review of the Muni infrastructure complex alterations. The proposed project was revised subsequent to Page & Turnbull's report in order to comply with the Secretary of the Interior Standards for Rehabilitation of Historic Properties (Secretary Standards).

features to the Park, as an individually eligible designed historic landscape. Singularly, none of the broader or more specific effects would result in a significant impact to the Park; however, considered as a whole, the combined effects could result in a significant impact to the significance of an individually eligible designed historic landscape. This potential significant impact to the Park would be mitigated to a less than significant level with the incorporation of the mitigations described below.

Spatial Organization and Land Use

Overall, the proposed project would alter, but largely maintain the spatial organization and land use patterns that define the historical landscape of the Park. The basic layout of the Park, including the sloping of the topography from a high at its southwest corner to a low at its northeast corner, the location of the playground in the central southern portion of the Park, the 19th Street Promenade bisecting the Park from east to west, and the general location of the athletic courts, would generally remain unchanged. The three components of the proposed project that would alter the spatial organization and land use patterns of the Park--the introduction of new impervious surfaces, the construction of new structures, and the construction of new pedestrian and vehicle paths--are described further below.

Introduction of New Impervious Surfaces: The proposed project would result in an increase of 33,897 square feet (0.8 acre) of impervious surfaces, with the greatest increases resulting from the expansion of the internal and perimeter circulation system (14,033 square feet), new multi-use court (7,200 square feet), expansion of the plazas and picnic areas (5,413 square feet), and the new maintenance service yard and access driveway (2,233 square feet). The introduction of new impervious surfaces is not in accordance with one of the design intents of the Park, which was to provide relief from urban congestion. However, a substantial portion of the new impervious surfaces would be associated with the expansion of existing pathways, as well as the installation of a new multi-use court adjacent to existing athletic courts. Thus, the expansion of the existing pathway system and expansion of the athletic courts would be consistent with the design intent to the Park to provide opportunities for athletic pursuits. The majority of the Park's most prominent open spaces, such as the multi-use field and the area between the 19th Street pedestrian boulevard and the playground, would remain open to passive recreation.

New Structures: The proposed project would construct three new buildings in Mission Dolores Park (North Restroom, South Restroom, and an operations building), as well as three new structures (multi-use court, maintenance service yard, and the platform underneath the basketball court adjacent to the operations building). In total, these new buildings and new structures encompass 17,928 square feet. Currently, there is only one building in the Park: the Clubhouse, which occupies a footprint of 980 square feet. Under the proposed project, the Clubhouse would be demolished. Existing structures include the athletic courts and playground, the Muni infrastructure complex, and the non-historic storage sheds. In total, these existing buildings and existing structures encompass 76,764 square feet. Two of the new buildings (operations building, South Restroom) and one of the new structures (platform adjacent to operations building) would be partially constructed below grade. This would reduce their physical presence and effect on the historic character of the Park. Construction of the new North

Restroom and multi-use court would contribute to massing effects at the northwest corner of the Park.

New Pedestrian and Vehicle Pathways: Under the proposed project, most internal pedestrian circulation features in the Park would be widened so that they could be used as maintenance service vehicle routes as well as by pedestrians. For example, the 10-foot-wide, 225-foot-long north-south pedestrian and maintenance vehicle service pathway, which would loop east around the existing statue of Miguel Hidalgo y Costilla, would be constructed to follow existing pedestrian travel patterns as indicated by wear patterns in the existing turf and would provide passage for maintenance vehicles along the western edge of the Park.

Features:

The proposed project would alter each of the Park's character-defining features, except the low concrete wall along Church Street and Miguel Hidalgo y Costilla statue, within the "Features" category described above in the setting. The most prominent alterations to the features category would be the alteration of the northwest tennis/basketball courts and northeast tennis courts, demolition of the Clubhouse, and alteration of the Muni infrastructure complex at 19th Street, which are described further below. Minor changes to the character-defining features would include removal of the non-historic upside-down V-shaped chain-link structure over the bridge above the Muni tracks; installation of new fixtures in the electrolier light standards in order to make them operable; relocation and expansion of picnic table areas; relocating the Mexican Liberty Bell replica closer to the Dolores Street sidewalk; and replacing the Mexican Liberty Bell replica mounting structure. These changes are considered minor and would not contribute to a significant impact to the historic resource because the changes would retain the character-defining features or would alter them in compliance with NPS Guidelines.

Alteration of Northwest Tennis/Basketball Courts (2) and Northeast Tennis Courts (21): Historically, the northern edge of Mission Dolores Park has been characterized by gentle to moderate slopes rising from 18th Street to meet the athletic courts near grade. The placement of the reconfigured basketball court atop the new operations building and related platform, as well as the related construction of the new maintenance service yard and the new multi-use court, would affect the historic scale, proportion, and massing along the northwestern edge of the Park. The changes would be most visible in the vicinity of the new maintenance service yard, which would stand five-to-seven feet below grade between the northwestern J-Church Metro Muni stop and the reconfigured basketball court. The north side of the new operations building would also be expressed as a concrete wall 103-feet long and approximately five-feet high where it would face 18th Street. As viewed from the north, the overall configuration of the new operations building/reconfigured basketball court and new multi-use court, would appear as a series of raised concrete terraces that would alter the historic scale, proportion and massing in this area. These changes would also affect the historic setting that characterize the relationship between the Park and Mission High School, a known historic resource, which stands across 18th Street from the Park.

Most of these effects would be concentrated adjacent to the northwestern J-Church Metro Muni stop, an area where the historic setting has been previously altered through the installation of a large ADA ramp. This location is also one of the least pastoral (e.g., open space) areas of the Park because of the combined presence of the northwestern J-Church Metro Muni stop, the adjacent 33-Stanyan Muni bus stop along 18th Street to the north, the busy intersection of Church Street and 18th Street to the northwest, and the block-long façade of Mission High School to the north. On balance, the effects to scale and massing in this area would diminish the historic character of the Park's northern edge, but in an area where the historic setting is already altered. The setting between the Park and Mission High School would also be affected, but connection between these resources would be maintained via the two new 155-foot-long long north-south pathways, which would bisect the reconfigured and new athletic courts. One of the new pathways would replace an existing 155-foot-long north-south pathway between the existing basketball court and existing five tennis courts. Additionally, the eastern-most pathway would align with the main entrance to Mission High School, thus adding a visual and circulation connection between the two historic resources.

Demolition of Clubhouse (1): The proposed project would demolish the Clubhouse. The first floor and platform above the Clubhouse was constructed in 1913 and the Clubhouse is the only building in the Park. Historically, the base of the building provided restroom facilities while the top was used as a platform for music performances and other public events. The Clubhouse features Classically-inspired architectural details consistent with the City Beautiful movement, which was rooted in the same Progressive Era ideals that led to the creation of Mission Dolores Park. The Clubhouse was altered in 1960 through the addition a second floor. The second floor stands atop the reinforced concrete roof of the previous first floor and within the perimeter wall that previously enclosed the platform. Given its prominent location along the 19th Street pedestrian boulevard, the Clubhouse has also historically defined spatial relationships in the Park. The Clubhouse and the Muni complex at 19th Street are the sole Progressive Era civic architectural features of the Park. Thus, the removal of one of these character-defining features diminishes the ability to recognize the Park as being of the Progressive era.

Alteration of the Muni Infrastructure Complex at 19th Street (18): With the Clubhouse discussed above, the Muni infrastructure complex at 19th Street is one of two Progressive Era civic architectural features of the Park. As such, the Muni infrastructure complex is a contributing feature of the designed historical landscape of the Park (refer to Impact CP-2 for a discussion of the Muni infrastructure complex as an individual resource). The proposed project would alter portions of this contributing feature by covering the stairs and passenger platforms with planters. The planters would be installed as stand-alone elements, to sit approximately six inches above the stairs and platform. No soil would be placed directly against any historic element, including stairs, walls, platforms or benches. Planters would be held back from all walls to leave an air gap between the planter walls and existing cheek or retaining walls. The planters would be attached to one another throughout the stairs and platforms, with no voids between them and no attachments to historical elements unless necessary for structural reasons. This design of these alterations would be reversible such that the planters could be removed at a later time without damaging the historic structure. The planters would be stepped in order to convey the historic use of the area as stairways to the Muni platform. Likewise, the planters would be designed in a

manner that allows the original platform walls and benches to continue to be read above the plantings. The overall character of the contributing resource would be retained and all historic material and details would be preserved.

Circulation

The proposed project would alter each of the character-defining features, except the three sets of steps leading down from Church Street to the Park, within the “Circulation” category described above in the setting. The most prominent alterations would be the removal of the six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and the playground to each other and to the 19th Street Promenade, which is described further below. Minor changes to the character-defining circulation features would include expanding the width and repairing and replacing the 20th Street, 18th Street, and Dolores Street sidewalks; repaving the Muni tracks; expanding the width of the existing 1,160-foot-long pathway roughly parallel to the east side of Muni tracks with two-foot-wide concrete paver shoulders on each side for a total width of 10 feet; and repairing and replacing the concrete of the existing 1,160-foot-long north-south pathway roughly parallel to the west side of Muni tracks in-kind and providing new safety railing along the pathway. These changes are considered minor and would not contribute to a significant impact to the historic resource because the changes would retain the character-defining features or would alter them in compliance with NPS Guidelines.

Removal of Curvilinear Walkway (4): The proposed project would remove the six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and the playground to each other. This is the oldest internal circulation path in the Park, predating the conversion of 19th Street to a pedestrian boulevard. Prior to construction of the Helen Diller Playground, this pathway looped east adjacent to the old playground and connected to Dolores Street. It was a total of 833-feet long. The proposed project would remove the remaining segment of this historic circulation feature. The circulation pathway is a character-defining feature of the Park and its removal, when combined with other proposed changes to the Park, could materially impair the historic resource because that pathway is the Park’s oldest extant circulation feature and its removal alters the broad spatial relationships of the Park.

Alteration of Bisecting Pedestrian Boulevard (5): The 19th Street Bisecting Pedestrian Boulevard (aka 19th Street Promenade) would be re-graded and bisected by two new pathways. The boulevard is a distinctive feature in the Park layout. The proposed changes to the boulevard would not substantially alter its essential historic character because it would retain the formal geometric feature of the “rational” or “reform” park design.

Landscape Setting

The proposed project would alter each of the character-defining features, except the Canary Island date palm at the center of the 19th Street Promenade, within the “Landscape Setting” category described above in the setting. The most prominent alterations to the landscape setting would be the alteration of terracing, removal of Guadalupe palm trees and Victorian Box trees, and alteration of the multi-use field, which are described further below. Minor changes to the character-defining features would include removal and replacement of various trees throughout

the Park; and altering, through the introduction of new structures, but maintaining, the views northeast toward the downtown skyline (refer to Impact AE-1 for further discussion on scenic vistas). These changes are considered minor and would not contribute to a significant impact to the historic resource because vegetation in historic landscapes is a constant state of flux, and it is not necessary that every vegetative element be preserved, and, as stated above, the views northeast toward the downtown skyline would be maintained.

Alteration of Terracing (8): The proposed project would change the Park's topography. The historic topography of the Park is a mixture of terraces, mild-to-steep slopes, and relatively flat fields. The proposed project would grade many areas for new construction, while other areas would be graded to lessen steep slopes. Generally speaking, the grading of areas not associated with new construction would be moderate and would not remove some of the steeper slopes at the Park.

Among the most notable changes would be grading and excavation for the new maintenance service yard on the northern edge of the Park and for the installation of a new South Restroom. Currently, the northern edge of the Park is characterized by a mild slope that rises from the sidewalk along 18th Street to meet the athletic courts near grade. The proposed project would create a large paved cut for the new service yard, as well as a new sloped driveway at 18th Street. At the southern end of the Park, the new South Restroom building would be located near the southeast quadrant of the Park and largely concealed by inserting it within the hillside. Construction would alter the terraced topography in the area, which is a character-defining feature of the Park. By itself, the effect of the new South Restroom to the historic lower terrace would be fairly minimal because of its insertion into the hillside.

The proposed project would fill an area, where the historic six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and the playground to each other would be removed, to create a continuous, mild slope in an area that is currently level. Construction of a new 10-foot-wide, 225-foot-long north-south pedestrian and maintenance vehicle service pathway that would loop east around the existing statue of Miguel Hidalgo y Costilla and connect to the existing north-south pathway that runs along the western edge of the park, would also alter the steeply sloping topography in that area. Currently, the area immediately north of the 19th Street pedestrian boulevard has a predominating west-to-east slope; following the grading this would change to a south-to-north slope.

Although the proposed project would change the terracing, the overall historic character of the terracing would largely be retained.

Removal of Guadalupe Palm Trees (9) and Victorian Box Trees (12): The proposed project would include removal of some trees for new construction, as well as the removal of diseased or hazardous trees. As stated above, vegetation in historic landscapes is a constant state of flux, and it is not necessary that every vegetative element be preserved, however, the proposed project would remove one grouping of Victorian Box trees that have helped define the north end of the multi-use field since the 1910s for the 237-foot extension of the existing 278-foot-long east-west internal pathway that will parallel the south side of the reconfigured athletic courts. The proposed project would also remove a historic grouping of Guadalupe palms that date to the same period,

and possibly earlier for the widened existing 1,160-foot-long north-south internal pathway, which roughly parallels the east side of the Muni tracks (refer to Figure 12, Proposed Tree Plan). These landscape elements contribute to the historic character of the Park and have helped to define spatial relationships in the Park.

Alteration of Multi-Use Field (14): The proposed project would construct a new 824-foot-long north-south internal pathway from the playground to the 19th Street Promenade and along the southern and western edges of the existing multi-use field to connect the playground, the 19th Street Promenade, and the new North Restroom. This new pathway would be the greatest change to the Park's internal circulation pattern, creating a new northwest-to-southeast pathway running almost the entire length of the Park. This pathway would replace the existing north-south pathway that currently connects the playground to the Clubhouse and 19th Street Promenade. Historic photos indicate that an unpaved walking path previously existed in the general vicinity of the 562-foot-long northern segment of this pathway, which runs along the southern and western edges of the multi-use field rather than bisecting it. Therefore, the proposed project would retain the overall historic character of the multi-use field.

Summary

No single aspect of the proposed project would cause a significant adverse effect to Mission Dolores Park. When combined, however, these changes would alter the Park's character defining features and historic character. The Park's overall historic character as a public park comprised of a mixture of slopes and fields, athletic courts and walking paths would remain, but several character-defining features, including the southern circulation path and the Clubhouse would be removed. In addition, some of the Park's oldest extant landscape plantings would be removed. Therefore, the proposed project could result in a substantial adverse change in the significance of a designed historical landscape, Mission Dolores Park, which is a significant impact, without mitigation.

Implementation of Mitigation Measure M-CP-1a, Clubhouse and Circulation Pathway Interpretative Display, and Mitigation Measure M-CP-1b, Retention of Historic Landscaping, would reduce this impact to a less-than-significant level by providing interpretive materials of the historic Clubhouse and circulation pathway system and by retaining historic landscaping, respectively.

Mitigation Measure M-CP-1a: Clubhouse and Circulation Pathway Interpretive Display

The project sponsor, the San Francisco Recreation and Park Department, shall install interpretive materials to commemorate the Clubhouse and the six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and playground to each other. This shall include, but not be limited to:

- A historic photo(s) of the Clubhouse, as well as text that discusses its use. The text shall include brief contextual information about early 20th century public

health initiatives to provide sanitary restroom and drinking facilities, as well as the use of the Clubhouse as a venue for public events.

- Preservation and/or integration with the cornerstone of the Clubhouse, located at the northwest corner of the building. The cornerstone is part of a quoin at the building corner and provides the name of the architect and the Clubhouse's year of construction.
- At least one historic photo of the six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and playground to each other, such as the 1938 aerial photo of Mission Dolores Park available from the David Rumsey Collection.¹⁷ This photo and any accompanying text could be integrated with the interpretive materials for the Clubhouse, both because of the pathway's proximity to the Clubhouse, as well as the fact that both the pathway and the Clubhouse are clearly visible in the photo.

Mitigation Measure M-CP-1b: Retention of Historic Landscaping

The project sponsor, the San Francisco Recreation and Park Department shall, where feasible, replace in-kind diseased or damaged landscape plantings to be removed—especially where they appear as a border or as part of a distinctive grouping. If in-kind replacement is infeasible, a compatible species that characterized the Park during the period of significance under Criteria C shall be chosen. The landscaping plan at the Park, which contemplates the overall removal of 69 trees and the replanting of 35 new trees, shall be informed by the location and species of historic plantings being removed for new construction. In particular, the landscaping plan shall prioritize the planting of species identical or closely similar to those being removed, as well as other species historically present in the Park.

The proposed project's impacts would be less-than-significant with the mitigations described above. Additionally, City decisionmakers may wish to consider the following improvement measures to further reduce the less-than-significant with mitigation impact. If Improvement Measure I-CP-1a were implemented, one of the Park's character-defining features would be retained, the Clubhouse, and it would lessen other aspects of the proposed project which contribute to the overall changes to the Park's character defining features and historic character because other changes from the proposed project may be unnecessary or reduced in scale (e.g., new restroom facilities or new operations building). In addition, the portion of Mitigation measure M-CP-1a that provides interpretative materials of the Clubhouse would be unnecessary.

Improvement Measure I-CP-1a: Rehabilitate or Adaptively Reuse the Clubhouse

The project sponsor, the San Francisco Recreation and Park Department, could rehabilitate the Clubhouse as a restroom with improved facilities. Rehabilitation of the

¹⁷ David Rumsey Map Collection, Cartography Associates, "San Francisco Aerial Photographs, 1938." Aerial photos include Mission Dolores Park are included as images 58 and 64 in the collection. <http://www.davidrumsey.com/blog/2011/10/24/san-francisco-aerial-photographs-1938>.

Clubhouse would include removing the storage area installed in 1960, which greatly reduced the original number of fixtures. Ideally, this adaptive reuse should consider restoration of the vista station platform that previously existed on top of the building. A second option is to adaptively reuse the building for maintenance operations. The building would be connected to the vehicle access pathways proposed by the project.

Improvement Measure I-CP-1b: Develop a Preservation Maintenance Plan

The project sponsor, the San Francisco Recreation and Park Department, could develop a preservation maintenance plan (plan) in accordance with the National Park Service guidance for designed historic landscapes. To be effective, the plan would include a guiding philosophy, approach or strategy; an understanding of preservation maintenance techniques; and a system for documenting changes in the landscape. According to the National Park Service, critical elements of a plan include “detailed specifications relating to the retention, repair, removal, or replacement of features in the landscape” including schedules for monitoring and routine maintenance, as well as “thresholds for change in character, appropriate pruning methods, and replacement procedures.” The creation of such a plan would guide ongoing maintenance operations and help guide landscaping efforts at the Park.

Improvement Measure I-CP-1c: 19th Street Muni Infrastructure Complex Interpretive Display

The project sponsor, the San Francisco Recreation and Park Department, could install interpretive materials that discuss the history and use of the Muni infrastructure complex. This could include a historic photo(s) of the stairs, platforms and bridge, as well as text that discusses the creation of the Municipal Railway and its association with construction of the Muni J-line. This display should be placed in a well-used area of Mission Dolores Park in proximity to the stairs and platform. This might include installing the display atop the 19th Street bridge, which crosses over the Muni tracks and former passenger platforms. Installation of the interpretive display in this area, however, should be careful to minimize impacts to the bridge’s historic fabric.

Impact CP-2: The proposed project would not cause a substantial adverse change in the significance of an individually eligible historical resource, Muni Infrastructure Complex at 19th Street. (Less than Significant)

As discussed in the setting, the Muni infrastructure complex at 19th Street appears individually eligible for listing on the California Register of Historical Resources. The proposed project would alter portions of this historic resource by covering the stairs and passenger platforms with planters. The planters would be installed as stand-alone elements, to sit approximately six inches above the stairs and platform. No soil would be placed directly against any historic element, including stairs, walls, platforms, or benches. Planters would be held back from all walls to leave an air gap between the planter walls and existing cheek or retaining walls. The planters would be attached to one another throughout the stairs and platforms, with no voids between them and no attachments to historical elements unless necessary for structural reasons. This design of these alterations would be intended to be reversible such that the planters could be removed at a later

time without damaging the historic structure. The planters would be stepped in order to convey the historic use of the area as stairways to the Muni platform. Likewise, the planters would be designed in a manner that allows the original platform walls and benches to continue to be read above the plantings. The overall character of the resource would be retained and all historic material and details would be preserved. For the above reasons, the alteration of Muni infrastructure complex at 19th Street would have less-than-significant impacts in the significance of an individually eligible historical resource.

The proposed project's impacts would be less-than-significant. City decisionmakers may wish to consider the following improvement measure to further reduce the less-than-significant impact.

Improvement Measure I-CP-1c: 19th Street MUNI Complex Interpretive Display

Impact CP-3: The proposed project would not cause a substantial adverse change in the significance of an eligible historical district, Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction District, to which Mission Dolores Park is identified as a contributing resource. (Less than Significant)

The proposed project would alter a contributing feature of the Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction District. However, this historic district contains 409 properties total, 248 of which are contributing, and contains several prominent landmarks including the Mission Dolores chapel and cemetery, the Dolores Street landscaped median, and Mission Dolores Park. While the alterations to the Park would change one of the district's contributing feature sites, the district's large scale and variety of forms allow it to absorb this level of change without materially impairing its eligibility for listing on the California Register. In addition, the Park's character as an open space serving as a naturalistic and recreational refuge for the surrounding residents would remain. For these reasons, the proposed project would not result in a significant impact to the historic district.

Impact CP-4: The proposed project would potentially cause a substantial adverse change in the significance of an archeological resource and potentially disturb human remains, including those interred outside of formal cemeteries. (Less than Significant with Mitigation)

Subsurface construction would occur in various locations throughout the project site, including for the new South Restroom (cuts up to seven feet and drilled piers at least 16 feet below ground surface (bgs)); new North Restroom (drilled piers at least 16 feet bgs); Operations Building (cuts up to 13 feet); and for widening and grading the existing 1,160-foot long north south internal pathway, which roughly parallels the east side of the Muni tracks (cuts up to four feet in depth bgs). The subsurface construction could potentially encounter and result in a change in the significance of an archeological resource, with potential anticipated archeological resources being the Mission tannery (1790s – 1850s) and *Metaher House, mikveh*, and infrastructure related to the water conveyance system associated with the former *Nevai Shalome* and *Gibboth Olam* cemeteries. In addition, although the probability is low, the proposed project could potentially disturb human remains, including those associated with Native Americans and the former Jewish cemeteries. This is considered a potentially significant impact.

Mitigation Measure M-CP-4a would apply to the proposed project as a whole and implementation of Mitigation Measure M-CP-4b would apply to any components of the proposed project resulting in soils disturbance of four feet or greater below the ground surface. These measures require, among other things, the project sponsor to alert the Planning Department of any accidental discovery of an archeological resource and/or human remains (CP-4a) and to prepare an archeological monitoring plan (CP-4b). With implementation of Mitigation Measures CP-4a and CP-4b, the proposed project would result in less-than-significant impacts to archeological resources or human remains.

Mitigation Measure M-CP-4a: Accidental Discovery of Archeological Resources or Human Remains

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

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

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

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall

be consistent with the Environmental Planning (EP) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

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

Mitigation Measure M-CP-4b: Monitoring

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor, the San Francisco Recreation and Park Department, shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall undertake preparation and implementation of an archeological monitoring plan. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring plan (AMP). The archeological monitoring plan shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pier drillers/construction crews and heavy equipment until the deposit is evaluated. If in the case of pier drilling activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pier drilling activity may affect an archeological resource, the pier drilling activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

Consultation with Descendant Communities: On discovery of an archeological site¹⁸ associated with descendant Native Americans or the Jewish Community an appropriate representative¹⁹ of the descendant group and the ERO shall be contacted. The

¹⁸ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

¹⁹ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Jewish Community, on discovery of any physical remains, including human remains, associated with the former *Gibboth Olam* or *Nevai Shalome* Cemeteries (1859-c. 1897) the “appropriate representative” is the Executive Director of Congregation Emanu-El (currently Mr. Joe Elbum) and Executive Director of Congregation Sherith Israel (currently Ms. Amy Mallor).

representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

The scope of the ADRP shall include the following elements:

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

- *Curation.* Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

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

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

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

Impact CP-5: The proposed project would not result in damage to, or destruction of, as-yet unknown unique paleontological resource or site or unique geologic feature. (Less than Significant)

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geological formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable, and impact sensitive scientific and educational resource. No unique geologic features exist at the project site.

Excavation and foundation work resulting from the proposed project is not expected to adversely affect paleontological resources. The portions of the project site that would result in the deepest excavation/soils disturbance (the new restroom buildings and new Operations Building) are underlain by artificial fill to depths varying from 6.5 to 20 ft bgs. Below the fill deposit are sand with clay deposits which continue in depth from 3.5 to 26 feet in thickness. The sandy clay layer is underlain by weathered sandstone bedrock. Because project excavation is not expected to affect soils to a depth greater than 20 feet bgs, the proposed project is not expected to affect geologic units that might contain paleontological remains nor trace of paleontological remains. Therefore, the proposed project would have a less-than-significant impact to paleontological resources.

Impact C-CP-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would cause a substantial adverse change in the significance of an individually eligible designed historical landscape, Mission Dolores Park. (Less than Significant with Mitigation)

The proposed Transit Effectiveness Project (TEP) would, if approved, construct a new boarding platform (measuring approximately 8-ft wide by 160-ft long) within the western edge of the Park near the 18th Street and Church Street intersection. This portion of the Park is currently used for transit uses and this proposed TEP alteration would not impact any character-defining features of the Park. The proposed project would not include any changes to this portion of the Park that would affect character-defining features. Therefore, the impact of the proposed project's changes when combined with the impacts of the proposed TEP is not cumulatively considerable.

However, as discussed in the project-specific impacts analysis, the rehabilitation and improvements of Mission Dolores Park would remove or alter numerous character-defining features that contribute to the historic character of the Park. The impact of these project-level changes when combined with the impacts of the recently constructed Helen Diller Playground project is cumulatively considerable. The most substantial cumulative effect of the two projects is the alteration of the southern end of the Park.

The primary cumulative effect of the two separate projects would be the removal of the entirety of the six-foot-wide, 525-foot-long north-south pathway that connect the Clubhouse and playground to each other, a character-defining feature of the Park and the Park's oldest extant circulation feature. Construction of the Helen Diller Playground involved the removal of 43,440 square feet of soil from the lower slope of the hillside terrace. New retaining walls were constructed, including three new rock (or boulder) walls which combined measure 420-feet long. The Helen Diller Playground project also included construction of the 12-foot-wide, 300-foot-long east-west ADA/vehicle internal pathway connecting the playground to Dolores Street, which necessitated excavation into the existing slope, as well as the construction of concrete retaining walls, and the removal of a 308-foot-long section of a previous east-west internal pathway, that was part of the still extant six-foot-wide, 525-foot-long north-south pathway that connects the

Clubhouse and Helen Diller Playground with each other.²⁰ Combined, these actions altered the historic topography at the south end of the Park, while also introducing large quantities of non-historic materials (rock walls). Considered cumulatively, these alterations constitute a substantial adverse change in the significance of Mission Dolores Park, which would be a significant impact. However, implementation of Mitigation Measure M-CP-1a, Convenience Station and Circulation Pathway Interpretative Display, below, would reduce this impact to a less-than-significant level by providing interpretive materials of the Clubhouse and circulation pathway.

Mitigation Measure M-CP-1a: Clubhouse and Circulation Pathway Interpretive Display

Impact C-CP-2: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not cause a substantial adverse change in the significance of an eligible historical district, Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction District, to which Mission Dolores Park is identified as a contributing resource. (Less than Significant)

As stated above, the proposed project would alter a contributing feature of the Mission Dolores Neighborhood 1906 Fire Survivors and Reconstruction District. However, the Park's character as an open space serving as a refuge for the surrounding residents would remain and the proposed project would not substantially alter that. No other past, present, or reasonably foreseeable future projects outside the Park are known to exist within the eligible historic district that would adversely impact the significance of the eligible historic district. For these reasons, the proposed project would not result in a cumulatively considerable impact on the eligible historic district.

Impact C-CP-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not cause a substantial adverse in the significance of an archeological resources nor disturb human remains. (Less than Significant)

Project-related impacts on archeological resources and human remains are site-specific and generally limited to the proposed project's construction area. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable impact on archeological resources and human remains.

²⁰ The Helen Diller Playground project was determined to be categorically exempt from CEQA review as part of Planning Department Case No. 2009.0473E.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topic 5c is not applicable.

The proposed project includes project site rehabilitations and improvements to internal pathways, sidewalks, and the San Francisco Municipal Transportation Agency (Muni) system. Policy 10.4 of the Transportation Element of the San Francisco General Plan states that the City will “Consider the transportation system performance measurements in all decisions for projects that affect the transportation system.” To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy, this section describes the potential impacts that these rehabilitations and improvements could have on traffic, transit, pedestrian, bicycle, loading, and emergency vehicle circulation, as well as any potential transportation impacts related to construction of the proposed project. The section also provides a parking analysis for informational purposes only.

Setting

The project site is a 16.1-acre existing city park bounded by 18th Street to the north, Dolores Street to the east, 20th Street to the south, and Church Street to the west. 18th Street is an east-west roadway, with one travel lane in each direction and parking on the south side and a bus loading

zone (Tow-Away, No Stopping between 7:00 AM and 4:00 PM, School Days) and a passenger loading zone (Drop-off, No Parking between 7:00 AM and 8:30 AM and 2:30 PM and 4:00 PM, School Days) on the north side. Dolores Street is a north-south roadway, with two travel lanes in each direction separated by a landscaped median and parking on both sides. 20th Street is an east-west roadway, with one travel lane in each direction and parking on both sides. Church Street is a north-south roadway, with one travel lane in each direction and parking on the west side. The speed limit on all adjacent streets is 25 miles per hour. Based on site visits, traffic volumes on adjacent streets are generally low to moderate, with peaks occurring during school drop-off/pick-up periods (7:45 AM to 8:20 AM and 2:45 PM to 3:30 PM) and citywide normal peak hours (7:00 AM to 9:00 AM and 4:00 to 6:00 PM). The intersections of 18th Street and Church Street, 18th Street and Dolores Street, and Dolores Street and 20th Street are the only traffic light controlled intersections adjacent to the project site. The Muni J-Line runs north-south through the west side of the Park. A pedestrian bridge crosses above the tracks along the line of 19th Street and an abandoned Muni stop is adjacent to the tracks below the bridge. Two active Muni J-Line stops and a Muni 33-Stanyan stop are located at the northwestern and southwestern corners of the Park. Sidewalks exist along both sides of the adjacent streets, with the exception of the east side of Church Street. No bikeways exist along the adjacent streets.²¹ However, a Class II bikeway exists along 17th Street, one block north of the project site; and a Class II bikeway exists along Valencia Street, two blocks east of the project site.

Impact TR-1: The proposed project would not have a substantial operational impact on levels of service at local intersections. (Less than Significant)

The project site is an existing park. While the proposed project would make project site rehabilitations and improvements, including constructing a new multi-use court, two new restroom buildings, a new pissoir, and a new operations building, the rehabilitations and improvements would be intended to serve existing visitors of and existing capacity issues at the Park. Therefore, no increase in visitors would occur due to the proposed project and the proposed project would not generate additional vehicle trips to surrounding intersections. Although the proposed project would eliminate 4.5 feet from the travel lanes in Church Street for the construction of a new north-south sidewalk and would eliminate five-to-six parking spaces along the south side of 18th Street, no travel lanes would be removed from Church Street or 18th Street and the proposed project would not have a substantial operational impact on existing levels of service. Therefore, the proposed project would have a less-than-significant impact on surrounding intersections.

²¹ Bikeways are typically classified as Class I, II, or III bikeways. “Class I bikeways are bicycle paths with exclusive right-of-way for use by bicyclists or pedestrians. Class II bikeways are bicycle lanes striped with the paved areas of roadways, and established for the preferential use of bicycles, while Class III bikeways are signed bicycle routes that allow bicycles to share streets or sidewalks with vehicles or pedestrians.” San Francisco Bicycle Plan FEIR, Volume 1, p. V.A.1-14. This document is available for review at the Planning Department as part of Case File No. 2007.0347E.

Impact TR-2: The proposed project would not exceed the capacity utilization standard for Muni lines or cause a substantial increase in delays or operating costs. (Less than Significant)

As stated above, the proposed project rehabilitations and improvements would be intended to serve existing visitors of and existing capacity issues at the Park. The proposed project would make changes to components of the Muni system along the western side of the Park. Removing the chain link structure on the existing bridge over the Muni tracks and replacing the solid wall at the east end of the bridge with a transparent guardrail would have no impact on transit because these structures do not contribute to or interfere with operation of the Muni system. The removal of a Muni stop under the bridge would have no impact on transit as the Muni stop is abandoned.²² The relocation of the Muni shelter for the Muni stop at 20th and Church Street would have a less-than-significant impact on transit because the relocated Muni shelter would be within 10 feet of the existing location and continue to be accessible from the Park. Repaving Muni tracks that run through the Park may have a beneficial impact on transit because transit vehicles would be able to operate more efficiently on newer tracks. Locating a driveway along 18th Street for Park maintenance staff vehicles and garbage trucks would have a less-than-significant impact on transit because the driveway would not be located within the 33-Stanyan bus stop and the amount of trips would be infrequent. Therefore, no increase in visitors would occur and the proposed project would not generate any increase in demand that could not be accommodated by adjacent transit capacity or result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. Therefore, the proposed project would have a less-than-significant impact on Muni operations.

Impact TR-3: The proposed project would not result in overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians or bicyclists, or otherwise interfere with pedestrian or bicycle accessibility to the site and adjoining areas. (Less than Significant)

The proposed project would not include sidewalk narrowing, roadway widening, or removal of center medians; all conditions that can negatively impact pedestrians. As stated above, the proposed project's rehabilitations and improvements would be intended to serve existing visitors to and existing capacity issues at the Park. Therefore, no increase in visitors would occur due to the proposed project and the proposed project would not result in substantial overcrowding on public sidewalks. The proposed project would remove three internal pathways. However, the proposed project would include five new additional pathways: a 902-foot-long north-south internal pathway through the open space, a 155-foot-long north-south internal pathway between the reconfigured tennis courts, a 225-foot-long north-south Park maintenance vehicle service internal pathway, a 170-foot-long east-west Park maintenance vehicle service internal pathway, and a 1,140-foot-long north-south sidewalk along the eastern edge of Church Street connecting 18th Street and 20th Street. Furthermore, the proposed project would improve pedestrian conditions by complying with the ADA throughout the project site, with three exceptions, and

²² Although the location is not officially identified by Muni as a stop, Muni legally has to stop at this location if a person is waiting because it is a "flag" stop. However, because this circumstance rarely occurs and Muni does not officially identify this stop, for purposes of this document, the stop is referred to as abandoned.

providing better pedestrian accessibility to the project site. Although some of these pathways would be intended for use for Park maintenance staff vehicles, existing Park maintenance staff access the Park with their vehicles throughout the Park. All vehicle trips throughout the Park are infrequent and vehicles drive slowly to avoid potential conflicts and hazards with pedestrians. These conditions would remain with implementation of the proposed project. Therefore, the proposed project would result in a less-than-significant impact related to pedestrians.

The proposed project would not substantially interfere with bicycle accessibility to the project site or adjoining areas because no bikeways exist along the project site's adjacent streets. Implementation of the proposed project could encourage more existing visitors to bring their bicycle to the project site as the proposed project would provide new bicycle parking (e.g., bicycle racks) at several locations throughout the Park. More persons bringing their bicycles to the project site would not create potentially hazardous conditions for bicyclists because Muni bus stops and bikeways exist within one block of the project site and the roadways near the project site have low to moderate volumes, therefore visitors could walk their bicycles safely along sidewalks from nearby Muni bus stops or bikeways or ride along the roadways to the project site. Therefore, the proposed project would result in less-than-significant impacts related to bicyclists.

Impact TR-4: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (Less than Significant)

Although the proposed project would eliminate 4.5 feet from the travel lanes in Church Street for the construction of a new north-south sidewalk, no travel lanes would be removed from Church Street and the proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections). As discussed above in topic 1, the proposed project would not include any incompatible uses. Therefore, the proposed project would not result in substantially increased hazards due to incompatible uses.

Impact TR-5: The proposed project would not result in inadequate emergency access. (Less than Significant)

The proposed project would not close off any existing streets or entrances to public uses. Therefore, the proposed project would not result in a significant impact related to emergency access.

Impact TR-6: Construction of the proposed project would not result in a substantial impact to transportation. (Less than Significant)

The proposed project's construction activities would last 14 months in two phases. During this period, temporary and intermittent transportation impacts would result in additional vehicle trips to the project site from workers, soil hauling, and equipment deliveries, these activities would be limited in duration. Construction material staging and storage and parking for construction workers are anticipated to occur on the project site. Construction vehicle trips during peak traffic flow (typically between 4:00 PM and 6:00 PM) would have a greater potential to create conflicts than during non-peak hours because of the greater numbers of existing vehicles on the streets during the peak hour. In addition, classes at the Mission High School, directly across 18th Street from the project site, start at 8:15 AM and end at 3:15 PM and construction

vehicles on 18th Street around those times could potentially conflict with vehicles (autos and buses) waiting to drop-off or pick-up students. These potential conflicts could also have temporary and intermittent conflicts with other components of the transportation system (e.g., transit, pedestrian, bicycle). However, given the temporary and intermittent nature of the construction activities, the proposed project's construction-related activities would not result in a substantial impact to transportation.

While the proposed project's construction-related impacts would be less than significant, City decisionmakers could consider the following improvement measures to further reduce these less-than-significant impacts.

Improvement Measure I-TR-6: Construction Traffic Measures

The project sponsor, the San Francisco Recreation and Park Department, and construction contractors should meet with the City's Transportation Advisory Staff Committee (TASC) to determine measures to reduce temporary and intermittent effects on the transportation system during construction of the proposed project. Recommendations from the TASC may include, but not limited to, the following improvement measures that would further minimize disruption of the general traffic flow on adjacent streets:

- To the extent feasible, truck movements should be limited to hours between 9:00 AM and 3:30 PM. Truck and construction equipment access to the project site should be from Dolores Street to minimize potential conflicts with vehicles around Mission High School. If this measure is not feasible, the proposed project should consider limiting truck movements along 18th Street near the Mission High School during their peak-period drop-off or pick-up time periods (7:45 AM to 8:20 AM and 2:45 PM to 3:30 PM);
- To minimize parking demand and vehicle trips to the project site, the construction contractor should prepare a Construction Management Plan that includes methods to encourage carpooling and transit use to the project site and identifying locations for storing construction equipment on-site that minimize disruptions to other portions of the project site; and
- To minimize impacts on visitors and nearby residences, schools, and businesses, the project sponsor should provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding construction schedule and progress, as well as contact information for specific construction inquiries or concerns.

Impact C-TR-1: The proposed project, in combination of past, present, and reasonably foreseeable future project, would result in less-than-significant cumulative impacts to transportation. (Less than Significant)

As described above, the proposed project would not induce any trips into the area. The number of trips associated with cumulative projects in the vicinity would be dispersed throughout the local roadway network and throughout the hours of the day and would not have a substantial adverse impact on the transportation system. The proposed project's construction timeline may

overlap with other projects under construction or implementation at the same time. Examples of the projects include 601 Dolores Street, 651 Dolores Street, and construction of new boarding island within the northwest corner of the Park as proposed as part of the proposed Transit Effectiveness Project. While the proposed project's construction may occur concurrently with the above-mentioned projects, it is not expected that the construction schedule of the proposed project would be in conflict with other projects in the area. The impact from construction traffic would be temporary and would not cause a substantial adverse change on the transportation system. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable transportation and circulation impact.

Parking

Changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Therefore, the Planning Department does not consider changes in parking conditions to be environmental impacts as defined by CEQA. Accordingly, the following parking discussion is presented for informational purposes only.

As stated above, the proposed project rehabilitations and improvements would be intended to serve existing visitors of and existing capacity issues at the Park. Therefore, no increase in visitors would occur and the proposed project would not result in additional parking demand. The proposed project would remove an existing curb cut at Dolores Street and associated 10-foot-wide, 130-foot-long east-west Park maintenance vehicle service internal pathway. The removal of the curb cut would result in the addition of one-to-two parking spaces. The proposed project would construct a new operations building and service yard and demolish the Clubhouse. The new operations building would be accessed from a new curb cut for a driveway at 18th Street. The location of the new curb cut would coincide with an existing entrance point at 18th Street. Along a 100-foot-long segment of the south side of 18th Street, the proposed project would remove approximately 5-to-6 parking spaces for maintenance vehicles to leave the new service yard and enter the Park at the new western mid-block entrance point. Overall, the loss of four-to-five parking spaces is considered a social effect, rather than a physical impact on the environment as defined by CEQA.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

The project site is an existing city park. City parks are not considered sensitive receptors to noise.²³

The project site is surrounded by sensitive receptors, which include residents (45 feet to the west, 45 feet to the south, 100 feet to the east) and students at Mission High School (65 feet to the north). Site visits indicate that surrounding land uses do not generally conduct noisy operations. Traffic (e.g., vehicular, transit, etc.) is the major noise source in the project vicinity. Based on Figure V.G-1 in the San Francisco 2004 and 2009 Housing Element Final EIR, background traffic ambient noise levels along the adjacent streets to the project site are between 65 and 74 dBA (L_{dn}).²⁴ An increase of three db to ambient noise levels is barely perceptible to most people. The

²³ The San Francisco 2004 and 2009 Housing Element Draft EIR defines sensitive receptors as “populations that are more susceptible to the effects of noise and vibration than others, such as the elderly and children, and are therefore of particular focus in noise analysis. Locations that may contain high concentrations of sensitive receptors include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, child care centers, and libraries” (p. V.G-5).

²⁴ A decibel (db) is a unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals. dBA refers to the sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation

proposed project would construct three new buildings, which would include noise producing mechanical equipment. This mechanical equipment would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code), which limits noise from building operations. The new mechanical equipment for the new operations building would be located 100 feet from the closest sensitive receptor, students at Mission High School. Noise attenuates (or drops off) at a rate of 6 dBA per doubling of distance from point sources, such as mechanical equipment.²⁵ Any minor increase in ambient noise from the new buildings would be imperceptible from the closest sensitive receptor given the minor increase in noise anticipated, the existing ambient noise levels in the project vicinity, and the distance from the new noise source to the closest sensitive receptor.

The proposed project would include noise from other sources (e.g., landscape maintenance equipment, visitors at the project site, transportation trips to the project site), but these sources currently exist at the project site and the proposed project would not increase visitors to the project site. Therefore, because the project site is an existing city park, new noise sources at the project site would be imperceptible to sensitive receptors, and the proposed project would not increase visitors to the Park, the proposed project would not significantly increase the ambient noise levels in the project vicinity and the impact would be less than significant.

Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project, but any construction-related increase in noise levels and vibration would be considered less than significant. (Less than Significant)

The proposed project's construction activities would last 14 months in two phases and would include demolition, grading, paving, and building construction. These construction activities would temporarily increase noise in the project vicinity. Construction noise levels would fluctuate depending on construction phase, equipment type, duration of use, and the distance between noise source and listener. The closest sensitive receptors to prolonged construction activities (new North Restroom, new multi-use court, and new operations building, 11 months) would be the students at Mission High School located across 18th Street, 65 feet away from the project site.

Construction noise is regulated by the San Francisco Noise Ordinance, which requires noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at 100 feet from the source. Impact tools must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 PM and 7:00 AM if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works.

with subjective reactions to noise. Ldn refers to the weighted 24-hour average noise level in an environment, which accounts for peoples increased annoyance to noise occurring in the nighttime hours. It is the average equivalent A-weighted sound level during a 24-hour day, calculated after adding 10 decibels to sound levels which occur in the night after 10:00 PM and before 7:00 AM.

²⁵ United States Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety*, 1974.

As stated above, noise attenuates at a rate of 6 dBA per doubling of distance. At 65 feet away, noise levels would be 84 dBA (assuming requirements of Noise Ordinance are met) at the closest sensitive receptors to prolonged construction activities. Typical building materials will generally provide exterior-to-interior noise level reduction performance of no less than 25 dBA when exterior windows and doors are closed.²⁶ Therefore, noise levels inside a classroom facing 18th Street would be 59 dBA. This construction noise would be temporary and intermittent and does not take into account additional shielding that could be present (e.g., trees). Other construction activities would not expose sensitive receptors to this noise level because of greater distance of construction activities from sensitive receptors and/or the linear nature of other construction activities.

Although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in this urban environment and would not be considered significant. The proposed project would not include pile driving, which is typically the most disruptive activity in terms of construction noise. Because the proposed project would be subject to and would comply with regulations set forth in the Noise Ordinance and the limited duration of proposed project construction, the proposed project would result in a less-than-significant impact regarding temporary increases in noise levels.

Construction of the project would also not have the potential to generate excessive groundborne noise or vibration because the proposed project does not include pile driving activities. The geotechnical investigation for the proposed project recommends that the new restroom buildings be supported on drilled piers.²⁷ A drilled pier is constructed by drilling a borehole, placing reinforcement in the excavation, and filling the hole with concrete. Drilled piers have lower vibration (and noise) levels than driven piers and are recommended by the Federal Transit Administration as construction mitigation alternative to driven piers.²⁸ Therefore, the proposed project would result in a less-than-significant impact regarding temporary increases in vibration levels.

While the proposed project's construction-related impacts would be less than significant, City decisionmakers could consider the following improvement measures to further reduce these less-than-significant impacts.

Improvement Measure I-NO-2: Noise Reduction Measures

The project sponsor, the San Francisco Recreation and Park Department, and construction contractors should meet with the administration of Mission High School, and the future, approved school at 601 Dolores Street if it is operating, to determine

²⁶ *Ibid.*

²⁷ San Francisco Department of Public Works Infrastructure Design and Construction, "Geotechnical Report, Mission Dolores Park Rehabilitation Project, San Francisco, California," July 27, 2012.

²⁸ Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, May 2006, pages 12-9 and 12-14.

measures to reduce temporary and intermittent effects on the school(s) during construction of the proposed project. Recommendations from the meetings may include a noise reduction plan that includes, but not limited to, the following improvement measures that would further minimize disruption of the school(s):

- To the extent feasible, the noisiest construction activities at the north end of the project site should be limited to hours between 3:15 PM and 8:00 PM (outside of school hours) and/or late August through late May (outside of the school year).
- Locating equipment as far as practical from the school(s);
- Constructing barriers between noise sources and the school(s) on the project site; and implementing truck movement measures in IM-TR-6.

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

No other projects of sufficient magnitude in the project vicinity exist that would generate substantial noise, either due to construction or operation (e.g., traffic or mechanical noise). Two other projects, 601 Dolores Street and 651 Dolores Street, would require construction, but these construction activities would be mostly limited to interior work and would not result in substantial noise in combination with the proposed project. One additional project, the proposed Transit Effectiveness Project, would, if approved, result in construction, but it would be limited to a short period of time to construct a new boarding island. No other construction projects are proposed in close enough proximity to the project site such that cumulative effects related to construction noise would be anticipated. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable noise impact.

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

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. 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 GHGs in a single, integrated plan; and establish emission control measures to be adopted or implemented. The primary goals of the 2010 Clean Air Plan is to:

- Attain air quality standards;
- Reduce population exposure and protect public health in the San Francisco Bay Area;
and
- Reduce GHG 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 (NO₂), sulfur dioxide (SO₂) 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 attainment²⁹ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, 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

²⁹ "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.

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.³⁰

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 4, below, 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 4
BAAQMD THRESHOLDS OF SIGNIFICANCE FOR CRITERIA AIR POLLUTANTS – PROJECT LEVEL**

Pollutant	Construction-Related	Operational-Related	
	Average Daily Emissions	Average Daily Emissions	Maximum Annual Emissions
ROG	54 lbs/day	54 lbs/day	10 tons/year
NO _x	54 lbs/day	54 lbs/day	10 tons/year
PM ₁₀	82 lbs/day (exhaust)	82 lbs/day	15 tons/year
PM _{2.5}	54 lbs/day (exhaust)	54 lbs/day	10 tons/year
PM ₁₀ and PM _{2.5} (fugitive dust)	Construction Dust Ordinance or Other Best Management Practices	None	
CO	None	9.0 parts per million (8-hour average), 20.0 parts per million (1-hour average)	

Ozone Precursors

As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter (PM₁₀ and PM_{2.5}).³¹ 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 potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, 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

³⁰ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011, Page 2-1.

³¹ PM₁₀ is often termed “coarse” particulate matter and is made of particulates that are between 10 microns and 2.5 microns in diameter. PM_{2.5}, termed “fine” particulate matter, is composed of particles that are 2.5 microns or less in diameter.

(lbs) per day).³² 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 (PM₁₀ 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 PM₁₀ 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.³³ Similar to ozone precursor thresholds identified above, land use development projects typically result in PM 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 fugitive dust.³⁴ Individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to 90 percent.³⁵ The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.³⁶ The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to

³² BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

³³ *Ibid*, p. 16.

³⁴ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. Available online at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf. Accessed February 16, 2012.

³⁵ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 27.

³⁶ BAAQMD, *CEQA Air Quality Guidelines*, May 2011.

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 the 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.³⁷

Vehicle tailpipe emissions contain numerous TACs, including benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, naphthalene, and diesel exhaust.³⁸ 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 pollutants *collectively* as a mixture.³⁹ 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

³⁷ 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.

³⁸ San Francisco Department of Public Health (DPH), *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

³⁹ 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.

disease.⁴⁰ In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The ARB identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.⁴¹ 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 residences 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 has 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:

- Excess cancer risk from the contribution of emissions from all modeled sources > 100 per one million population; or
- Cumulative PM_{2.5} concentrations > 10 micrograms per cubic meter (µg/m³).

Excess Cancer Risk

The above one-hundred per one million persons (100 excess cancer risk) criteria is based on the United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁴² 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,⁴³ 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

⁴⁰ DPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

⁴¹ ARB, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines" October 1998.

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

⁴³ 54 Federal Register 38044, September 14, 1989.

risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.⁴⁴

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 micrograms per cubic meter ($\mu\text{g}/\text{m}^3$) should be revised to a level within the range of 13 to 11 $\mu\text{g}/\text{m}^3$, with evidence strongly supporting a standard within the range of 12 to 11 $\mu\text{g}/\text{m}^3$. Air pollution hot spots for San Francisco are based on the health protective PM_{2.5} standard of 11 $\mu\text{g}/\text{m}^3$, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered to 10 $\mu\text{g}/\text{m}^3$ 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.

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. 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. However, ROGs are also emitted from activities that involve painting or other types of architectural coatings or asphalt paving activities. The proposed project’s construction activities would last 14 months in three phases and would include demolition, grading, paving, and building construction. Construction equipment would include bobcats, backhoes, trucks, and excavators. During the proposed project’s construction period, construction activities would have the potential to result in fugitive dust emissions, criteria air pollutants and DPM, as discussed further below.

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)

⁴⁴ 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 PM 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 PM exposure can cause health effects at lower levels than national standards. The current health burden of PM demands that, where possible, public agencies take feasible available actions to reduce sources of PM exposure. According to the California Air Resources Board, reducing ambient PM 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 PM in the local atmosphere. Depending on exposure, adverse health effects can occur due to this PM 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 onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

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

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

with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

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

Site-specific Dust Control Plans shall require the project sponsor to: submit of a map to the Director of Health showing all sensitive receptors within 1000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and to sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with dust control requirements.

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

Criteria Air Pollutants

As discussed above, construction activities would also result in emissions of criteria air pollutants. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 4, above, the BAAQMD, in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions and construction of the proposed project would result in less than significant criteria air pollutant impacts. Projects that exceed the screening sizes may require further project-level quantification to determine whether criteria air pollutant emissions may exceed significance thresholds. The *CEQA Air Quality Guidelines* note

that the screening levels are generally representative of new development on greenfield⁴⁵ sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill and/or proximate to transit service and local services, emissions would be expected to be less than the greenfield-type project that the screening criteria are based upon.

The proposed project includes construction at a 16.1-acre existing city park. The proposed project would be below the construction-related criteria air pollutant screening sizes for city parks, 67 acres, identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of construction-related criteria air pollutant emissions is not required, and the proposed project's construction activities would not exceed any of the significance thresholds for criteria air pollutants, and would result in a less-than-significant construction criteria air pollutant impact.

Impact AQ-2: The proposed project's construction exhaust activities would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Off-road equipment (which includes construction-related equipment) was once estimated to be the second largest source of ambient DPM emissions in California. However, 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.⁴⁶ This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised PM emission estimates for the year 2010, which DPM is a major component of total PM, have decreased by 83 percent from previous estimates for the SFBAAB.⁴⁷ Approximately half of the reduction can be attributed to the economic recession and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).⁴⁸

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

⁴⁵ Agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

⁴⁶ California Air Resources Board (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.

⁴⁷ ARB, "In-Use Off-Road Equipment, 2011 Inventory Model." Available online at: http://www.arb.ca.gov/msei/categories.htm#inuse_or_category. Accessed query, April 2, 2012,.

⁴⁸ 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.

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.⁴⁹ Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to DPM emissions.⁵⁰

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."⁵¹

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 proposed project would require construction activities for approximately 14 months in two phases. The project site is not located within an identified air pollution hot spot. Although on-road heavy-duty diesel vehicles and off-road equipment would be required for the 15-month construction duration, emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. In addition, the proposed project would be subject to and comply with the Clean Construction Ordinance (Ordinance No. 70-07), which requires equipment to either meet or exceed Tier 2 standards for off-road engines or operate with the most effective ARB verified diesel emission control strategy. Each piece of off-road equipment would result in between a 25 percent and 85 percent reduction in PM (which includes DPM) emissions as compared to pieces of equipment with uncontrolled or Tier 1 engines.⁵² Furthermore, the proposed project would be subject to, and comply with, California regulations limiting idling to no more than five minutes, which would further reduce nearby

⁴⁹ USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

⁵⁰ California Code of Regulations, Title 13, Division 3, § 2485.

⁵¹ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 8-6.

⁵² The 25 percent reduction comes from comparing the ARB/USEPA PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 grams per brake horsepower per hour (g/bhp-hr)) and Tier 1 (0.60 g/bhp-hr). The 85 percent reduction comes from requiring a Level 3 ARB verified diesel emission control strategy, which is currently the most effective ARB verified diesel emission control strategy.

sensitive receptors exposure to temporary and variable DPM emissions. Therefore, construction period TAC exhaust emissions would result in a less-than-significant impact to sensitive receptors.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and TACs primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and TACs from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The project site is an existing park. While the proposed project would make project site rehabilitations and improvements, including constructing a new multi-use court, two new restroom buildings, a new pissoir, and a new operations building, the rehabilitations and improvements would be intended to serve existing visitors of and existing capacity issues at the Park. Therefore, no increase in visitors would occur and the proposed project would not generate additional vehicle trips or emissions from additional vehicle trips.

Impact AQ-3: 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)

As discussed above in Impact AQ-1, the BAAQMD, in their *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine whether a project requires an analysis of operational-related criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project includes operation of a 16.1-acre existing city park. The proposed project would be below the operational-related criteria air pollutant screening sizes for city parks, 2,613 acres, identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of operational-related criteria air pollutant emissions is not required, the proposed project would not exceed any of the significance thresholds for criteria air pollutants, and would result in less-than-significant impacts with respect to criteria air pollutants.

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

The project site is an existing park. City parks are not considered sensitive receptors to air quality. The project site is surrounded by sensitive receptors, which include residences and Mission High School. However, operation of the proposed project would not include new sources of TAC emissions or increase visitors (and associated vehicle emissions) to the project site. Furthermore, the project site is not located within an identified hot spot as mapped by San Francisco, in partnership with the BAAQMD, therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial. Therefore, because the project site is an existing city park, no new sources of TAC emissions are proposed at the project site, the proposed project would not increase visitors to the Park, and the ambient health risk from air pollutants is not substantial, operation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations and the impact would be less than significant.

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

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. The proposed project would not site a new sensitive receptor near an existing odor source. The proposed project would demolish the existing Clubhouse and associated restroom fixtures and construct two new buildings with restroom fixtures and a pissoir. These new restroom fixtures and pissoir may occasionally result in odors that would be an annoyance to individuals. However, these new restroom fixtures would be small in size compared to the above land uses that typically generate considerable odors and they would be designed with supplemental mechanical exhaust, adequate fresh air, easy access from maintenance staff to clean, and/or features that would capture odors. Therefore, these new restroom facilities do not have the potential to generate objectionable odors affecting a substantial number of people. During construction the various diesel powered vehicles and equipment in use on the site could create localized odors. These odors would be temporary and not likely to be noticeable for extended periods of time much beyond the construction zone boundaries due to atmospheric dissipation. Therefore, the proposed project would have less-than-significant impacts to odor.

Impact AQ-6: The proposed project would not conflict or obstruct implementation of the Bay Area 2010 Clean Air Plan. (Less than Significant)

As shown in Impact AQ-1 through AQ-5 and C-AQ-1, the proposed project would not have a significant impact. Therefore, the proposed project would support the primary goals of the *Bay Area 2010 Clean Air Plan (CAP)*. No control measures from the CAP are applicable to the proposed project. Examples of a project that may cause the disruption or delay of CAP control measures include a project that precludes an extension of a transit line or bike path, or proposed excessive parking beyond parking requirements. The proposed project would improve pedestrian and bicycle conditions at the project site and transit facilities. Therefore, the proposed project would not disrupt or hinder the implementation of any CAP control measure.

For the reasons stated above, the proposed project would not conflict or obstruct implementation with the CAP. Impacts are considered less than significant.

Cumulative Air Quality Impacts

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

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.⁵³ The project-level thresholds for criteria air pollutants are based on levels 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. Therefore, because the proposed project’s construction (Impact AQ-1) and operational (Impact AQ-4) emissions would not exceed the project-level thresholds 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 include construction-related TAC emissions, the project site is not located within an air pollution hot spot. The project’s incremental increase in localized TAC emissions resulting from construction would be minor and would not contribute substantially to cumulative TAC emissions that could affect nearby sensitive land uses. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable air quality impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 GHG’s has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone, and water vapor. While the presence of the primary GHGs in the atmosphere are naturally occurring, CO₂, CH₄, and N₂O are largely emitted from human activities, accelerating the rate at which these compounds occur within earth’s atmosphere. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. GHG are typically reported in “carbon dioxide-equivalent” measures (CO₂E).⁵⁴

⁵³ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 2-1.

⁵⁴ 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.

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.⁵⁵

The Air Resources Board (ARB) estimated that in 2008 California produced about 478 million gross metric tons of CO₂E (MMTCO₂E). The ARB found that transportation is the source of 37 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 24 percent, industrial sources at 19 percent, and commercial and residential fuel use (primarily for heating) at nine percent.⁵⁶ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for 36 percent of the Bay Area's 95.8 MMTCO₂E emitted in 2007.⁵⁷ Electricity generation accounts for 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.⁵⁸

Regulatory Setting

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

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from existing (2006) levels.⁵⁹ The Scoping Plan estimates a reduction of 174 MMTCO₂E from the transportation, energy, industry, forestry, and high global warming potential sectors, see Table 5, below. ARB has identified an implementation timeline for the GHG reduction

⁵⁵ California Climate Change Portal, "Frequently Asked Questions About Global Climate Change." Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed November 8, 2010.

⁵⁶ California Air Resources Board (ARB), "California Greenhouse Gas Inventory for 2000-2008— by Category as Defined in the Scoping Plan." Available online at: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf. Accessed January 3, 2012.

⁵⁷ Bay Area Air Quality Management District, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010*. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed March 2, 2010.

⁵⁸ *Ibid.*

⁵⁹ California Air Resources Board (ARB), "California's Climate Plan: Fact Sheet." Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

strategies in the Scoping Plan.⁶⁰ Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

TABLE 5
GHG REDUCTIONS FROM THE AB 32 SCOPING PLAN SECTORS⁶¹

GHG Reduction Measures By Sector	GHG Reductions (MMT _{CO2E})
Transportation Sector	62.3
Energy	49.7
Industry	1.4
Recycling and Waste (landfill methane capture)	1.0
Sustainable Forests	5.0
High Global Warming Potential Gas Measures	20.2
Additional Reductions Necessary to Achieve the Cap	34.4
Total	174
Other Recommended Measures	GHG Reductions (MMT CO _{2E})
Government Operations	1 - 2
Methane Capture at Large Dairies	1
Water	4.8
Green Buildings	26
Recycling and Waste (other measures)	9
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
Total	41.8-42.8

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

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375

⁶⁰ California Air Resources Board (ARB). "California's Climate Plan, Key Strategies in the AB 32 Scoping Plan." Available Online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed January 3, 2012.

⁶¹ *Ibid.*

requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a “sustainable communities strategy” in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission’s 2013 RTP would be its first plan subject to SB 375.

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

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (Air Basin). The BAAQMD is responsible for attaining and maintaining air quality in the Air Basin within federal and State air quality standards. The BAAQMD assists CEQA lead agencies in evaluating the air quality impacts of projects and plans proposed in the Air Basin through the updated 2011 BAAQMD *CEQA Air Quality Guidelines*.⁶² The *CEQA Air Quality Guidelines* provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. In addition, the *CEQA Air Quality Guidelines* provide BAAQMD adopted thresholds of significance, including for GHG emissions. Although the BAAQMD’s adoption of the significance thresholds in 2010 and 2011 are the subject of recent judicial actions, the Planning Department has determined that Appendix D of the *CEQA Air Quality Guidelines*, in combination with the BAAQMD’s *Revised Draft Options and Justification Report* (October 2009), provide substantial evidence to support the BAAQMD recommended thresholds of significance for GHG emissions. Therefore, the following GHG analysis is based upon the BAAQMD’s adopted CEQA thresholds of significance.

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

The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O. State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes and therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

⁶² Bay Area Air Quality Management District (BAAQMD), *CEQA Air Quality Guidelines*, updated May 2011.

The proposed project would demolish the existing Clubhouse (980 square feet, four restroom fixtures) and construct three new buildings and a new pissoir (8,495 square feet (including crawl space, not including service yard or pissoir), 35 restroom fixtures). The net size of new buildings (7,515 square feet) and restroom fixtures (31 additional restroom fixtures) in the new buildings would result in an increase in energy use and could result in an increase in overall water usage which generates indirect emissions from the energy required to pump, treat, and convey water. Other proposed project rehabilitations and improvements would also result in energy and water usage (e.g., irrigation and drainage improvements, turf planting, updated lighting), but RPD would upgrade existing equipment to more efficiently use energy and water. The proposed project operations would not increase vehicle trips to the Park or increased discarded landfill materials as no increase in visitors would occur. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased operations associated with energy use and water use and wastewater treatment.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified GHG Reduction Strategy, as defined in the *BAAQMD's CEQA Air Quality Guidelines*. On August 12, 2010, the San Francisco Planning Department submitted a draft of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.⁶³ This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with the BAAQMD's *CEQA Air Quality Guidelines* and thresholds of significance.

San Francisco's GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced 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 taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

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

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

⁶³ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. Available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in GHG emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were 8.26 MMTCO₂E and 2005 GHG emissions are estimated at 7.82 MMTCO₂E, representing a 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in the BAAQMD's *CEQA Air Quality Guidelines* and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."⁶⁴

Based on the BAAQMD's *CEQA Air Quality Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less-than-significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco's ordinances that reduce GHG emissions. Applicable requirements for the proposed project are shown in Table 6, below.

**TABLE 6
GHG EMISSION REDUCTION REQUIREMENTS APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Requirement	Project Compliance	Discussion
Transportation sector			
Biodiesel for Municipal Fleets (Executive Directive 06-02)	Requires all diesel using City Departments to begin using biodiesel (B20). Sets goals for all diesel equipment to be run on biodiesel by 2007 and goals for increasing biodiesel blends to B100.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City directive.
Clean Construction Ordinance (San Francisco Administrative Code, Section 6.25)	Effective March 2009, all contracts for large (20+ day) City projects are required to: <ul style="list-style-type: none"> • Fuel diesel vehicles with B20 biodiesel, and • Use construction equipment that meet USEPA Tier 2 	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.

⁶⁴ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. Available online at: <http://www.sfplanning.org/index.aspx?page=1570>. Accessed November 12, 2010.

Regulation	Requirement	Project Compliance	Discussion
	standards or best available control technologies for equipment over 25 hp.		
Bicycle Parking in City-Owned and Leased Buildings (San Francisco Planning Code, Section 155.1)	<p>Class 1 and 2 Bicycle Parking Spaces</p> <p>Class 1 Requirements:</p> <p>(A) Provide two spaces in buildings with 1-20 employees.</p> <p>(B) Provide four spaces in buildings with 21 to 50 employees.</p> <p>(C) In buildings with 51 to 300 employees, provide bicycle parking equal to at least five percent of the number of employees at that building, but no fewer than five bicycle spaces.</p> <p>(D) In buildings with more than 300 employees, provide bicycle parking equal to at least three percent of the number of employees at that building, but no fewer than 16 bicycle spaces.</p> <p>In addition to the Class 1 bicycle parking spaces provide Class 2 bicycle parking.</p> <p>Class 2 Requirements:</p> <p>(A) In buildings with one to 40 employees, at least two bicycle parking spaces shall be provided.</p> <p>(B) In buildings with 41 to 50 employees, at least four bicycle parking spaces shall be provided.</p> <p>(C) In buildings with 51 to 100 employees, at least six bicycle parking spaces shall be provided.</p> <p>(D) In buildings with more than 100 employees, at least eight bicycle parking spaces shall be provided. Wherever a responsible City official is required to provide eight or more Class 2 bicycle parking spaces, at least 50 percent of those parking spaces shall be covered.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance for the new Operations building.
Energy Efficiency Sector			
Green Building Requirements for City Buildings: Indoor Water Use Reduction (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying a minimum 30 percent reduction in the use of indoor potable water, as calculated to meet and achieve LEED credit WE3.2.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Resource Efficiency and Green Building Ordinance (San Francisco Environment Code, Chapter 7)	<p>All new construction must comply achieve at a minimum the LEED® Gold standard.</p> <p>City leaseholds are subject to all of the requirements of the Commercial Water Conservation Ordinance of Chapter 13A of the San Francisco Building Code, including provisions requiring the replacement of non-compliant water closets and urinals on or before January</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The "all new construction must comply at a minimum the LEED® Gold standard" portion of the City ordinance applies to buildings greater than 5,000 square feet. Therefore, that portion of the City ordinance is not applicable. However, there are separate requirements for buildings less

Regulation	Requirement	Project Compliance	Discussion
	<p>1, 2017.</p> <p>1. All water closets (toilets) with a rated flush volume exceeding 1.6 gallons per flush and all urinals with a rated flush volume exceeding 1.0 gallon per flush must be replaced with high-efficiency water closets that use no more than 1.28 gallons per flush and high efficiency urinals that use no more than 0.5 gallons per flush, respectively.</p> <p>2. Showerheads must use no more than 1.5 gal/ min. In addition, all showerheads in the facility having a maximum flow rate exceeding 2.5 gallons per minute must be replaced with showerheads that use no more than 1.5 gal/ min.</p> <p>3. All faucets and faucet aerators in the facility with a maximum flow rate exceeding 2.2 gallons per minute are replaced with fixtures having a maximum flow rate not to exceed 0.5 gallons per minute per appropriate site conditions.</p>		<p>than 5,000 square feet, which the proposed project would be subject to. In addition, the proposed project would be required to comply with the remainder of the City ordinance.</p>
<p>Green Building requirements for City Buildings: Energy Efficient Lighting Retrofit Requirements. (San Francisco Environment Code, Chapter 7)</p>	<p>These requirements (or those in the CCR Title 24, Part 6, or subsequent State standards, whichever are more stringent) shall apply in all cases except those in which a City department is not responsible for maintenance of light fixtures or exit signs.</p> <p>Exit Signs; At the time of installation or replacement of broken or non-functional exit signs, all exit signs shall be replaced with light-emitting diode (L.E.D.)-type signs. Edge-lit compact fluorescent signs may be used as replacements for existing edge-lit incandescent exit signs.</p> <p>Fluorescent Fixtures - Mercury Content. The mercury content of each 4-foot or 8-foot fluorescent lamp ("tube" or "bulb") installed in a luminaire shall not exceed 5 mg for each 4-foot fluorescent lamp, or 10 mg for each 8-foot fluorescent lamp.</p> <p>Fluorescent Fixtures - Energy Efficiency. The lamp and ballast system in each luminaire that utilizes one or more 4-foot or 8-foot linear fluorescent lamps to provide illumination in a City-Owned Facility must meet the specified requirements.</p> <p>Exterior Light Fixtures. At the time of installation or replacement of broken or non-functional exterior light fixtures, a photocell or automatic timer shall be installed to prevent lights from operating during daylight hours.</p>	<p><input checked="" type="checkbox"/> Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>The proposed project is a municipal project that would be required to comply with this City ordinance.</p>
<p>Green Building requirements for City Buildings:</p>	<p>Using an Alternative Calculation Method (ACM) approved by the California Energy Commission, the LEED Project</p>	<p><input checked="" type="checkbox"/> Project Complies</p>	<p>The proposed project is a municipal project that would be required to comply with this</p>

Regulation	Requirement	Project Compliance	Discussion
Energy Performance (San Francisco Environment Code, Chapter 7)	<p>Administrator shall calculate the project's energy use, and compare it to the standard or "budget" building to achieve LEED credit EA1 by either:</p> <p>(A) A 15 percent compliance margin over Title 24, Part 6, 2008 California Energy Standards; or,</p> <p>(B) Document compliance with Title 24, Part 6, 2008 California Energy Standards, including submittal of all standard documentation, and additionally demonstrate that the project achieves a 15 percent or greater compliance margin over the ASHRAE 90.1 2007 energy cost baseline using the published LEED 2009 rules.</p>	<input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	City ordinance.
Green Building requirements for City Buildings: Renewable Energy (San Francisco Environment Code, Chapter 7)	<p>The LEED Project Administrator shall confer with SFPUC on renewable energy opportunities for municipal construction projects.</p> <p>The LEED Project Administrator shall submit documentation verifying that either:</p> <p>(A) At least 1 percent of the building's energy costs are offset by on-site renewable energy generation, achieving LEED credit A 2, including any combination of: photovoltaic, solar thermal, wind, biofuel-based electrical systems, geothermal heating, geothermal electric, wave, tidal, or low impact hydroelectric systems, or as specified in Section 25741 of the California Public Resources Code; or,</p> <p>(B) In addition to meeting LEED prerequisite EA 1 Energy performance requirement, achieve an additional 10 percent compliance margin over Title 24, Part 6, 2008 California Energy Standards, for a total compliance margin of at least 25 percent.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Green Building requirements for City Buildings: Commissioning (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying that the facility has been or will meet the criteria necessary to achieve LEED credit EA 3.0 (Enhanced Commissioning), in addition to LEED prerequisite EAp1 (Fundamental Commissioning of Building Energy Systems.)	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Waste Reduction Sector			
Resource Efficiency and Green Building Ordinance (San Francisco Environment Code, Chapter 7)	<p>The ordinance requires all demolition (and new construction) projects to prepare a Construction and Demolition Debris Management Plan designed to recycle construction and demolition materials to the maximum extent feasible, with a goal of 75% diversion.</p> <p>The ordinance specifies requires for all</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.

Regulation	Requirement	Project Compliance	Discussion
	city buildings to provide adequate recycling space		
Resource Conservation Ordinance (San Francisco Environment Code, Chapter 5)	This ordinance establishes a goal for each City department to (i) maximize purchases of recycled products and (ii) divert from disposal as much solid waste as possible so that the City can meet the state-mandated 50% diversion requirement. Each City department shall prepare a Waste Assessment. The ordinance also requires the Department of the Environment to prepare a Resource Conservation Plan that facilitates waste reduction and recycling. The ordinance requires janitorial contracts to consolidate recyclable materials for pick up. Lastly, the ordinance specifies purchasing requirements for paper products.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Green Building Requirements for City Buildings: Recycling (San Francisco Environment Code, Chapter 7)	All City departments are required to recycle used fluorescent and other mercury containing lamps, batteries, and universal waste as defined by California Code of Regulations Section 66261.9	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Construction Recycled Content Ordinance (San Francisco Administrative Code, Section 6.4)	Ordinance requires the use of recycled content material in public works projects to the maximum extent feasible and gives preference to local manufacturers and industry.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (Planning Code Section 143)	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Green Building requirements for City Buildings: Enhanced Refrigerant Management (San Francisco Environment Code, Chapter 7)	The LEED Project Administrator shall submit documentation verifying that the project will reduce ozone depletion, while minimizing direct contribution to climate change, achieving LEED credit EA 4.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Green Building requirements for City Buildings: Low Emitting	The LEED Project Administrator shall submit documentation verifying that the project is using low-emitting materials, subject to onsite verification, achieving	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable	The proposed project is a municipal project that would be required to comply with this

Regulation	Requirement	Project Compliance	Discussion
<p>Materials (San Francisco Environment Code, Chapter 7)</p>	<p>LEED credits EQ 4.1. EQ 4.2. EQ 4.3. and EQ 4.4 wherever applicable:</p> <p>(A) Adhesives, sealants and sealant primers shall achieve LEED credit EQ 4.1. including compliance with South Coast Air Quality Management District (SCAQMD) Rule 1168.</p> <p>(B) Interior paints and coatings applied on-site shall achieve LEED credit EQ 4.2. including:</p> <p>(i) Architectural paints and coatings shall meet the VOC content limits of Green Seal Standard GS-11.</p> <p>(ii) Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates shall not exceed the VOC content limit of Green Seal Standard GC-03 of 250 g/L.</p> <p>(iii) Clear wood finishes, floor coatings, stains, primers, and shellacs applied to interior elements shall not exceed SCAQMD Rule 1113 VOC content limits.</p> <p>(C) Flooring systems shall achieve LEED credit EQ 4.3 Option 1. including:</p> <p>(i) Interior carpet shall meet the testing and product requirements of the Carpet and Rug Institute Green Label Plus program.</p> <p>(ii) Interior carpet cushioning shall meet the requirements of the carpet and Rug Institute Green Label Program.</p> <p>(iii) Hard surface flooring, including linoleum, laminate flooring, wood flooring, ceramic flooring, rubber flooring, and wall base shall be certified as compliant with the FloorScore standard, provided,</p> <p>However, that 100 percent reused or 100 percent post-consumer recycled hard surface flooring may be exempted from this LEED credit EQ 4.3 requirement. Projects exercising this exemption for hard surface flooring shall otherwise be eligible (or LEED credit EQ 4.3. (D) Interior composite wood and agrifiber products shall achieve LEED credit EQ 4.4 by containing no added urea formaldehyde resins. Interior and exterior hardwood plywood, particleboard, and medium density fiberboard composite wood products shall additionally meet California Air Resources Board Air Toxics Control Measure for Composite Wood (17 CCR 93120 et seq.), by or before the dates specified in those sections.</p> <p>(E) Project sponsors are encouraged to achieve LEED Pilot Credit 2: Persistent</p>	<p><input type="checkbox"/> Project Does Not Comply</p>	<p>City ordinance.</p>

Regulation	Requirement	Project Compliance	Discussion
	Bioaccumulative Toxic Chemicals Source Reduction: Dioxins and Halogenated Organic Compounds. This standard is consistent with Environment Code Chapter 5: Non-PVC Plastics.		
Stormwater Management Ordinance and Construction Pollution Prevention (San Francisco Environment Code, Chapter 7)	<p>For City sponsored projects, the LEED Project Administrator shall submit documentation verifying that a construction project that is located outside the City and County of San Francisco achieves the LEED SS6.2 credit.</p> <p>Construction projects located within the City and County of San Francisco shall implement the applicable stormwater management controls adopted by the San Francisco Public Utilities Commission (the "SFPUC").</p> <p>All construction projects shall develop and implement construction activity pollution prevention and stormwater management controls adopted by the SFPUC, and achieve LEED prerequisite SSp1 or similar criteria adopted by the SFPUC, as applicable.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Environmentally Preferable Purchasing Ordinance (Formerly Precautionary Purchasing Ordinance)	Requires City Departments to purchase products on the Approved Green Products List, maintained by the Department of the Environment. The items in the Approved Green Products List has been tested by San Francisco City Depts. and meet standards that are more rigorous than ecolabels in protecting our health and environment.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.
Tropical Hardwood and Virgin Redwood Ban (San Francisco Environment Code, Chapter 8)	The ordinance prohibits City departments from procuring, or engaging in contracts that would use the ordinance-listed tropical hardwoods and virgin redwood.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project is a municipal project that would be required to comply with this City ordinance.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce 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 success of reduced GHG emissions levels; (3) San Francisco has met and exceeded AB 32 GHG reduction goals for the year 2020; (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 BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be subject to and would comply with these requirements. In addition, the proposed project was determined to be

consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.⁶⁵ As such, the proposed project, both individually and cumulatively, would result in a less-than-significant impact with respect to GHG emissions.

The RPD actions to reduce operational GHG emissions toward the City’s goal of an 80 percent reduction by 2050 include the following: (1) Energy Efficiency and Conservation: The RPD is working with the Energy Efficiency Services of the San Francisco Public Utilities Commission (SFPUC) to reduce energy use through the selection of operational equipment such as electrical fixtures and sprinkler heads, design standards enforcement, and use of the San Francisco Greening Checklist for exterior spaces; (2) Renewable Energy Generation: The RPD is working with the SFPUC to assess its facilities’ solar potential and identify potential co-generation sites; (3) Information Technology (IT): IT energy conservation measures include power management tools for all personal computers and monitors; (4) Green Building: The RPD plan includes compliance with the City’s Environmental Code to achieve Leadership in Energy and Environmental Design certification; (5) Fleets and Fuel: The RPD has identified specific plans to retire older vehicles to achieve fuel savings, maintenance cost savings, and lower residual costs for older vehicles. Further, the RPD only purchases clean light-duty passenger cars and trucks; (6) Employee Commute: The RPD plan includes measures to reduce vehicle trips traveled by promoting alternative transportation incentives to its employees; (7) Zero Waste: The RPD is close to realizing its goal of 100 percent compliance with the City’s recycling initiative; (8) Green Product Purchasing: The RPD uses the City’s Approved Catalog to purchase environmentally conscious products; (9) Carbon Sequestration: The RPD promotes the City’s urban forestry program through tree planting campaigns and supports other City departments in their participation in the urban forest program; and (10) Community Wide Emissions: The RPD actions include providing community support to reduce GHG emissions through programs related to recycling, biodiversity, bicycling, and community education.

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

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

⁶⁵ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist, August 8, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

Wind impacts are generally caused by large building masses extending substantially above their surroundings and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Existing buildings in the surrounding area are between two- to -four stories in height. The proposed project would construct three buildings and a pissoir, all less than 13 feet tall. The three buildings would not create a large wall (all proposed buildings are less than 3,364 square feet in size). Therefore, the proposed project would result in a less-than-significant wind impact.

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

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces under the jurisdiction of the Recreation and Park Commission from shadowing by new and altered structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height unless the Planning Commission finds the shadow to be an insignificant effect. An exception to the regulation is structures to be constructed on property under the jurisdiction of the Recreation and Park Commission for recreational and park-related purposes. The proposed new buildings would serve the needs of existing recreational visitors at the Park. Furthermore, the proposed project would construct new buildings with a maximum height of 13 feet. Therefore, the proposed project would not be subject to Section 295 and the proposed project would not result in any significant shadow impacts.

Impact C-WS-1: The proposed project, in combination with other past, present, or reasonably foreseeable future projects, would result in less-than-significant cumulative impacts to wind and shadow. (Less than Significant)

The proposed project, as discussed above, would not substantially impact shadow or wind levels at or near the project site. No other developments exist in the project vicinity that would contribute substantially to cumulative effects as other cumulative projects do not include new large buildings or large additions to existing buildings. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable wind and shadow impact.

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

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The project site is located at the existing Mission Dolores Park, which is a 16.1-acre city park located in the Castro/Upper Market Neighborhood. The project site has multiple features that include athletic courts, buildings, open space, entrances and edges, internal circulation, Muni, vegetation, lighting, and a playground. Many of these existing features are deteriorating or do not serve the needs of existing visitors (e.g., disabled, restroom fixtures, maintenance storage for San Francisco Recreation and Park employees, and newer recreational activities). The proposed project would rehabilitate and improve the existing features of the Park and construct new features with the intent of meeting the needs of existing visitors (e.g., circulation system changes, new restroom facilities, new operations building, and new multi-use court). The proposed project would not increase the use of existing recreational facilities and parks in the area because no increase in visitors would occur at the Park and no residents or additional employees would be associated with the proposed project. Therefore, the proposed project would not be considered a substantial contribution to the existing demand for existing neighborhood parks or other recreational facilities in this area and this impact would be less than significant.

Impact RE-2: The proposed project would construct recreational facilities that would not have an adverse physical effect on the environment. (Less than Significant)

The proposed project would make rehabilitations and improvements to an existing recreational facility, Mission Dolores Park. The proposed project would result in closure of portions of the Park for approximately 14 months in two phases during project construction. It is expected that the overall RPD system would accommodate some of the uses currently occurring at portions of the Park during these closure periods. Because the number of reservations at other RPD parks would continue to be controlled during the proposed project construction period, other RPD parks would not experience an unusual amount of overuse resulting in additional physical deterioration of the recreational facilities. Further, sufficient recreation opportunities are available through other San Francisco recreational resources such that much of the recreational uses currently occurring at the project site could be accommodated for the proposed project construction period without over use of those facilities and related potential for physical deterioration of those facilities. Other uses at the Park would be more difficult to relocate to other RPD parks given the uses' attendance and/or history at the Park (e.g., San Francisco Mime Troupe, San Francisco Dyke March). However, these other uses could continue to be accommodated at the portions of the Park that would not be closed during those periods. Any impacts that could occur during these closure periods would be temporary.

The proposed project itself is the rehabilitation of an existing recreational facility. As such, the environmental impact of the proposed project are discussed in the other impact sections of this

document. As discussed, the proposed project would have a less-than-significant impact on the environment with mitigation. Specifically, implementation of Mitigation Measures CP-1a and CP-1b would reduce the impacts to historic architectural resources to a less-than-significant level. Implementation of Mitigation Measures CP-4a and CP-4b would reduce the impacts to archeological resources or human remains to a less-than-significant level. Implementation of Mitigation Measure M-HZ-2 would reduce the impact on workers and the public exposure to a less-than-significant level.

While the proposed project's impacts to recreation would be less-than-significant, City decisionmakers may wish to consider the following improvement measures to further reduce these less-than-significant impacts.

Improvement Measure IM-RE-2: Park Scheduling Measures

The project sponsor, the San Francisco Recreation and Park Department, and construction contractors should meet with the organizers of large events (e.g., anticipated crowds over 2,500 people) to determine measures to reduce temporary and intermittent effects on the events during construction of the proposed project. Recommendations from the meetings may include, but not limited to, the following improvement measures that would further minimize disruption of large recreational events:

- Logistics for accommodating the large event on the portions of the project site not being constructed;
- Rescheduling events to comply with Improvement Measures IM-NO-2;
- Temporarily halting construction during these large events; and
- To update visitors of the Park on the details of large events, the project sponsor should provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc) regarding logistics of the event in relation to the ongoing construction activities.

Impact RE-3: The proposed project would not physically degrade existing recreational facilities. (Less than Significant)

The project site is located at the existing Mission Dolores Park, which is a 16.1-acre city park located in the Castro/Upper Market Neighborhood. The project site has multiple features that include athletic courts, buildings, open space, entrances and edges, internal circulation, Muni, vegetation, lighting, a playground, and various other features. Many of these existing features are deteriorating or do not serve the needs of existing visitors (e.g., disabled, restroom fixtures, maintenance storage for RPD employees, and newer recreational activities). The proposed project would demolish the existing Clubhouse, but the proposed project would construct new features that would replace the function of the Clubhouse and better serve the needs of existing visitors (i.e., new restroom facilities and new operations building). Furthermore, the proposed project would construct other new features to meet the needs of existing visitors (e.g., circulation system changes and new multi-use court). As discussed under Impact RE-1, the proposed project would not increase visitors at the project site. Therefore, the proposed project would not physically degrade existing recreational facilities and this impact 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 to recreation.

The proposed project would not generate additional park demand. No other development in the project vicinity would contribute substantially to recreational cumulative effects. Additionally, future developments would be subject to Planning Code open space requirements. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable recreation impact.

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

Impact UT-1: Implementation of the proposed project would not exceed wastewater treatment requirements, exceed the capacity of the wastewater treatment provider serving the project site, or result in the construction of new or expansion of existing wastewater treatment or stormwater drainage facilities. (Less than Significant)

Proposed 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. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control (RWQCB), therefore, the proposed project would not conflict with RWQCB requirements.

The project proposes rehabilitations and improvements to the existing Mission Dolores Park, including the demolition of the existing Clubhouse with four total restroom fixtures and the construction of two new restroom buildings and a new pissoir with 35 total restroom fixtures. Although the total amount of restroom fixtures would increase at the Park, no increase in visitors would occur as a lack of restroom fixtures is an existing need at the Park. Even if an increase in restroom fixtures would increase wastewater volume from the project site, this increase would not require expansion of wastewater treatment facilities.

The proposed project would increase the amount of impervious surface at the Park by 33,897 square feet (0.8 acres), thus potentially increasing the amount of stormwater entering the stormwater drainage facilities. Compliance with the City's Stormwater Management Ordinance (Ordinance No. 83-10) will require the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the proposed project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges entering the combined sewer collection system. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential for upsizing or constructing new facilities. Therefore, the proposed project would not substantially increase the demand for wastewater or stormwater treatment and would result in a less-than-significant impact.

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

All large-scale projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand under Senate Bill 610 and Senate Bill 221.45. Under Senate Bill 610, a Water Supply Assessment (WSA) is required if a proposed project is subject to CEQA in an Environmental Impact Report or Negative Declaration and is any of the following: (1) a residential development of more than 500 dwelling units; (2) a shopping center of business employing more than 1,000 persons or having more than 500,000 square feet of floor space; (3) a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space; (4) a hotel or motel with more than 500 rooms; (5) an industrial or manufacturing establishment housing more than 1,000 persons or having more than 650,000 square feet or 40 acres; (6) a mixed-use project containing any of the foregoing; or (7) any other project that would have water demand at least equal to a 500 dwelling unit project. The proposed project would not exceed any of these thresholds and therefore would not be required to prepare a WSA.

In June 2011, the SFPUC adopted a resolution finding that the SFPUC's 2010 Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for urban water suppliers. The UWMP uses year 2035 growth projections prepared by the Planning Department and Association of Bay Area Governments to estimate future water demand. The proposed project is within the demand projections of the UWMP and would not exceed the water supply projections.

The proposed project would require water connections per the SFPUC. Additionally, the SFPUC could recommend changes to the size and design of the infrastructure.

The project proposes rehabilitations and improvements to the existing Mission Dolores Park, including the demolition of the existing Clubhouse with four total restroom fixtures and the construction of two new restroom buildings and a pissoir with 35 total restroom fixtures, new drinking fountains, and irrigation and drainage improvements. Although the total amount of restroom fixtures would increase at the Park, no increase in visitors would occur as a lack of restroom fixtures is an existing need at the Park. Even if an increase in restroom fixtures and drinking fountains would increase water demand from the project site, the new buildings would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). Furthermore, the irrigation and drainage improvements are intended to upgrade existing equipment to more efficiently use water. Because the proposed water demand could be accommodated by existing and planned water supply anticipated under the SFPUC's 2010 UWMP and would include water conservation devices, the proposed project would not result in a substantial increase in water use and would be served from existing water supply entitlements and resources. Therefore, the proposed project would not require the expansion of water facilities and would result in a less-than-significant impact.

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

The majority of San Francisco's solid waste that is not recycled is disposed of in the Altamont Landfill. As of the year 2000 (latest year of record), the landfill has a closure date in 2025 and a remaining capacity of 74 percent.⁶⁶ San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. San Francisco had a goal of 75 percent solid waste diversion by 2010 and has a goal of 100 percent solid waste diversion by 2020. San Francisco diverted 72 percent in the year 2008 and 77 percent of their solid waste in the year 2009.⁶⁷

Proposed project construction would result in construction debris waste from demolition of the existing Clubhouse and other activities. The proposed project would be subject to and would comply with San Francisco Ordinance No. 27-06. With implementation of the proposed project, new trash receptacles would be in place at the project site and the RPD would participate in the City's recycling and composting programs and other efforts to reduce the solid waste disposal

⁶⁶ CalRecycle, "Active Landfills Profile for Altamont Landfill and Resource Recv'ry (01-AA-0009)." Available online at: <http://www.calrecycle.ca.gov/Profiles/Facility/Landfill/LFProfile1.asp?COID=1&FACID=01-AA-0009>. Accessed January 5, 2012.

⁶⁷ San Francisco Department of the Environment, "Mayor Newsom Announces San Francisco's Waste Diversion Rate at 77 percent." Available online at: http://www.sfenvironment.org/our_sfenvironment/press_releases.html?topic=details&ni=640. Accessed January 5, 2012.

stream. Because the existing and anticipated increase of solid waste recycling in the City and the Altamont Landfill's remaining capacity, any increase in solid waste from the project site would have less-than-significant impacts at solid waste facilities.

Impact UT-4: The construction and operation of the proposed project would follow all applicable statutes and regulations related to solid waste. (Less than Significant)

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires municipalities to adopt an Integrated Waste management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. San Francisco Ordinance No. 100-09 requires everyone in San Francisco to separate their solid waste into recyclables, compostables, and trash. The proposed project would be subject to and would comply with San Francisco Ordinance No. 27-06, San Francisco Ordinance No. 100-09 and all other applicable statutes and regulations related to solid waste. Therefore, the proposed project's impact to solid waste 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 to utilities and service systems. (Less than Significant)

The proposed project would not substantially impact utility provision or service. No other development in the project vicinity would contribute substantially to utilities and service systems cumulative effects. In addition, existing service management plans address anticipated growth in the region. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable utilities and service systems impact.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PS-1: The proposed project would increase demand for police protection and fire protection, but not to an extent that would require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. (Less than Significant)

The project site currently receives emergency services from the San Francisco Fire Department, Station 6 at 135 Sanchez Street, which is 0.4 mile northwest of the project site, and the San

San Francisco Police Department, Mission Station at 630 Valencia Street, which is 0.25 mile northeast of the project site. The proposed project would demolish an existing building and construct three new buildings and a pissoir at an existing city park. No new structures would be habitable. The proposed new structures would be subject to and would comply with the regulations of the California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. The proposed project would not permanently increase population or increase visitors at the Park. Because the proposed project is located in proximity to existing police and fire protection services, proposed new structures would be required to comply with fire codes, and the proposed project would not increase population in the area or visitors at the Park, the impacts would be less than significant.

Impact PS-2: The proposed project would not increase the population of school-aged children and would not require new or physically altered school facilities. (No Impact)

The San Francisco Unified School District provides school services to the project vicinity. The proposed project would not construct any habitable structures or permanently increase population (employees or new visitors of the Park). Therefore, the proposed project would not increase the population of school-aged children and the proposed project would have no impact to schools.

Impact PS-3: The proposed project would construct recreational facilities; however, the proposed project would have less-than-adverse physical effects on the environment from the expansion or construction of recreational facilities. (Less than Significant)

The proposed project would make rehabilitations and improvements to an existing recreational facility, Mission Dolores Park. No increase in visitors would occur. The proposed project would result in closure of portions of the Park for 14 months in two phases during project construction. The potential environmental impacts resulting from the proposed project are the subject of this Initial Study and all have been found to be less than significant. Therefore, impacts resulting from the proposed project would be less-than-significant impact to recreational facilities.

Impact PS-4: The proposed project would not increase demand for government services and would not require new or physically altered government services. (No Impact)

The proposed project would not construct any habitable structures or permanently increase population (employees or new visitors of the Park). Therefore, the proposed project would not increase demand for libraries, community centers, and other public facilities and the proposed project would have no impact to other government services.

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 to public services. (Less than Significant)

The proposed project would not incrementally increase demand for public services, especially not beyond levels anticipated and planned for public service providers. Additionally future developments would be subject to Planning Code impact fee requirements. No other development in the project vicinity would contribute substantially to public services cumulative effects. For these reasons, the proposed project, in combination with other past, present, and

reasonably foreseeable future projects, would not result in a cumulatively considerable public services impact.

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

The project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, topic 13f is not applicable.

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special-status species. (Less than Significant)

The term “special-status species” refers to those species that are listed and receive specific protection defined in federal or state endangered species legislation, as well as species not formally listed as “Threatened” or “Endangered” but designated as “Rare” or “Sensitive” on the basis of adopted policies and expertise of state resource agencies or organizations, or local

agencies such as counties, cities, and special districts. A principal source for this designation is the California "Special Animals List"⁶⁸ and California Native Plant Rank. "Special-status species" also include raptors (birds of prey), which, along with other taxa, are specifically protected by California Department of Fish and Wildlife (CDFW) (also known as California Department of Fish and Game (CDFG)),⁶⁹ under CDFG Code Section 3511 Birds, Section 4700 Mammals, Section 5050 Reptiles and Amphibians, and Section 5515 Fish and under CDFG Code Section 3503.5, which prohibits the take, possession, or killing of raptors and owls, their nests, and their eggs. In addition, CDFG Code Section 3513 reinforces the federal Migratory Bird Treaty Act (MBTA). Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and seabirds. The MBTA makes it unlawful to "take" (kill, harm, harass, shoot, etc.) any migratory bird listed in Code of Federal Regulations, Title 50, Part 10, including a bird's nest, eggs, or young.

The project site is an existing, 16.1-acre city park, surrounded by urban uses (e.g., roadways, school, residential, mixed-use). The largest vegetated habitat present at the project site is the turf grass present on the Park's open space, which is 11.9 acres (i.e., pervious surfaces) in size. This area consists of irrigated, regularly mowed, and maintained turf grass used for passive and active recreation. Trees are also prevalent at the project site, mainly along the Park's edges. Common tree species found at the project site include Victorian box, southern magnolia, blackwood acacia, Guadalupe palm, Canary Island date palm, Mexican fan palm, and California bay. No trees are indigenous to the project site. The California bay is the only native tree to San Francisco.

No special-status plant species are expected to occur at the project site. Although a number of special-status plant species are identified by the California Natural Diversity Database (CNDDDB) within San Francisco,⁷⁰ no intact natural communities remain within the project site. Vegetation at the project site is dominated by landscaping, turf, trees, or weeds.

A number of special-status wildlife species are identified by the CNDDDB within San Francisco,⁷¹ despite extensive urban development over the last century and a half. Remaining populations of these species are highly fragmented, typically occupying habitats in limited open space areas within San Francisco and its surrounding cities. Of those species identified by the CNDDDB within San Francisco, potential special-status species that could be present at the project site are birds. Trees and shrubs at the project site provide nesting habitat for a variety of birds as well as patches of habitat for potential use by migrants as stop-over sites.

⁶⁸ California Department of Fish and Game, "Special Animals," January 2011. Available online at: <http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/spanimals.pdf>. Accessed January 17, 2012.

⁶⁹ The California Department of Fish and Game effectively changed their name to the California Department of Fish and Wildlife January 1, 2013. However, the California Code of Regulations still refers to the California Department of Fish and Game.

⁷⁰ California Department of Fish and Game, "California Natural Diversity Database Quick Viewer, San Francisco County (SFO)." Available online at: http://imaps.dfg.ca.gov/viewers/cnddb_quickviewer/app.asp. Accessed January 17, 2012.

⁷¹ *Ibid.*

As described above, trees exist throughout the project site. The proposed project would result in construction noise within proximity of trees and the removal of 69 trees: five south of the 19th Street Promenade, 29 north of the 19th Street Promenade, and 35 west of the Muni tracks. The species of removed trees include Guadalupe palm trees, Victorian box, blackwood acacia, jacaranda, and California pepper. The loss of an active nest during tree removal or disturbance from construction noise would be considered a significant impact under CEQA if that nest were occupied by a special-status bird species. However, disruption of nesting migratory or native birds is not permitted under the federal MBTA or the CDFG Code. Thus, the loss of any active nest (i.e., removing a tree or shrub or demolishing a building containing a nest) must be avoided under federal and State law.

Therefore, to reduce potential for effects on nesting birds, the RPD would conduct tree removal and pruning activities, as well as other construction activities, outside the bird nesting season (January 15 to August 15)⁷² to the extent feasible. If construction during bird nesting season cannot be fully avoided, preconstruction nesting surveys would be conducted by a qualified wildlife biologist prior to work in order to comply with the MBTA and the CDFG Code. The RPD would conduct preconstruction bird nesting surveys within seven days of the start of construction (i.e. active ground disturbance or vegetation removal). If active nests are located during the preconstruction bird nesting survey, RPD would contact the CDFW for guidance on avoiding take. Such guidance may include setting up and maintaining a line-of-sight buffer area around the active nest and prohibiting construction activities within the buffer; modifying construction activities; and/or removing or relocating active nests. In addition, RPD has adopted a Pre-Work Bird Survey Policy as part of RPD's Urban Forestry tree policy. This policy is in accordance with the CDFG Code and the MBTA prohibits a wide range of activities that might adversely affect birds, including destruction and general disturbance of active nests. Thus, direct mortality of special-status and otherwise protected birds through vegetation removal activities would be less than significant.

The proposed project would increase the amount of impervious surface at the Park by 33,897 square feet (0.8 acre), mainly by expanding the circulation system and adding a new multi-use court and buildings. This would remove 33,897 square feet of habitat for rodents, such as gophers and voles, and a variety of insects and other invertebrates, which are typical prey for both special-status and common wildlife, including hawks and other birds, as well as other urban mammals, such as raccoons and opossum. The loss of foraging habitat (and prey) for raptors and other birds protected under the CDFG Code could be considered significant; however, numerous open spaces similar to the project site in habitat are present within two miles of the project site. Larger city parks, such as Golden Gate Park and John McLaren Park, also contain hundreds of acres of turf grass habitat. This loss is not considered substantial in either the local or regional context and is not expected to affect special-status birds in any significant way. Therefore, the proposed project would result in less-than-significant impacts on special-status species.

⁷² Bird nesting season is generally recognized to be from March 15 to August 15 in most areas of California, but can begin as early as January 15th in the San Francisco Bay Area.

Impact BI-2: The proposed project would not impact any sensitive natural communities or adversely affect any federally-protected wetlands. (No Impact)

Prior to acquisition of Mission Dolores Park by San Francisco (1905), Dolores Creek ran near the northern portion of the project site. Dolores Creek no longer exists at the project site. No other wetland features exist at the project site. Therefore, the project site does not contain riparian habitat or a federally-protected wetland.

The project site is an existing, 16.1-acre city park managed by the RPD. San Francisco's natural areas are the undeveloped remnants of the historical landscape, which contain rich and diverse plant and animal communities. Of the 3,500 acres and 230 parks in San Francisco managed by the RPD, natural areas comprise more than 1,100 acres in 32 parks or portions of parks. Natural areas contain rich and diverse plant and animal communities, from oak woodlands, creeks, and lakes to grasslands, dunes, scrub, and rocky outcrops. In many cases these nature preserves are the only places where wildlife such as the red-tailed hawk, gray fox, great horned owl, and San Francisco garter snake still reside, reproduce, and play. Natural areas do not contain manicured lawns, ballfields, or ornamental flowerbeds.⁷³ The project site contains turf, multi-use fields, impervious surfaces, and other "un-natural" areas. The project site is surrounded by impervious surfaces and urban uses (e.g., residential, school, mixed use). The project site is not identified as a natural area by RPD, therefore, the proposed project does not contain any sensitive natural communities. No impact would occur.

Impact BI-3: The proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (Less than Significant)

Structures in an urban setting may present risks for birds' migratory paths from their location and/or their features. The City has adopted guidelines to describe the issue and provide regulations for bird-safe design within the City.⁷⁴ The regulations establish bird-safe standards for new building construction, additions to existing buildings, and replacement facades to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." The two circumstances regulated are: 1) location-related hazards, where the siting of a structure creates increased risk to birds (defined as inside or within 300 feet of open spaces two acres and larger dominated by vegetation or open water) and 2) feature-related hazards, which may create increased risk to birds regardless of where the structure is located. For new building construction located in a location-related standard, the standards include façade requirements consisting of no more than 10 percent untreated glazing and the use of minimal lighting. Lighting that is used shall be shielded without any uplighting. Feature-related hazards include free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses

⁷³ San Francisco Recreation and Parks Department, "Natural Areas Program, Frequently Asked Questions." Available online at: <http://sfrecpark.org/nafaqs.aspx>. Accessed January 17, 2012.

⁷⁴ San Francisco Planning Department, "Standards for Bird-Safe Buildings." Website provides the adopted *Standards for Bird-Safe Buildings* adopted by the Planning Commission, July 14, 2011 and Ordinance No. 199-11, adopted by the Board of Supervisors, October 7, 2011. Available online at: <http://sfplanning.org/index.aspx?page=2506>.

on rooftops that have unbroken glazed segments 24 square feet and larger in size. Any structure that contains these elements shall treat 100 percent of the glazing.

The project site is an existing, 16.1-acre city park, consisting of largely open space and vegetation. Therefore, the project site is within a location-related hazard. The proposed project would construct three new buildings and a pissoir. None of the proposed project's buildings would include feature-related hazards. Because the proposed project would be subject to and would comply with City adopted regulations for bird-safe buildings, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. Impacts are considered less than significant.

Impact BI-4: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Less than Significant)

The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Section 801 et. Seq., to require a permit from the Department of Public Works (DPW) to remove any protected trees.⁷⁵ If any activity is to occur within the dripline, prior to building permit issuance, a tree protection plan prepared by an International Society of Arborists-certified arborist is to be submitted to the Planning Department for review and approval. All permit applications that could potentially impact a protected tree must include a Planning Department "Tree Disclosure Statement." Protected trees include landmark trees, significant trees, or streets trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. Article 16 of the San Francisco Public Works Code, the Urban Forestry Ordinance, provides for the protection of landmark, significant, and street trees. Landmark trees are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which determines whether a nominated tree meets the qualification for landmark designations by using establish criteria (Section 810). Significant trees are those trees within the jurisdiction of the DPW or trees on private property within 10 feet of the public right-of-way that meet any of three size criteria. The size criteria for significant trees are a tree must have a diameter at breast height in excess of 12 inches, or a height in excess of 20 feet, or a canopy in excess of 15 feet (Section 810(A)(a)). Street trees are any tree growing within the public right-of-way, including unimproved public streets and sidewalks, and any tree growing on land under the jurisdiction of the DPW (Section 802(w)). If a project would result in tree removal subject to the Urban Forestry Ordinance and the DPW would grant a permit, the DPW shall require that replacement trees be planted (at a one-to-one ratio) by the project sponsor or that an in-lieu fee be paid by the project sponsor (Section 806(b)).

⁷⁵ San Francisco Planning Department, "Director's Bulletin No. 2006-01, Planning Department Implementation of Tree Protection Legislation," October 2009. Available online at: http://www.sf-planning.org/ftp/files/publications_reports/DB_01_Tree_Protection.pdf.

HortScience, Inc., certified arborists, conducted tree assessments for the south side of the project site, prior to the Helen Diller Playground Reconstruction,⁷⁶ and for the north and west side of the project site⁷⁷ which included survey and description of trees, and tree risk and preservation assessment. Table 7 summarizes the tree surveys. Those 36 trees surveyed prior to and removed for the Helen Diller Playground project no longer exist and are not shown in the table.

**TABLE 7
TREE SURVEYS**

Survey Area (Approximate Location)	Existing Trees ^a			Proposed Project				Future Trees
	Significant	Street	Other	Tree Removal			Tree Additions	
				Significant	Street	Other		
South of 19 th Street Promenade	4	22	54	2	2	1	17	92
North of 19 th Street Promenade	8	13	57	0	1	28	18	67
West of Muni Tracks	1	0	85	0	0	35	0	51
TOTAL	11	35	198	2	3	64	35	210
GRAND TOTAL	244			69			35	210

a. Those 36 trees surveyed prior to and removed for the Helen Diller Playground project no longer exist and are not shown in the table.

Notes: No landmark trees are present at the project site. "Significant" and "Street" refer to trees protected by the DPW; "Other" trees refers to trees not protected by the DPW. Three additional "trees" are shown for removal by the proposed project's tree plan, but because the arborist did not identify these as trees, they are not included here.

As shown above, the proposed project would result in removal of 69 trees, of which the arborist recommended removal of two trees due to hazards. In addition, the proposed project would add 35 trees and relocate four trees. Because the proposed project would be subject to and would comply with Public Works Code Section 806(b) and Planning Department requirements prior to the issuance of a permit, the proposed project would not conflict with any policies or ordinances protecting trees. Impacts are considered less than significant.

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

⁷⁶ HortScience, Inc., Arborist Report, *Tree Assessment – Draft, Mission Dolores Park Playground, San Francisco, CA*, November 2009. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File 2011.1355E.

⁷⁷ HortScience, Inc., Arborist Report, *Tree Assessment – Mission Dolores Park (N. side), San Francisco, CA*, July 2011. HortScience, Inc., Arborist Report, *Tree Risk Assessment – Mission Dolores Park (East side)*, April 2012. Although the latter report is titled *East side*, the survey was actually conducted for the west side of the Park. These documents are available for review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File 2011.1355E.

The Helen Diller Playground Reconstruction project resulted in the removal of 36 trees at the Park. Combined with the proposed project, this would result in the removal of 105 trees at the Park. As described above, it is not likely that the project site contains or supports important biological resources. Cumulative development in the project vicinity, which consists almost entirely of impervious surfaces, would not combine with the proposed project to result in cumulative impacts to biological resources. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable biological resources impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, topic 14e is not applicable.

Impact GE-1: The proposed project would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or landslides. (Less than Significant)

A geotechnical investigation was prepared for the proposed project.⁷⁸ The following discussion relies on the information provided in the geotechnical investigation.

Geotechnical borings for the proposed project were completed at four locations at the Park to coincide with the proposed location of the new South Restroom; the new operations building, the new service yard, and the new North Restroom. The geotechnical borings were drilled to depths ranging from 25 feet to 41 feet bgs. The geotechnical borings encountered layers consisting of approximately 6.5 to 20 feet of fill beneath the ground surface, approximately 3.5 to 26 feet of sand and clay (undivided surficial deposits) beneath the fill, and weathered sandstone bedrock beneath the sand and clay. Groundwater was encountered at a depth approximately 10 feet bgs at the geotechnical borings for the new South Restroom and the new operations building. No groundwater was encountered for the geotechnical borings at the other two locations.

The project site does not lie within an Alquist-Priolo Earthquake Fault Zone as defined by the California Division of Mines and Geology. No known active faults cross the project site. The closest mapped active fault in the vicinity of the project site is the San Andreas Fault, located approximately 6.2 miles southwest of the project site. This proximity would likely result in strong to very strong seismic ground shaking at the project site.⁷⁹

The project site lies within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco (seismic hazard zone). The geotechnical borings indicate that the fill layer and undivided surficial deposits below the groundwater level contain high fines content ranging from 16.6 to 40.4 percent and therefore, the potential for liquefaction is low. Similarly, due to the high fines content in the soil, the potential for seismically-induced settlements above the groundwater level is also low.

Most hillside sites throughout the San Francisco Bay Area are at some risk of ground displacements (i.e., landslides) during an earthquake. The project site is located on a hillside. However, the project site has not been mapped by California Division of Mines and Geology for the City and County of San Francisco as being within an area of potential earthquake-induced landsliding (seismic hazard zone).⁸⁰ Therefore, the potential for landslides to occur at the project site is low.

The geotechnical investigation provided recommendations for the proposed project's construction. These recommendations include, but are not limited to, for the new operations

⁷⁸ San Francisco Department of Public Works Infrastructure Design and Construction, "Geotechnical Report, Mission Dolores Park Rehabilitation Project, San Francisco, California," July 27, 2012.

⁷⁹ City and County of San Francisco, "General Plan, Community Safety Element," June 2012, Maps 2 and 3.

⁸⁰ *Ibid*, Map 4.

building: temporary shoring and dewatering during excavation, a mat foundation with anchors or tiedowns, a subsurface drainage system, and backdraining or waterproofing of walls; and for the new restroom buildings: a deep foundation system consisting of drilled piers that have a minimum diameter of 18 inches and penetrating at least 16 feet bgs. Alternatively, spread footings may be used as an alternative for the new North Restroom.

The geotechnical investigation concluded that with implementation of these recommendations, no significant impacts would occur from earthquake shaking or other seismic and geologic hazard impacts. The proposed project would be subject to and required to comply with these or other recommendations, as determined by DBI, through its building permit review process, into the final project's design. Therefore, the proposed project would not result in exposure of people and structures to potential substantial adverse effects from geology. Impacts are considered less than significant.

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

The proposed project would increase the amount of impervious surface at the Park by 36,721 square feet (0.8 acre), thus potentially resulting in more soil erosion and decreasing the amount of topsoil. However, pursuant to California Building Code Chapter 33 (Excavation and Grading), the project sponsor would be required to implement measures to reduce potential erosion impacts. Therefore, the proposed project would not result in substantial soil erosion or loss of topsoil. Impacts are considered less than significant.

Impact GE-3: The proposed project would not change substantially the topography or unique geologic or physical features of the site. (Less than Significant)

No unique geologic or physical features exist at the project site. The topography of the project site is dominated by a prominent slope from the southwest to the northeast. The overall slope of the Park is interrupted in several areas by graded terraces and fields. This includes two terraces located at the south end of the Park that wrap around and merge into a sloping hill on the southwest side of the Park. The terracing creates a bowl toward the south end of the Park that contains the Helen Diller Playground. Three other terraces are located immediately north of the 19th Street Promenade. These three terraces parallel the 19th Street Promenade and curve along the west side of the Park into two tiers. This creates a second bowl that flattens out into a multi-use field. The north end of the Park is generally flat, and features tennis and basketball courts that are slightly elevated above 18th Street. The Muni J-Line tracks at the west end of the Park are located in a sunken man-made viaduct. The west side of the tracks is paralleled by a paved north-south internal pathway and a vegetated slope that rises up to Church Street. On the eastern side of the tracks, the land slopes upward to meet a north-south internal pathway.

Grading would occur mostly in areas throughout the Park associated with proposed new features. The most extensive grading changes that would affect topographical features would be along the northern edge of the Park including fill up to seven feet for the new multi-use court, cuts up to 13 feet for the new operations building and service yard, and cuts up to seven feet for the new South Restroom. Although these and other grading changes would alter the topography

of the project site, the Park would remain dominated by a prominent slope from the southwest to the northeast and the Park would continue to be interrupted in several areas by graded terraces and fields. For the above reasons, the proposed project would not substantially change the topography of the project site and would result in a less-than-significant impact. For a discussion of the proposed project's impact on the topography of the Park in terms of historic resources, refer to Impact CP-1 above.

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

Geological impacts are generally site-specific and the proposed project would not have the potential to have cumulative effects with other projects. Cumulative development would be subject to the same design review and safety measures as the proposed project. These measures would render the geologic effects of cumulative projects to less-than-significant levels. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable geology and soils impact.

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

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact HY-1: The proposed project would not violate water quality standards, substantially degrade water quality, or provide substantial additional sources of polluted runoff. (Less than Significant)

Proposed project-related wastewater 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 San Francisco Bay. Because the NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control (RWQCB), the proposed project would not conflict with RWQCB requirements.

During the proposed project’s construction and operation, a potential for erosion and transportation of soil particles would exist. Once in surface water, runoff, sediment, and other pollutants could leave the project site and ultimately be released into San Francisco Bay. Compliance with the City’s Stormwater Management Ordinance (SMO) (Ordinance No. 83-10) will require the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the proposed project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges entering the combined sewer collection system. In addition, pursuant to California Building Code Chapter 33 (Excavation and Grading), the project sponsor would be subject to and would implement measures to reduce potential erosion impacts.

Groundwater is relatively shallow throughout the project site, approximately 10 feet below grade. The proposed project’s excavation and permanent structures has the potential to encounter groundwater, which could impact water quality. Any groundwater encountered during construction or operation of the proposed project would be subject to requirements of the City’s Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), as supplemented by Department of Public Works Order No. 158170, requiring a project sponsor to obtain a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and

operated. Each permit for such discharge shall contained specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. In addition, the geotechnical investigation states that dewatering wells would likely be needed to draw the groundwater down below the planned depths of excavation to provide for a workable excavation.⁸¹ Any dewatering wells needed for the proposed project would be subject to the requirements of the City's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the Department of Public Health prior to constructing a dewatering well. A permit may be issued only if the project sponsors use construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring.

Therefore, due to the requirements of the existing regulations, the proposed project would not violate water quality standards, substantially degrade water quality, or provide substantial additional sources of polluted runoff.

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

Groundwater is relatively shallow throughout the project site, approximately 10 feet below grade. The proposed project's excavation has the potential to encounter groundwater, which could impact groundwater supplies. Although dewatering would be required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources. The proposed project would require a subsurface drainage system underneath the new operations building, primarily used to remove groundwater that enters the area and to discharge water to the City's combined sewer collection system. However, the project site is located in the Downtown San Francisco Groundwater Basin. This basin is not used as a drinking water supply and no plans for development of this basin exist for groundwater production.⁸² In addition, the new underground structure would be waterproofed to prevent groundwater seepage and constructed to withstand the hydrostatic pressure of the groundwater. The specifications for construction dewatering and protection against long-term groundwater intrusion are outlined in the geotechnical investigation for the proposed project and will be reviewed by DBI as part of the building permit process.

The proposed project would increase the amount of impervious surface at the Park by 33,897 square feet (0.8 acre), thus potentially decreasing the amount of surface that water could infiltrate to (or recharge) the groundwater supply. Compliance with the City's SMO will require the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the proposed project would implement

⁸¹ San Francisco Department of Public Works Infrastructure Design and Construction, "Geotechnical Report, Mission Dolores Park Rehabilitation Project, San Francisco, California," July 27, 2012.

⁸² San Francisco Planning Department, *Transit Center District Plan and Transit Tower Draft EIR*, September 2011. This document is available for review at the Planning Department in Case File Nos. 2007.0558E and 2008.0789E.

and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges entering the combined sewer collection system. Therefore, the proposed project would retain or increase the amount of stormwater at the project site, thus retaining or increasing the amount of water that infiltrates to the groundwater supply. The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Therefore, impacts to groundwater would be less-than-significant.

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

The project site is an existing city park. Prior to acquisition of Mission Dolores Park by San Francisco (1905), Dolores Creek ran near the northern portion of the project site. Dolores Creek no longer exists at the project site. No other streams or rivers exist at the project site. Therefore, the proposed project would not alter the course of a stream or river.

The proposed project would increase the amount of impervious surface at the Park by 33,897 square feet (0.8 acre), thus potentially changing the drainage pattern and increasing the amount of erosion, siltation, and/or flooding from runoff. Compliance with the City's SMO will require the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the proposed project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges entering the combined sewer collection system. Furthermore, pursuant to California Building Code Chapter 33 (Excavation and Grading), the project sponsor would be required to implement measures to reduce potential erosion impacts. Therefore, the proposed project would retain or increase the amount of stormwater at the project site, thus reducing the potential for substantial erosion, siltation, or runoff and minimize the potential for upsizing or constructing new stormwater drainage systems. The proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems

Impact HY-4: The proposed project would not expose people, housing, or structures to substantial risk of loss due to flooding. (No Impact)

The project site is not located within a 100-year Flood Hazard Boundary⁸³ or within a dam failure area.⁸⁴ Therefore, no impact would occur from flooding.

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

The project site is not located within a tsunami hazard area.⁸⁵ A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco

⁸³ Federal Emergency Management Agency, "Draft Special Flood Hazard Areas (San Francisco)," September 21, 2007.

⁸⁴ City and County of San Francisco, "General Plan, Community Safety Element," June 2012, Map 6.

Bay due to seismic or atmospheric activity. The project site is 2.25 miles from San Francisco Bay and would not be subject to a seiche. No mudslide hazards exist at the project site because the project site is not located near any landslide prone areas.⁸⁶ Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. No impact would occur.

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

Cumulative development in the project area could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC has accounted for such growth in its service projections. The cumulative development projects would be required to comply with construction-phase stormwater pollution control and dewatering water quality regulations, if necessary, similar to the proposed project. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable hydrology and water quality impact.

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

⁸⁵ *Ibid*, Map 5.

⁸⁶ *Ibid*, Map 4.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topics 16e and 16f are not applicable.

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

The proposed project would result in the use of relatively small quantities of hazardous materials for routine purposes. The proposed project would likely handle common types of hazardous materials, such as cleaners, disinfectants, and fertilizers. 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 would not pose any substantial public health or safety hazards related to hazardous materials. Thus, the proposed project would result in less-than-significant impacts related through routine transport, use, disposal, handling or emission of hazardous materials.

Impact HZ-2: The proposed project would create a potentially significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, including within one-quarter mile of a school. (Less than Significant with Mitigation)

Setting

Eight schools are within one-quarter mile of the project site: Theresa S Mahler Pre-School (0.18 mile south), Edison Charter Academy (0.22 mile south), Holy Family Day Home Pre-school and Kindergarten (0.24 mile north), Mission Dolores School (0.17 mile north), Children Day School (0.14 mile north), Sanchez Preschool and Elementary (0.13 mile north), Everett Middle School (0.13 mile north), and Mission High School (65 feet north). In addition, a future, approved school is located at 601 Dolores Street, across the street from the Park.

Naturally Occurring Asbestos in Soil

In 1986, the ARB identified naturally occurring asbestos, which is commonly associated with below surface ultramafic rocks, as a toxic air contaminant because people exposed to low levels of asbestos may be at elevated risk of lung cancer and mesothelioma. By the time the ultramafic

rocks are exposed at or near the surface by geologic uplift and erosion, ultramafic rocks may be partially or completely altered into a type of metamorphic rock called serpentinite. Serpentinite may contain chrysotile asbestos or tremolite-actinolite asbestos in the bodies of these rocks, along their boundaries, or in the soil. Serpentinite is located in many parts of San Francisco and California.

The BAAQMD's *CEQA Air Quality Guidelines* recommend making a determination based on whether a proposed project would be located in areas moderately likely to contain naturally occurring asbestos. Serpentinite rock is not known to be located at the project site.⁸⁷ Therefore, the proposed project would not create a significant hazard to the public, including within one-quarter mile of an existing school, during ground-disturbing construction activities. This is considered a less-than-significant impact.

Other Hazard Contaminants in Soils

The project site is located across the street from three "case closed" leaking underground storage tank sites. The case closed status indicates that investigation and remediation of the sites has been completed.⁸⁸ The project site is located on a site with known fill.⁸⁹ The fill used in San Francisco frequently contains elevated levels of environmental contaminants, particularly petroleum fuels and metals. The proposed project includes ground-disturbing construction activities that could expose workers and members of public in the area, including within one-quarter mile of an existing school, to hazardous contaminants contained in soil during construction. This is considered a potentially significant impact.

Mitigation Measure M-HZ-2 requires, among other things, the project sponsor to submit a work plan for subsurface assessment to the San Francisco Department of Public Health and prepare a site mitigation plan if necessary. With implementation of Mitigation Measure HZ-2, the proposed project would result in less-than-significant impacts to conditions involving the release of hazardous materials into the environment, including within one-quarter mile of a school

Mitigation Measure M-HZ-2: Site Mitigation Plan (Voluntary Remedial Action Program)

The project sponsor, the San Francisco Recreation and Park Department (RPD) or its construction contractor, shall submit a work plan for subsurface assessment to the San Francisco Department of Public Health (DPH) Site Assessment and Mitigation (SAM). Soil and groundwater monitoring is recommended. DPH SAM will review the results of the subsurface site assessment and determine if a site mitigation plan (SMP) is needed. If determined necessary, a SMP shall be prepared to address the testing and management

⁸⁷ Planning Department, GIS Layer, "Areas Affected by Serpentine Rocks." Created February 25, 2010 from United States Geological Survey and San Francisco Department of Public Health data.

⁸⁸ State Water Resources Control Board, "Geotracker Database." Available online at <https://geotracker.waterboards.ca.gov/>. Accessed January 29, 2013.

⁸⁹ Planning Department, GIS Layer, "Geological Map of San Francisco." Created August 2006 from United States Geological Survey and California Geological Survey data.

of contaminated soils, contingency response actions, worker health and safety, dust control, stormwater-related items, and noise control.

The project sponsor shall submit the SMP at four weeks prior to beginning construction excavation work if a SMP is requested by DPH SAM. The health and safety plan and dust control plan may be submitted two weeks prior to beginning construction field work. Also, if a SMP is developed, a final report describing the SMP implementation shall be submitted to DPH SAM.

Should an underground storage tank (UST) be encountered, although unlikely given the site's history, work shall be suspended and the RPD notified. RPD shall notify DPH of the situation and of the proposed response actions. The UST shall be removed under permit with DPH-Hazardous Materials and Waste Program (HMWP) and the San Francisco Fire Department (SFFD). DPH SAM shall be sent a copy of any documents received for or prepared for HMWP or the SFFD.

Asbestos-Containing Building Material

The proposed project would demolish the existing Clubhouse. Asbestos is a naturally-occurring mineral that was often used in building construction prior to the 1970s. Because of the age of the existing Clubhouse (first story, 1913; second story, 1960), the building may contain asbestos materials. As stated in Impact AQ-5, asbestos can cause a number of health problems. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The BAAQMD is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or asbestos abatement work. The notification must include: (1) the names and addresses of the operations; (2) the names and addresses of persons responsible; and (3) the location and description of the structure to be demolished/altered, including size, age, and prior use, and the approximate amount of friable asbestos; (4) scheduled starting and completion dates of demolition or asbestos abatement work; (5) nature of the planned work and methods to be employed; (6) procedures to be employed to meet BAAQMD requirements; (7) and the name and location of the waste disposal site to be used. The BAAQMD randomly inspects asbestos removal operations. In addition, the BAAQMD will inspect any removal operation about which a complaint has been received. Any asbestos-containing building material disturbance at the project site would be subject to the requirements of BAAQMD Regulation 11, Rule 2: Hazardous Materials; Asbestos Demolition, Renovation and Manufacturing.

The local office of the State Occupational Safety and Health Administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow State regulations contained in California Code of Regulations, Title 8, Section 1529 and Title 8, Section 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos-containing building material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where

abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California Law, the Department of Building Inspection would not issue the required permit until the applicant has complied with the notice requirements described above. The proposed project would be subject to and would comply with the above regulations, therefore, impacts from asbestos-containing building material would be less than significant.

Lead-Based Paint

The proposed project would demolish the existing Clubhouse. Lead paint may be found in buildings constructed prior to 1978 and proposed for demolition. Because of the age of the existing Clubhouse (first story, 1913; second story, 1960), the building may contain lead paint. Lead may cause a range of health effects, from behavioral problems and learning disabilities, to seizures and death. Children six years old and under are most at risk. Demolition must be conducted in compliance with Section 3425 of the *San Francisco Building Code (Building Code)*, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove interior or exterior lead-based paint on pre-1979 buildings, structures and properties and on steel structures use work practices that minimize or eliminate the risk of lead contamination of the environment.

Section 3425 contains performance standards, including establishment of containment barriers and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to Section 3425 shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

Section 3425 also includes notification requirements, contents of notice, and requirements for project site signs. Prior to commencement of exterior work that disturbs or removes 100 or more square feet or 100 or more linear feet of lead-based paint in total, the responsible party must provide the Director of the DBI with written notice that describes the address and location of the proposed project; the scope and specific location of the work; whether the responsible party has reason to know or presume that lead-based paint is present; the methods and tools for paint disturbance and/or removal; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential; whether it is owner-occupied or rental property; the approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include: a Post Sign notifying the public of restricted access to work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3425 contains

provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

The proposed project would be subject to and would comply with the above regulations, therefore, impacts from lead-based paint would be less than significant.

Other Potential Hazardous Building Materials

In addition to asbestos-containing building materials and lead-based paint, the existing building on the site may contain other potentially hazardous building materials such as polychlorinated biphenyl (PCB), contained primarily in exterior paint, sealants, electrical equipment, and fluorescent light fixtures. Fluorescent light bulbs are also regulated (for their disposal) due to their mercury content. Inadvertent release of such materials during demolition could expose construction workers, occupants, or visitors to these substances and could result in various adverse health effects if exposure were of sufficient quantity. Although abatement or notification programs described above for asbestos and lead-based paint have not been adopted for PCB, mercury, other lead-containing materials, or other possible hazardous materials, items containing these substances that are intended for disposal must be managed as hazardous waste and handled in accordance with Occupational Safety and Health Administration worker protection requirements. In addition, San Francisco Environment Code, Section 707(c) requires all City departments “to recycle used fluorescent and other mercury containing lamps, batteries, and universal waste as defined by California Code of Regulations Section 66261.9.” The proposed would be subject and would comply with these existing regulations.

With the existing regulations in place, the proposed demolition of the existing Clubhouse would not have the potential to pose a direct (through material removal, if required) or indirect (through transport of materials or accidental release) public health hazard to the surrounding neighborhood, including schools. Compliance with existing regulatory requirements, and permits would ensure that the proposed projects do not result in significant effects due to hazardous materials or wastes. Therefore, the proposed project would have less-than-significant impacts related to hazardous materials use.

Impact HZ-3: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)

The project site is an existing city park. The project site is not on the Hazardous Waste and Substances Sites List, commonly called the “Cortese List,” compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5. The project site is not listed in database reports from State and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste.

The City’s Analyzing the Soil for Hazardous Waste Ordinance (“Maher” Ordinance No. 253-86) requires analyzing soil for hazardous wastes within specified areas, known as the Maher area, when over 50 cubic yards of soil is to be disturbed and on sites specifically designated by the

Director of Public Works.⁹⁰ The project site falls outside the boundary of the Maher Ordinance and, therefore, would not be subject to this ordinance. No impact would occur.

Impact HZ-4: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety primarily through provisions of the *Building* and the *Fire Codes*. In addition, the San Francisco Fire Department (as well as Department of Building Inspection) reviews the final building plans to ensure conformance with these provisions. In addition, the proposed project is not located within a fire hazard severity zone.⁹¹ The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. Therefore, potential emergency response and fire hazard impacts of the proposed project would be less-than-significant.

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

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. The proposed project would not have a significant impact on hazardous material conditions on the project site or vicinity. No other project developments in the project vicinity that would contribute considerably to cumulative effects. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable hazards and hazardous materials impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁹⁰ The Maher Ordinance applies to that portion of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. The ordinance requires that soils must be analyzed for hazardous wastes if more than 50 cubic yards of soil are to be disturbed.

⁹¹ California Department of Forestry and Fire Protection (CalFire), "Draft Fire Hazard Severity Areas in LRA, San Francisco (Map)," September 17, 2007.

Impact ME-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. (Not Applicable)

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 1975.⁹² This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the project site is not designated area of significant mineral deposits. No operational mineral resource recovery sites exist in the project area whose operations or accessibility would be affected by the proposed project. Therefore, significance criteria 16(a) and (b) are not applicable to the proposed project.

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

New buildings in San Francisco are required to conform to green building (including fuel, water, and energy conservation) standards specified by Title 24 of the California Code of Regulations. Documentation showing compliance with these standards is submitted with the application for the building permit. Title 24 is enforced by the Department of Building Inspection. Therefore, the proposed project would not cause a wasteful use of fuel, energy, or water and the effects related to such consumption would not be significant.

Impact C-ME-1: The proposed project, in combination with the past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to energy and minerals. (Less than Significant)

No known minerals exist at the project site and thus, 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 GHG emissions to 25 percent below 1990 levels by the year 2017 and ultimately reduce GHG emission to 80 percent below 1990 levels by 2050 which would be achieved through a number of different strategies, including energy efficiency. Therefore, the energy demand associated with the proposed project would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable mineral and energy resources impact.

⁹² California Division of Mines and Geology, Open File Report 96-03 and Special Report 146 Parts 1 and II)

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact AF-1: The proposed project would not result in the conversion of farmland or forest land to non-farm or non-forest use, nor would it conflict with existing agricultural or forest use or zoning. (Not applicable)

The project site is an existing city park surrounded by an urbanized area of San Francisco. The California Department of Conservation's Farmland Mapping and Monitoring Program identify the site as "Urban and Built-up Land".⁹³ Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environmental that could result in the conversion of farmland. Additionally, the proposed project would not convert any forest land or timberland to non-forest use. Forest land is defined as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits" (Public Resources Code § 12220(g)). Timberland is defined as "land, other than land owned by the federal government and land designated by the board (State Board

⁹³ California Department of Conservation, "Bay Area Region Important Farmland 2004 and Urbanization 1984 – 2004 (Map)," March 2007.

of Forestry and Fire Protection) as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species uses to produce lumber and other forest products, including Christmas trees. Commercial species shall be determined by the board on a district basis after consultation with the district committees and others” (Government Code § 51104(g)). Although the proposed project would involve tree removal, the project site would remain in its current use as a city park and does not contain forest lands or timberland as defined above. Therefore, significance criteria 18(a), (b), (c), (d), and (e) are not applicable to the proposed project.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As described in Section E.4, Cultural Resources, the proposed project would result in a substantial adverse change in the significance of a designed historical landscape, Mission Dolores Park. In addition, the proposed project involves ground disturbance that have the potential to result in significant impacts to any below ground archeological resources. Implementation of Mitigation Measures CP-1a and CP-1b would reduce the impacts to historic architectural resources to a less-than-significant level. Implementation of Mitigation Measures CP-4a and CP-4b would reduce the impacts to archeological resources or human remains to a less-than-significant level. Therefore, the proposed project would not result in a significant impact of archeological resources through the elimination of important examples of major periods of California history or prehistory.

As described in Section E.16, Hazards and Hazardous Materials, the proposed project involves ground disturbance that could disturb hazardous contaminants in soils. Implementation of Mitigation Measure M-HZ-2 would reduce the impact on workers and the public exposure to a less-than-significant level. Therefore, the proposed project would not result in a significant impact to hazards and hazardous materials.

Both long-term and short-term environmental effects associated with the proposed project would be less than significant, as discussed under each environmental topic. Each environmental topic area includes an analysis of cumulative impacts based on land use projects, compliance with adopted plans, statues, and ordinances, and currently proposed projects. In Section E.4, Cultural Resources, the proposed project-level changes when combined with the impacts of the recently constructed Helen Diller Playground project is cumulatively considerable. Implementation of Mitigation Measure CP-1a would reduce the impacts to historic architectural resources to a less-than-significant level.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less-than-significant levels. In addition, improvement measures are presented to further reduce less-than-significant impacts.

Mitigation Measure M-CP-1a: Clubhouse and Circulation Pathway Interpretive Display

The project sponsor, the San Francisco Recreation and Park Department, shall install interpretive materials to commemorate the Clubhouse and the six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and playground to each other. This shall include, but not be limited to:

- A historic photo(s) of the Clubhouse, as well as text that discusses its use. The text shall include brief contextual information about early 20th century public health initiatives to provide sanitary restroom and drinking facilities, as well as the use of the Clubhouse as a venue for public events.
- Preservation and/or integration with the cornerstone of the Clubhouse, located at the northwest corner of the building. The cornerstone is part of a quoin at the building corner and provides the name of the architect and the Clubhouse's year of construction.
- At least one historic photo of the six-foot-wide, 525-foot-long north-south pathway that connects the Clubhouse and playground to each other, such as the 1938 aerial photo of Mission Dolores Park available from the David Rumsey Collection.⁹⁴ This photo and any accompanying text could be integrated with the interpretive materials for the Clubhouse, both because of the pathway's proximity to the Clubhouse, as well as the fact that both the pathway and the Clubhouse are clearly visible in the photo.

⁹⁴ David Rumsey Map Collection, Cartography Associates, "San Francisco Aerial Photographs, 1938." Aerial photos include Mission Dolores Park are included as images 58 and 64 in the collection. <http://www.davidrumsey.com/blog/2011/10/24/san-francisco-aerial-photographs-1938>.

Mitigation Measure M-CP-1b: Retention of Historic Landscaping

The project sponsor, the San Francisco Recreation and Park Department shall, where feasible, replace in-kind diseased or damaged landscape plantings to be removed—especially where they appear as a border or as part of a distinctive grouping. If in-kind replacement is infeasible, a compatible species that characterized the Park during the period of significance under Criteria C shall be chosen. The landscaping plan at the Park, which contemplates the overall removal of 69 trees and the replanting of 35 new trees, shall be informed by the location and species of historic plantings being removed for new construction. In particular, the landscaping plan shall prioritize the planting of species identical or closely similar to those being removed, as well as other species historically present in the Park.

Improvement Measure I-CP-1a: Rehabilitate or Adaptively Reuse the Clubhouse

The project sponsor, the San Francisco Recreation and Park Department, could rehabilitate the Clubhouse as a restroom with improved facilities. Rehabilitation of the Clubhouse would include removing the storage area installed in 1960, which greatly reduced the original number of fixtures. Ideally, this adaptive reuse should consider restoration of the vista station platform that previously existed on top of the building. A second option is to adaptively reuse the building for maintenance operations. The building would be connected to the vehicle access pathways proposed by the project.

Improvement Measure I-CP-1b: Develop a Preservation Maintenance Plan

The project sponsor, the San Francisco Recreation and Park Department, could develop a preservation maintenance plan (plan) in accordance with the National Park Service guidance for designed historic landscapes. To be effective, the plan would include a guiding philosophy, approach or strategy; an understanding of preservation maintenance techniques; and a system for documenting changes in the landscape. According to the National Park Service, critical elements of a plan include “detailed specifications relating to the retention, repair, removal, or replacement of features in the landscape” including schedules for monitoring and routine maintenance, as well as “thresholds for change in character, appropriate pruning methods, and replacement procedures.” The creation of such a plan would guide ongoing maintenance operations and help guide landscaping efforts at the Park.

Improvement Measure I-CP-1c: 19th Street Muni Infrastructure Complex Interpretive Display

The project sponsor, the San Francisco Recreation and Park Department, could install interpretive materials that discuss the history and use of the Muni infrastructure complex. This could include a historic photo(s) of the stairs, platforms and bridge, as well as text that discusses the creation of the Municipal Railway and its association with construction of the Muni J-line. This display should be placed in a well-used area of Mission Dolores Park in proximity to the stairs and platform. This might include installing the display atop the 19th Street bridge, which crosses over the Muni tracks and former passenger platforms. Installation of the interpretive display in this area, however, should be careful to minimize impacts to the bridge’s historic fabric.

Mitigation Measure M-CP-4a: Accidental Discovery of Archeological Resources or Human Remains

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

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

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

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

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describing the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken.

Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

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

Mitigation Measure M-CP-4b: Monitoring

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor, the San Francisco Recreation and Park Department, shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall undertake preparation and implementation of an archeological monitoring plan. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring plan (AMP). The archeological monitoring plan shall minimally include the following provisions:

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

of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pier drillers/construction crews and heavy equipment until the deposit is evaluated. If in the case of pier drilling activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pier drilling activity may affect an archeological resource, the pier drilling activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

Consultation with Descendant Communities: On discovery of an archeological site⁹⁵ associated with descendant Native Americans or the Jewish Community an appropriate representative⁹⁶ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to consult with ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

⁹⁵ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁹⁶ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Jewish Community, on discovery of any physical remains, including human remains, associated with the former *Gibboth Olam* or *Nevai Shalome* Cemeteries (1859-c. 1897) the “appropriate representative” is the Executive Director of Congregation Emanu-El (currently Mr. Joe Elbum) and Executive Director of Congregation Sherith Israel (currently Ms. Amy Mallor).

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

The scope of the ADRP shall include the following elements:

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

Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission

(NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

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

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

Improvement Measure I-TR-6: Construction Traffic Measures

The project sponsor, the San Francisco Recreation and Park Department, and construction contractors should meet with the City's Transportation Advisory Staff Committee (TASC) to determine measures to reduce temporary and intermittent effects on the transportation system during construction of the proposed project. Recommendations from the TASC may include, but not limited to, the following improvement measures that would further minimize disruption of the general traffic flow on adjacent streets:

- To the extent feasible, truck movements should be limited to hours between 9:00 AM and 3:30 PM. Truck and construction equipment access to the project site should be from Dolores Street to minimize potential conflicts with vehicles around Mission High School. If this measure is not feasible, the proposed project should consider limiting truck movements along 18th Street near the Mission High School during their peak-period drop-off or pick-up time periods (7:45 AM to 8:20 AM and 2:45 PM to 3:30 PM);
- To minimize parking demand and vehicle trips to the project site, the construction contractor should prepare a Construction Management Plan that includes methods to encourage carpooling and transit use to the project site and identifying locations for

storing construction equipment on-site that minimize disruptions to other portions of the project site; and

- To minimize impacts on visitors and nearby residences, schools, and businesses, the project sponsor should provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc.) regarding construction schedule and progress, as well as contact information for specific construction inquiries or concerns.

Improvement Measure I-NO-2: Noise Reduction Measures

The project sponsor, the San Francisco Recreation and Park Department, and construction contractors should meet with the administration of Mission High School, and the future, approved school at 601 Dolores Street if it is operating, to determine measures to reduce temporary and intermittent effects on the school(s) during construction of the proposed project. Recommendations from the meetings may include a noise reduction plan that includes, but not limited to, the following improvement measures that would further minimize disruption of the school(s):

- To the extent feasible, the noisiest construction activities at the north end of the project site should be limited to hours between 3:15 PM and 8:00 PM (outside of school hours) and/or late August through late May (outside of the school year).
- Locating equipment as far as practical from the school(s);
- Constructing barriers between noise sources and the school(s) on the project site; and implementing truck movement measures in IM-TR-6.

Improvement Measure IM-RE-2: Park Scheduling Measures

The project sponsor, the San Francisco Recreation and Park Department, and construction contractors should meet with the organizers of large events (e.g., anticipated crowds over 2,500 people) to determine measures to reduce temporary and intermittent effects on the events during construction of the proposed project. Recommendations from the meetings may include, but not limited to, the following improvement measures that would further minimize disruption of large recreational events:

- Logistics for accommodating the large event on the portions of the project site not being constructed;
- Rescheduling events to comply with Improvement Measures IM-NO-2;
- Temporarily halting construction during these large events; and
- To update visitors of the Park on the details of large events, the project sponsor should provide regularly-updated information (typically in the form of website, news articles, on-site posting, etc) regarding logistics of the event in relation to the ongoing construction activities.

Mitigation Measure M-HZ-2: Site Mitigation Plan (Voluntary Remedial Action Program)

The project sponsor, the San Francisco Recreation and Park Department (RPD) or its construction contractor, shall submit a work plan for subsurface assessment to the San Francisco Department of Public Health (DPH) Site Assessment and Mitigation (SAM). Soil and groundwater monitoring is recommended. DPH SAM will review the results of the subsurface site assessment and determine if a site mitigation plan (SMP) is needed. If determined necessary, a SMP shall be prepared to address the testing and management of contaminated soils, contingency response actions, worker health and safety, dust control, stormwater-related items, and noise control.

The project sponsor shall submit the SMP at four weeks prior to beginning construction excavation work if a SMP is requested by DPH SAM. The health and safety plan and dust control plan may be submitted two weeks prior to beginning construction field work. Also, if a SMP is developed, a final report describing the SMP implementation shall be submitted to DPH SAM.

Should an underground storage tank (UST) be encountered, although unlikely given the site's history, work shall be suspended and the RPD notified. RPD shall notify DPH of the situation and of the proposed response actions. The UST shall be removed under permit with DPH-Hazardous Materials and Waste Program (HMWP) and the San Francisco Fire Department (SFFD). DPH SAM shall be sent a copy of any documents received for or prepared for HMWP or the SFFD.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on January 17, 2012, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. Comments regarding physical environmental effects were related to: (1) the aesthetics of and (2) odors associated with the pissoir in the southwest quadrant of the Park; (3) emissions associated with construction activities and the associated health risk; (4) removal of trees and the associated loss of habitat for birds; (5) the non-historic treatments proposed given the historic nature of the Park; and (6) the relocation of the Muni shelter. All of these comments have been addressed under the topics in Section E, Evaluation of Environmental Effects under the following topics: comment (1) under topic 2, Aesthetics; comments (2) and (3) under topic 7, Air Quality; comment (4) under topic 13, Biological Resources; comment (5) under topic 4, Cultural and Paleontological Resources; and comment (6) under topic 5, Transportation and Circulation.

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 13, 2013

I. INITIAL STUDY PREPARERS

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