



SAN FRANCISCO PLANNING DEPARTMENT

Addendum to Mitigated Negative Declaration

Date of Publication of Addendum: October 12, 2012
Date of Publication of Final MND: September 1, 2005
Case No.: **2012.0045E**
Project Title: **5800 Third Street Project**
Block/Lot: 5431A/041,042; 5415/005,002
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REMARKS

Background

A final mitigated negative declaration (FMND), case file number 2003.0672E for the project site was adopted and issued on September 1, 2005.¹ The project analyzed in the FMND is 355 multi-family residential units in four buildings (Buildings 1-4), 13,000 gross square feet (gsf) of retail, and 379 off-street parking spaces. The San Francisco Planning Commission (Planning Commission) adopted a conditional use authorization for a planned unit development (PUD) on the site on September 1, 2005 (Planning Commission Motion 17089). In 2007 an Addendum² to the 2005 FMND was issued to assess a proposal to accommodate a grocery store (d.b.a Fresh and Easy), which involved an increase in the retail space from 13,000 to 21,000 square feet and changes the location and method of accessing the retail store by delivery vehicles; however, the number of residential units remained unchanged. Other modifications to dwelling unit configuration and types, and parking were also made at that time.

At this time, a total of 137 market rate units and 21,000 sf of retail space have been constructed in Buildings 1 and 2 of the proposed four building project. Additionally, the lots have been subdivided since

¹ San Francisco Planning Department. *5800 Third Street Residential and Commercial Mixed-Use Projects, Final Mitigated Negative Declaration*, September 1, 2005. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2003.0672E.

² San Francisco Planning Department. *5800 Third Street Residential and Commercial Mixed-Use Projects, Final Mitigated Negative Declaration, Addendum to Negative Declaration*, October 12, 2007. This document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2003.0672E.

the PUD was approved from Assessor's Block 5431A, Lot 001 to Assessor's Block 5431A and 5415 and Lots 041,042, 043, 005, and 002.

The proposed project herein consists of the development of Building 3, on an approximately 57,082 square-foot (sf) parcel (Assessor's Block 5431A, Lot 041) on the southwest portion of the property and Building 4 on an approximately 140,965 square-foot (sf) parcel (Assessor's Block 5431A, Lot 042 and Assessor's Block 5415, Lot 005, 002) on the northwest portion of the property

Proposed Revisions to Project

Currently, the project sponsor has proposed further revisions to the project evaluated in the 2005 FMND and the 2007 Addendum. The modified project differs from that analyzed in the mitigated negative declaration and the addendum for Buildings 3 and 4 (see Tables 1 -3). The modified project for Building 3 would increase the number of market-rate residential units from 88 to 150, an increase in 62 residential units, compared to the project analyzed in the FMND. The unit mix for Building 3 would be 50 studios, 68 one bedrooms, and 32 two bedrooms. The modified plans for the off-street parking would increase the number of off-street parking spaces from 100 to 129, and parking would be provided at an at-grade garage in tandem parking lifts. Additionally, the revisions to Building 3 would also modify the design and layout of the building. The modified project for Building 4 would change the project with an increase from 115 market rate units to 121 units of senior housing, an increase in six residential units, and the addition of a publicly-accessible senior community center. The proposed publicly-accessible senior community center would be located on the ground-floor of Building 4 and would consist of two conference rooms, a kitchen, a lounge, and staff offices. The senior community center is expected to accommodate approximately 50 seniors per day and would provide services such as meals, recreational activities, educational classes, special events and social services, and would be open to the public from approximately 8 AM to 5 PM. It is proposed that seniors would arrive to the community center by bus, paratransit, shuttle, and walking. The revised plans for Building 4 would decrease the parking from 119 to 54 off-street parking spaces. The off-street parking would be provided in a below-ground parking garage. The proposed project together (Buildings 3 and 4) would total 356,945 sf, with 271 dwelling units, a 15,008 sf senior center, and 183 off-street parking spaces (see Figures 1-10). At this point in time, Building 3 and Building 4 are under separate ownership.

The proposed project would also result in infrastructure along Carroll Avenue, including new sidewalks, a van drop off area, street trees, and public parking. Additionally, a fire access lane would be required to be constructed at the south and west edges of the two project sites.

Tables 1 -3, Project Comparisons of Buildings 3 and 4 compares the original 2005 project and the modified project. Overall the proposed modifications to Building 3 and 4 would result in 68 additional dwelling units, and a 15,005 sq.ft. senior center beyond what was analyzed in the PMND for Buildings 3 and 4.

The height of the modified project would increase from 60 feet (ft) in the original 2005 project to approximately 65 ft for the proposed project. The modified project would provide 183 off-street parking spaces which is a decrease of 36 spaces from the original 2005 project, which approved 219 off-street parking spaces for Buildings 3 and 4. Vehicular access from a private drive accessed from Carroll Avenue and Third Street under the currently proposed project is the same as the projects covered in the 2005 FMND and 2007 Addenda.

Table 1: Comparison of Building 3 (Block 5431/Lot 041)

	Original 2005 Project for Building 3 (Lot 041)	2012 Modified Project for Building 3 (Lot 041)	Change from Original 2005 Project to 2012 Modified Project
Studios (units)	0	46	+46
One-bedroom (units)	35	64	+29
Two-bedroom (units)	19	40	+21
Three-bedroom (units)	34	0	-34
Total Residential (units)	88	150	+62
Parking (gsf)	35,030	16,230	-18,880 ¹
Parking Spaces	100	129	+29
Height (feet)	60	65	+5
Total (gsf)	158,934	161,540	+2,606

1. Parking will be provided in tandem parking lifts.

Table 2: Comparison of Building 4 (Block 5431/Lot 042)

	Original 2005 Project for Building 4 (Lot 042)	2012 Proposed Project for Building 4 (Lot 042)	Change from Original 2005 Project to 2012 Proposed Project
Studios (units)	0	0	0
One-bedroom (units)	46	117	+71
Two-bedroom (units)	32	4	-28
Three-bedroom (units)	37	0	-37
Total Residential (units)	115¹	121¹	+6
Senior Center (gsf)	0	15,008	+15,008
Parking (gsf)	41,623	23,334	-18,289
Parking Spaces	119	54	-65
Height (feet)	60	65	+5
Total (gsf)	198,011	153,652	-44,359

1. The original 2005 project was proposing 115 market rate residential units and the 2012 proposed project is proposing to 121 senior housing units.

Table 3. Project Comparison of Buildings 3 and 4

	Original 2005 Project for Buildings 3 and 4 (Lot 041 and 042)	2012 Proposed Project for Buildings 3 and 4 (Lot 041 and 042)	Change from Original 2005 Project to 2012 Proposed Project
Total Residential for Buildings 3 and 4 (units)	203	271	+68
Senior Center (gsf)	0	15,008	+15,008
Parking (gsf)	76,653	39,564	-37,089
Parking Spaces	219	183	-36
Total (gsf)	356,945	315,192	-41,753



Figure 1 - 5800 Third Street Site Plan

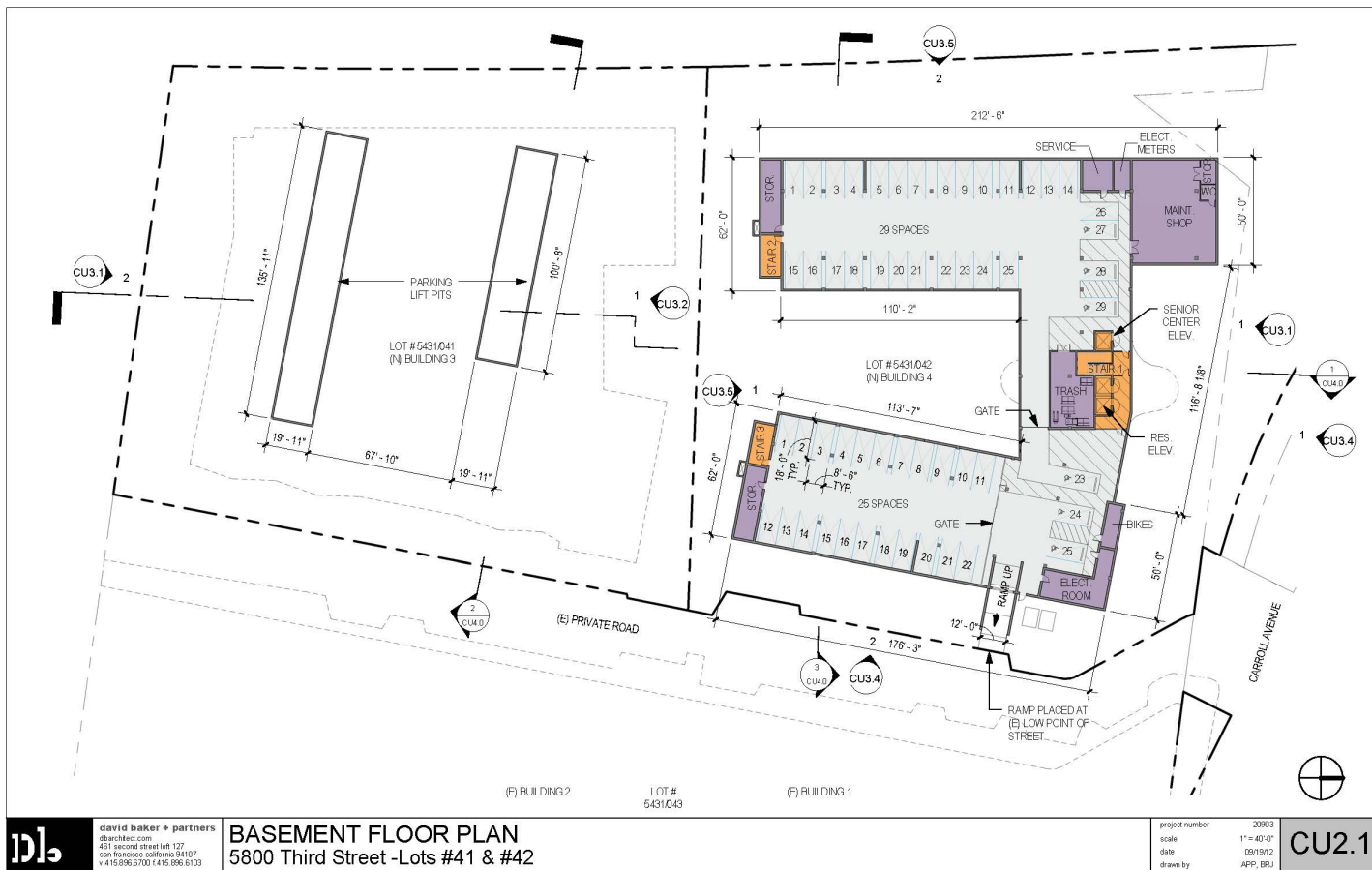


Figure 2 - 5800 Third Street Basement Plan

Source: David Baker and Partners, September 2012

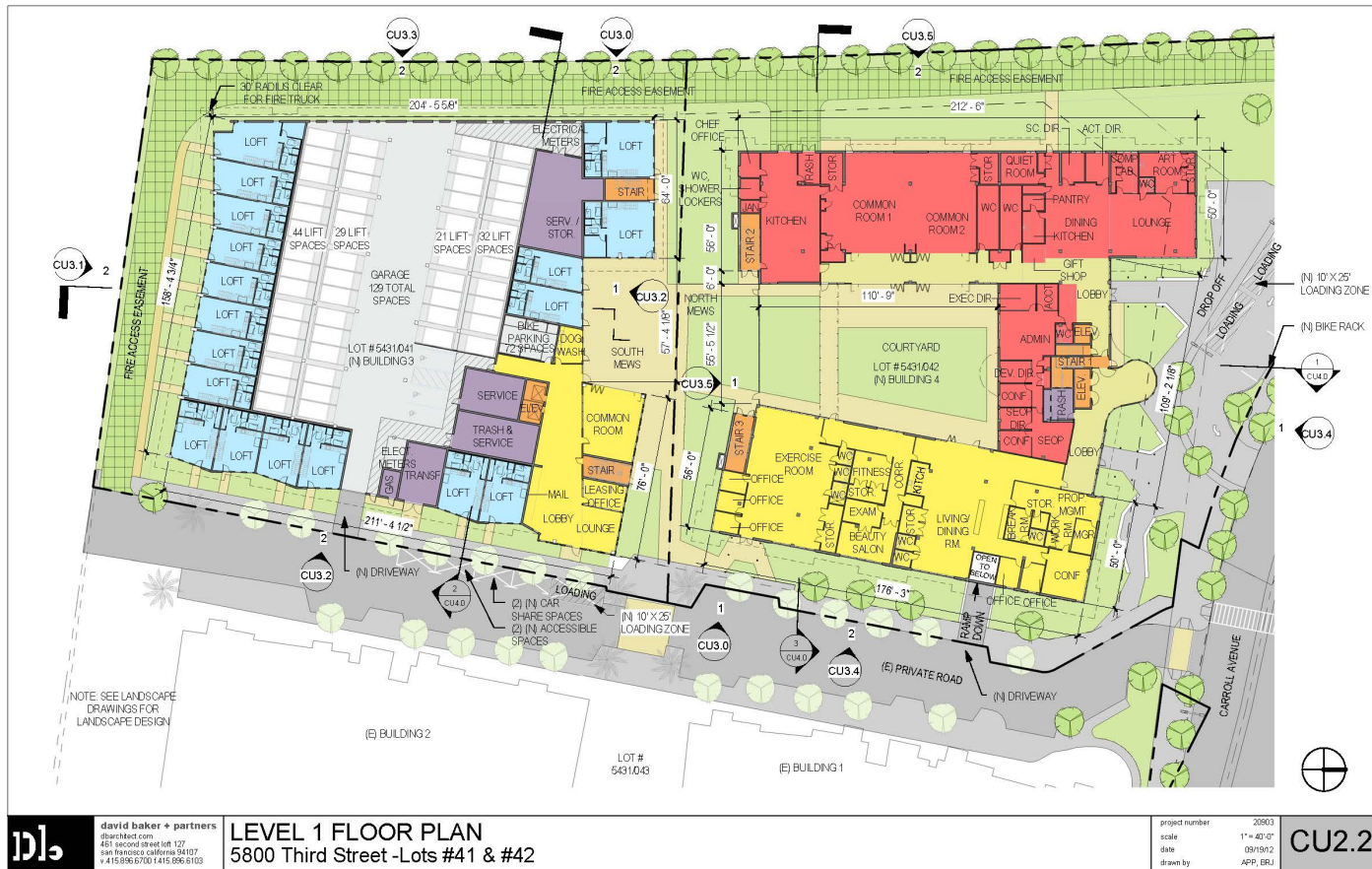


Figure - 5800 Third Street Zoning Plan



Figure - 5800 Third Street Level 2-4 Floor Plan

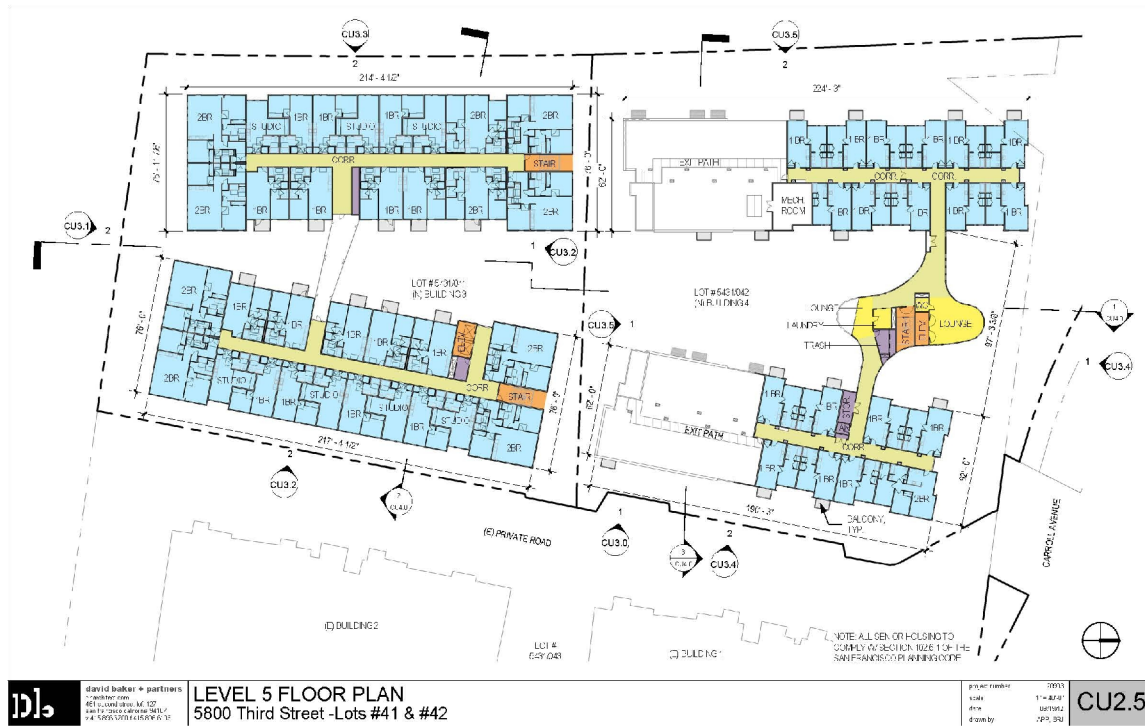


Figure 6 - 5800 Third Street Level 5 Floor Plan
Source: David Baker and Partners, September 2012



Figure 7 - 5800 Third Street East and West Elevations
Source: David Baker and Partners, September 2012



Figure 8 - 5800 Third Street North and South Elevations
 Source: David Baker and Partners, September 2012

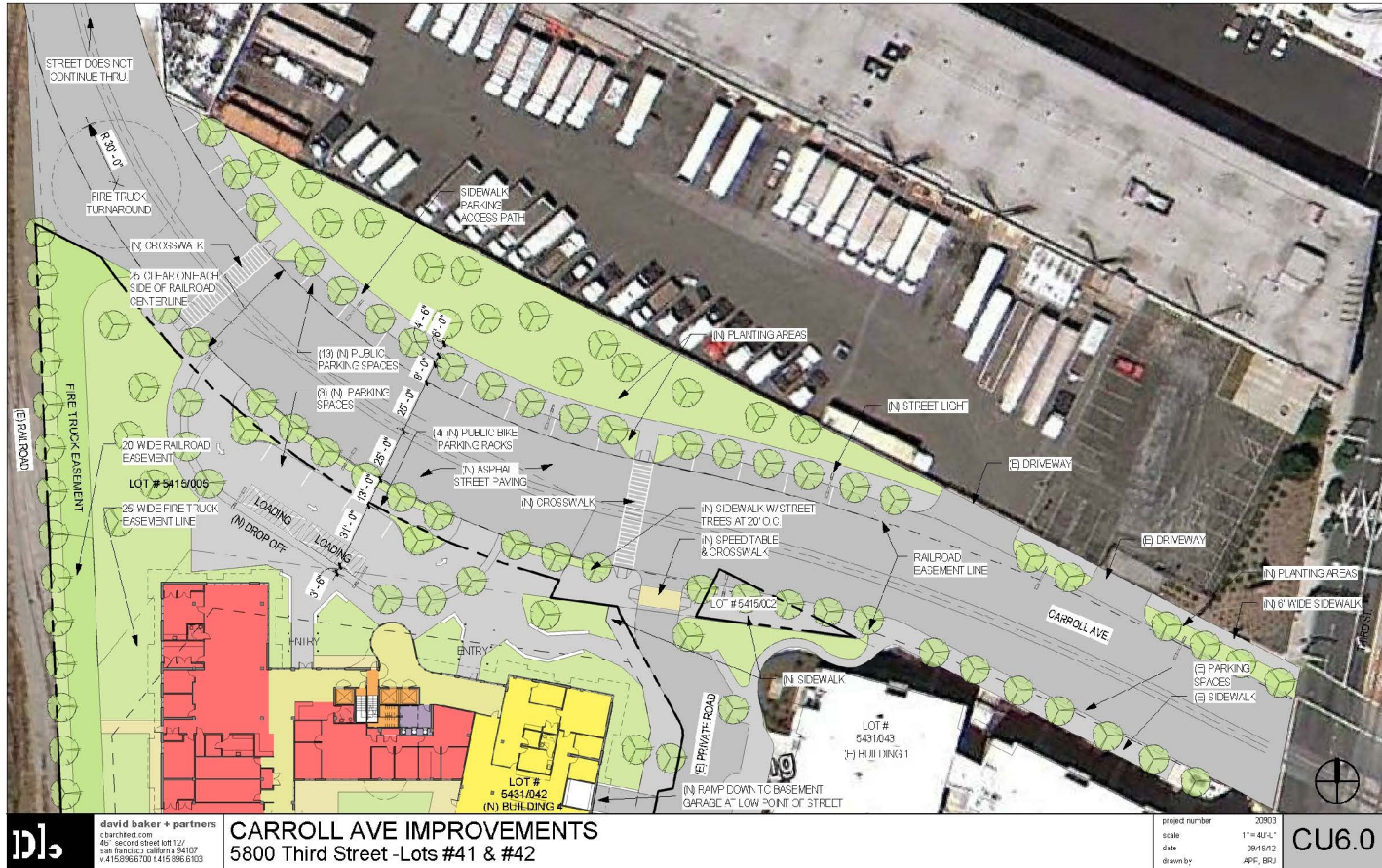


Figure 9 - 5800 Third Street Carroll Avenue Improvements

Source: David Baker and Partners, September 2012



Figure 10- 5800 Third Street Sections

Source: David Baker and Partners, September 2012

Approvals Required

- San Francisco Planning Commission approval of a Conditional Use Authorization pursuant to Planning Code Sections 134, 140, 215, 303, and 304, to modify a previously approved Planned Unit Development under Case Number 2003.0672C. Modifications to Planning Code requirements will be sought for 1) rear yard (Section 134); 2) dwelling unit exposure (Section 140); and 3) density (Section 215).
- San Francisco Department of Building Inspection (DBI) building permits
- San Francisco Department of Public Works approval of public right of way improvements to Carroll Avenue.
- SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP) – Approval of a Stormwater Control Plan and Operation and Management Plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG) is required prior to issuance of building permits.

Analysis of Potential Environmental Effects

Section 31.19(c)(1) of the San Francisco *Administrative Code* states that a modified project must be reevaluated and that, “If, on the basis of such reevaluation, the Environmental Review Officer determines, based on the requirements of CEQA, that no additional environmental review is necessary, this determination and the reasons therefor shall be noted in writing in the case record, and no further evaluation shall be required by this Chapter.”

California Environmental Quality Act (CEQA) Guidelines Section 15164 provides for the use of an addendum to document the basis for a lead agency's decision not to require a subsequent MND for a project that is already adequately covered in an adopted MND. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent MND, as provided in CEQA Guidelines Section 15162, are not present.

The previously approved project was subject to an MND adopted by the Planning Department on September 1, 2005. The FMND analyzed the potential impacts of the original proposed project and found that the project would have three impacts that could be reduced to a less than significant level with the incorporation of mitigation measures (Construction Air Quality, Hazardous Materials, and Archaeological Resources) and the project as mitigated would not have a significant effect on the environment. One improvement measures was included in the FMND to require the project sponsor to meet with relevant departments to determine ways to reduce construction impacts on traffic and

pedestrian circulation during project construction, and to minimize the impact of construction on the operation of Muni light rail and buses via coordination with Muni's Chief Inspector before construction begins.

The FMND also analyzed the project's potential impacts in the areas of Land Use, Visual Quality, Population, Transportation/Circulation, Noise, Air Quality/Climate, Shadows and Wind, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, Hazards and Cultural Resources. Since the FMND was prepared, the Planning Department has revised its environmental checklist, and proposed projects are now evaluated for potential impacts in the following topic areas: Land Use, Aesthetics, Population and Housing, Cultural Resources, Transportation and Circulation, Noise, Air Quality, Wind and Shadow, Recreation, Utilities and Service Systems, Public Services, Biological Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, Mineral and Energy Resources, and Agricultural Resources. In these areas, the effects of the original proposed project and the modified proposed project would be substantially the same. The following discussion substantiates this determination.

Since adoption of the PMND, no changes have occurred in the circumstances under which the project as currently proposed that would change the severity of the project's physical impacts, and no new information has emerged that would materially change the analyses or conclusions set forth in the FMND. Further, proposed changes to the proposed project, as demonstrated below, would not result in any new significant environmental impacts or a substantial increase in the significance of previously identified environmental effects. The effects of the project would be substantially the same, or for many environmental topic areas of lesser severity than reported in the 5800 Third Street Residential and Commercial Mixed-Use Project. The following discussion provides the basis for this conclusion.

Land Use, Plans and Policies

The 2005 FMND found that the original project would introduce more intense residential and retail mixed uses in the area which is within an area of existing and future residential commercial, and industrial mixed uses. The changes in land use from industrial to residential and retail uses on the project site would not disrupt or divide the physical arrangement of this area of Third Street. The Bayview Hunters Point Redevelopment Projects and Zoning and the Eastern Neighborhoods Rezoning efforts encourage and propose increasing housing supply, converting industrially zoned land to non-industrial uses in the Third street corridor along the new Third Street light rail line. The 2007 Addendum proposed additional commercial use, a grocery store, which was determined to have a less than significant impact to land use.

The modified project includes market rate housing, senior housing, and a community senior center. The proposed project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center. Additionally, the senior center included in Building 4 would not be incompatible with the surrounding uses. Similar to the FMND findings, the modified project would generally reflect, and be compatible with, the surrounding residential, commercial, and light industrial land uses in the surrounding area. Additionally, the proposed residential and senior community center uses would be compatible with the existing uses of Buildings 1 and 2, which have already been constructed with 137 market rate units and 21,000 sf of retail space.

The modified project would contain the similar land uses as the approved project and a similar arrangement of open space, public accessibility, and roadways. The increase of residential units and senior community center uses would not change the FEIR conclusions. Building heights would be within the range of heights in the neighborhood and within the height limits allowed for the site. In sum, changes proposed under the modified project would not result in adverse land use impacts either individually or cumulatively.

Visual Quality and Urban Design

The modified project would result in changes to the project site's visual character and views similar to the original project as evaluated in the FMND. The most substantial change in the modified project is that the footprints of the proposed new buildings have been reoriented in some places. The proposed project would have a maximum height of 65', which would represent an increase by 5' from the 60' analyzed in the 2005 FMND. The project site is located within the 65-J height and bulk districts, and therefore the project would comply with the height and bulk regulations. The 5 ft height increase for the modified project would not alter the FMND conclusions that visual quality impacts would be less than significant. The constructed Building 1 and 2 have a height of 50'. The proposed project is similar to the adopted project, and similarly compatible in bulk and scale of Building 1 and 2 (See Figures 1-10). As with the original project, the overall character of the site would appear more intensely developed than under current conditions, but this visual change would not cause significant adverse impacts to the existing visual character of the site. Therefore, the FMND concluded that although original the 2005 project would be taller than surrounding one-to-three story residential, light industrial, and commercial buildings, it would be comparable in height to the five-story industrial building southwest of the site, and the project would not have a substantial, demonstrable negative aesthetic effect. Additionally, the FMND found that the project would not degrade or obstruct any scenic view or vista now observed from a public area. The proposed project's visual impacts would not be substantially different from the original 2005 project.

The above analysis indicated that the original 2005 project and the modified project would not substantially or demonstrably have a negative aesthetic effect, degrade or obstruct scenic views or vistas, or generate obtrusive of light or glare impacting other properties. Project and cumulative aesthetic effects would be less than significant.

Transportation

The modified project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center compared to the original project analyzed in the 2005 FMND. The modified project includes a van drop off area along Carroll Avenue for the senior center in Building 4. Other modifications to the circulation include new sidewalks along Carroll Avenue, public parking along Carroll Avenue, and a fire access lane along the south and west edges of the project site. A transportation study was prepared for the 2005 FMND to analyze the transportation impacts of the original 2005 project.³ The FMND found that the 2005 original project would have a less than significant impact to traffic, transit, pedestrians, bicycles, parking, construction, and loading. Additionally, a transportation evaluation was conducted for the 2007 addendum to analyze the impact of increasing the retail space from 13,000 sf of general retail to 21,000 sf of grocery retail, and changes the location and method of accessing the retail stores by delivery vehicles.⁴ The 2007 transportation evaluation also analyzed the change in setting since the publication of the FMND with the completion of the Third Street light rail, which resulted in removal of a through travel lane along northbound and southbound Third Street, restriping of intersections to create new turn pockets, and new signal timing plans. Additionally, the 2007 Addendum found that the 2007 revised project would not result in declines of Level of Service at any of the study intersections, and the project would result in less than significant impacts to traffic, transit, pedestrians, bicycles, parking, construction, and loading.

Traffic

As set forth in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review, October 2002 (Transportation Guidelines)*⁵, the Planning Department evaluates traffic conditions for the weekday PM peak period to determine the significance of an adverse environmental impact.

³ Korve Engineering, Final 5800 Third Street Transportation Study, Planning Department Case #2003.0672E, November 1, 2004. A copy of this report is available for public review at the Planning Department, 1650 Mission Street, 4th Floor.

⁴ DMJM Harris/Aecom, 5800 Third Street Transportation Evaluation, Planning Department Case #2007.1126E, October 11, 2007. A copy of this report is available for public review at the Planning Department, 1650 Mission Street, 4th Floor.

⁵ This document can be located at <http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=6753>.

Weekday PM peak hour conditions (between the hours of 4 PM to 6PM) typically represent the worst-case conditions for the local transportation network. Based on the *Transportation Guidelines* for both market rate housing and senior housing, the proposed project is anticipated to generate approximately 171 (55 PM peak hour trips for Building 4 and 116 for Building 3) peak hour vehicle trips.⁶ The Original 2005 project found that project would generate 377 net new PM peak hour vehicle trips for Buildings 1- 4, with Building 3 and 4 generating 177 PM peak hour vehicle trips. Under the 2005 FMND existing conditions, the eight intersections evaluated operated at Level of Service (LOS) C or better. The FMND found that with implementation of the original project, seven of the eight intersections would continue to operate at the same LOS, with the exception of Third Street/Armstrong Avenue which would deteriorate from LOS C to D with a delay of 33.8 seconds, which is considered a satisfactory level of service.

The modified project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center. The modified project would generate approximately 171 PM peak hour vehicle trips, which is a decrease in PM peak-hour vehicle trips by six trips. This decrease in vehicle trips is due to the fact that senior housing units have a lower PM peak hour vehicle trip generation rate than the original proposed market rate housing. Therefore, the modified project is not anticipated to substantially change the level of service at the intersections in the project vicinity beyond what was analyzed in the FMND, and would not be considered a substantial traffic increase relative to the existing capacity of the local street system. Therefore, the proposed project's impact on existing vehicular traffic is considered less than significant.

Transit

Similar to the conclusions reached in the FMND, the modified project would not cause a substantial increase in transit demand which cannot be accommodated by existing transit capacity. Additionally, since publication of the FMND, the Third Street Light Rail has been constructed, which is located directly in front of the project site. Additionally, the site is located directly north of the Carroll Avenue MUNI stop. The modified project was found to add approximately 74 transit trips during the PM peak hour. The pm peak hour capacity was shown to be 2,380 passengers in each direction for the Third Street Light Rail. With the addition of the 68 additional dwelling units and a senior community center, the project would add transit trips to the Third Street light rail; however, the light rail has enough passenger capacity ratio to accommodate this increase in trips and this impact would be less than significant.

⁶ Chelsea Fordham, San Francisco Planning Department, *Transportation Calculations*, August 3, 2012. These calculations are available for review as part of Case File No. 2005.0424E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, CA.

Pedestrians

As with the original project, new pedestrian trips associated with the modified project would be accommodated on the existing sidewalks and crosswalks adjacent to the project and would not substantially affect current pedestrian conditions. Additionally, the proposed project includes pedestrian improvements to Carroll Avenue and the private road that will bisect the project site between the constructed Buildings 1 and 2, and the proposed Buildings 3 and 4. Therefore the modified project's impacts to the pedestrian network would be less than significant.

Bicycle

The modified project would provide 106 bicycle parking spaces for Building 3 and 4, compared to the 44 bicycle spaces for Buildings 1 - 4 proposed for the original project. The modified project would provide adequate bicycle parking and would not interfere with existing bicycle facilities and/or plans. Additionally, the modified project would not affect bicycle travel in the area or result in conflicts between bicycles and vehicles. The modified project's impact to bicycle circulation would be less than significant.

Parking

As discussed in the FMND, the original project would generate an estimated parking demand of 487 residential spaces for Buildings 1-4 (or 329 for Buildings 3 and 4). The original project proposed 399 residential off-street parking spaces for Building 1 – 4 (or 219 spaces for Buildings 3 and 4) and resulted in a parking shortfall of 88 residential spaces (or 110 for Buildings 3 and 4). The modified project would generate an estimated parking demand of 202 residential spaces for Buildings 3 and 4 and the project is proposing to provide 183 off-street parking spaces resulting in parking shortfall of 19 spaces.

Consistent with the findings reported in the FMND and presented here for informational purposes, the modified project would increase parking shortfall, the FMND notes that parking supply is not considered to be part of the permanent physical environment and lack of such parking would not be considered an environmental impact as defined by CEQA. San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a)). The social inconvenience of

parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 8A.115 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the modified project would be minor. Potential secondary effects associated air quality, noise and pedestrian safety analyses were analyzed in the FMND and found to be less than significant.

Loading

The modified project would not be required to provide off-street loading spaces, and off-street loading is currently conducted on Carroll Avenue for the existing grocery store and 137 constructed residential units. Additionally, as part of the modified project for Building 4, passenger loading, including a van drop-off area for the senior center would be constructed as part of the proposed project. Therefore, the modified project would have a less than significant impact.

Construction

Construction of the modified Building 3 and 4 would both take approximately 18 months to construct, shorter than the 26 months estimated in the FMND. Construction of Building 3 is estimated to begin starting late spring/early summer 2013 and construction of Building 4 is estimated to begin summer 2013. Construction staging would occur onsite, and there would be sufficient space to accommodate temporary off-loading and stacking materials. Construction worker parking is also expected to be accommodated on site. It is anticipated that no regular travel lanes or bus stops would need to be closed or relocated during the construction period. As with the original project, construction-related impacts to transportation, circulation, and parking would be temporary and would be less than significant.

Air Quality

The 2005 FMND analyzed the original project for air quality impacts to determine if the project would violate ambient air quality standards, expose sensitive receptors to substantial pollutant concentrations, create objectionable odors or have a significant impact on cumulative air quality in the Bay Area. The FMND determined that construction and operational emissions associated with the original project would be less than significant because the original project would be required to implement construction-related mitigation measures recommended by the Bay Area Air Quality District's (BAAQMD). For operational emission, the original project would not exceed the BAAQMD thresholds (in place in 2005) for particulate matter (PM10), nitrogen oxide (NOx), or reactive organic gases (ROG). Additionally, the Bayview Hunters Point Redevelopment Projects and Zoning Draft EIR for Year 2025 concluded that the seven worst intersections in the project area that operate at LOS D or worse would not exceed existing thresholds as established by BAAQMD for potential carbon monoxide (CO) hotspots. As previously discussed, the proposed project has been modified, compared to the original project that was analyzed in 2005. The proposed project together (Buildings 3 and 4) would total 356,945 sf, with 271 dwelling units, a 15,008 sf senior center, and 183 off-street parking spaces. The modified project would increase the total number of residential units in Buildings 3 and 4 by 68 additional dwelling units (62 market rate and six senior affordable), and would include a 15,005 sf senior center. As discussed above, proposed project would result in a decrease of six peak period vehicle trips compared to the revised project previously analyzed in the 2005 FMND. Operational emissions would remain less than significant as the change of project-related traffic would not be substantial compared to the modified project.

For construction activities, the air quality mitigation measure (Mitigation Measure 1: Construction Air Quality) set forth in the 2005 FMND would no longer apply to the proposed project. San Francisco has adopted a Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The Construction Dust Control Ordinance was adopted 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 on-site workers, minimize public nuisance complaints, and avoid orders to stop work by the Department of Building Inspection (DBI).

The San Francisco Building Code Section 106A.3.2.6.3 requires a "no visible dust" requirement with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection (DBI).

The Building Code 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.

Since the project site is over one half acre in size, the Building Code requires the project sponsor to designate a person or persons who will be responsible for monitoring compliance with dust control requirements. The designated person or persons shall be on the site or available by telephone or other means during all times that site preparation, demolition, or construction activities may be in progress, including holidays and weekends. The name and telephone number where such person or persons may be reached at all times shall be provided to the Director of DBI and to the Director of Public Health prior to commencement of work on the project.

Below are the following regulations and procedures set forth in Section 106A.3.2.6.3 of the San Francisco Building Code's General Dust Control Requirements:

- Water all active construction areas sufficiently to prevent dust from becoming airborne. Increased watering frequency may be necessary whenever wind speeds exceed 15 mile 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;
- Provide as much water as necessary to control dust (without creating run-off) in an area of land clearing, earth movement, excavation, drillings, and other dust-generating activity;
- During excavation and dirt-moving activities, wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday;
- Cover any inactive (no disturbance for more than seven days) stockpiles greater than ten cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil with a 10 mil (0.01 inch) polyethylene plastic or equivalent tarp and brace it down or use other equivalent soil stabilization techniques; and
- Use dust enclosures, curtains, and dust collectors as necessary to control dust in the excavation area.

Compliance with the San Francisco Building Code's General Dust Control Requirements would ensure that the project's fugitive dust impacts would be less than significant.

Based on the above, the proposed project would have less than significant impacts related to air quality, as was identified in the 2005 FMND for the original project and the 2007 Addendum.

Greenhouse Gases

ENVIRONMENTAL SETTING

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

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. While the presence of the primary GHGs in the atmosphere is naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO₂. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels and biomass.⁷ N₂O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).⁸

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms and heat waves, are occurring already and will only become more frequent and more costly.⁹ Secondary effects of climate change are likely to include a global rise in sea level, impacts to agriculture, the state's electricity system, and native freshwater fish ecosystems, an increase in the

⁷ Center for Climate and Energy Solutions. *What is Black Carbon?*, April 2010. Available online at: <http://www.c2es.org/docUploads/what-is-black-carbon.pdf>. Accessed September 27, 2012.

⁸ 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.

⁹ California Climate Change Portal. Available online at: <http://www.climatechange.ca.gov>. Accessed September 25, 2012.

vulnerability of levees in the Sacramento-San Joaquin Delta, changes in disease vectors, and changes in habitat and biodiversity.^{10 11}

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO₂E (MMTCO₂E).¹² The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state generation and imported electricity) at 23 percent and industrial sources at 18 percent. Commercial and residential fuel use (primarily for heating) accounted for nine percent of GHG emissions.¹³ In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO₂E emitted in 2007.¹⁴ Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at seven percent, off-road equipment at three percent and agriculture at one percent.¹⁵

REGULATORY SETTING

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 MMTCO₂E); by 2020, reduce emissions to 1990 levels

¹⁰ California Climate Change Portal. Available online at: <http://www.climatechange.ca.gov/>. Accessed September 25, 2012.

¹¹ California Energy Commission. California Climate Change Center. *Our Changing Climate 2012*. Available online at: <http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>. Accessed August 21, 2012.

¹² California Air Resources Board (ARB). *California Greenhouse Gas Inventory for 2000-2009 – by Category as Defined in the Scoping Plan*. Available online at: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf. Accessed August 21, 2012.

¹³ ARB. *California Greenhouse Gas Inventory for 2000-2009 – by Category as Defined in the Scoping Plan*. Available online at: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf. Accessed August 21, 2012.

¹⁴ Bay Area Air Quality Management District (BAAQMD). *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, February 2010. Available online at: http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed August 21, 2012.

¹⁵ BAAQMD. *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010*. Available online at: http://www.baaqmd.gov/-/media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed August 21, 2012.

(estimated at 427 MMTCO₂E); and by 2050 reduce statewide GHG emissions to 80 percent below 1990 levels (approximately 85 MMTCO₂E).

In response, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction from forecast emission levels).¹⁶

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. The Scoping Plan is the State's overarching plan for addressing climate change. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from 2008 levels.¹⁷ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMTCO₂E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 4, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.¹⁸

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

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

¹⁶ Governor's Office of Planning and Research (OPR). *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available online at: <http://opr.ca.gov/docs/june08-ceqa.pdf>. Accessed August 21, 2012.

¹⁷ ARB. *California's Climate Plan: Fact Sheet*. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed August 21, 2012.

¹⁸ ARB. *Assembly Bill 32: Global Warming Solutions Act*. Available online at: <http://www.arb.ca.gov/cc/ab32/ab32.htm/>. Accessed August 21, 2012.

the next several years and the Bay Area Metropolitan Transportation Commission's 2013 RTP, Plan Bay Area, would be its first plan subject to SB 375.

Table 4. GHG Reductions from the AB 32 Scoping Plan Sectors^{19,20}

GHG Reduction Measures By Sector	GHG Reductions (MMT CO₂E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	174
Other Recommended Measures	
Government Operations	1-2
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures:	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	9
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
Total	41.8-42.8

¹⁹ ARB. *Climate Change Scoping Plan*, December 2008. Available online at: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed August 21, 2012.

²⁰ ARB. *California's Climate Plan: Fact Sheet*. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed August 21, 2012.

AB 32 further anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and noted that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.²¹ The BAAQMD has conducted an analysis of the effectiveness of the region in meeting AB 32 goals from the actions outlined in the Scoping Plan and determined that in order for the Bay Area to meet AB 32 GHG reduction goals, the Bay Area would need to achieve an additional 2.3 percent reduction in GHG emissions from the land use driven sector.²²

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 added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). The BAAQMD recommends that local agencies adopt a Greenhouse Gas Reduction Strategy consistent with AB 32 goals and that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy.²³ As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the CEQA Guidelines.

At a local level, the City has developed a number of plans and programs to reduce the City's contribution to global climate change. San Francisco's GHG reduction goals, as outlined in the 2008 Greenhouse Gas Reduction ordinance are as follows: by 2008, determine the City's GHG emissions for the year 1990, the baseline level with reference to which target reductions are set; by 2017, reduce GHG emissions by 25

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

²² BAAQMD. *California Environmental Quality Act Guidelines Update, Proposed Thresholds of Significance*, December 2009. Available online at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/Proposed%20Thresholds%20of%20Significance%20Dec%207%202009.ashx>. Accessed September 25, 2012.

²³ BAAQMD. *California Environmental Quality Act Air Quality Guidelines*, May 2012. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en. Accessed September 25, 2012.

percent below 1990 levels; by 2025, reduce GHG emissions by 40 percent below 1990 levels; and finally by 2050, reduce GHG emissions by 80 percent below 1990 levels. San Francisco's Greenhouse Gas Reduction Strategy documents the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies. As identified in the Greenhouse Gas Reduction Strategy, the City has implemented a number of mandatory requirements and incentives that have measurably reduced GHG emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses), and a mandatory recycling and composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding statewide AB 32 GHG reduction goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 MMTCO₂E. A recent third-party verification of the City's 2010 communitywide and municipal emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 MMTCO₂E, representing a 14.5 percent reduction in GHG emissions below 1990 levels.^{24/25}

APPROACH TO ANALYSIS

In compliance with SB 97, OPR amended the CEQA Guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. Among other changes to the CEQA Guidelines, the amendments added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. The potential for a project to result in significant GHG emissions which contribute to the cumulative effects global climate change is based on the CEQA Guidelines and CEQA Checklist, as amended by SB 97, and is determined by an assessment of the project's compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not

²⁴ ICF International. "Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco." Memorandum from ICF International to San Francisco Department of the Environment, April 10, 2012. Available online at: <http://www.sfenvironment.org/download/community-greenhouse-gas-inventory-3rd-party-verification-memo>. Accessed September 27, 2012.

²⁵ ICF International. "Technical Review of San Francisco's 2010 Municipal GHG Inventory." Memorandum from ICF International to San Francisco Department of the Environment, May 8, 2012. Available online at: <http://www.sfenvironment.org/download/third-party-verification-of-san-franciscos-2010-municipal-ghg-inventory>. Accessed September 27, 2012.

generate enough GHG emissions to noticeably change the global average temperature. CEQA Guidelines Sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy, demonstrating that San Francisco's policies and programs have collectively reduced communitywide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80 percent below 1990 levels by 2050. Chapter 1 of the City's *Strategies to Address Greenhouse Gas Emission* (the Greenhouse Gas Reduction Strategy) describes how the strategy meets the requirements of CEQA Guidelines Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "Aggressive GHG reduction targets and comprehensive strategies like San Francisco's help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."²⁶

With respect to CEQA Guidelines Section 15064.4(b), the factors to be considered in making a significance determination include: 1) the extent to which GHG emissions would increase or decrease as a result of the proposed project; 2) whether or not a proposed project exceeds a threshold that the lead agency determines applies to the project; and finally 3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

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

²⁶ BAAQMD. *Letter from J. Roggenkamp, BAAQMD, to B. Wycko, San Francisco Planning Department, October 28, 2010.* Available online at: [http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction Letter.pdf](http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction%20Letter.pdf). Accessed September 24, 2012.

Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis.

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

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

The most common GHGs resulting from human activity associated with land use decisions are CO₂, black carbon, CH₄, and N₂O.²⁷ Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by constructing two residential buildings (Building 3 and 4) totaling 356,945 sf, with 271 dwelling units, a 15,008 sf senior center, and 183 off-street parking spaces. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

As discussed above and consistent with the state CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions under CEQA, projects that are consistent with San Francisco's *Strategies to*

²⁷ OPR. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available at the Office of Planning and Research's website at: <http://www.opr.ca.gov/ceqapdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

Address Greenhouse Gas Emissions would result in a less-than-significant GHG impact. Based on an assessment of the proposed project’s compliance with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*, the proposed project would be required to comply with the following ordinances that reduce greenhouse gas emissions, see Table 5 (Building #3) and Table 6 (Building #4).

Table 5. Greenhouse Gas Regulations Applicable to 5800 Third Building #3

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Bicycle parking in Residential Buildings (Planning Code, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	X Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will provide at least 50 class 1 bicycle spaces.
Car Sharing Requirements (Planning Code, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City’s mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	X Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would provide at least one car-sharing space on the private drive between the existing building on lot 43 to the east of the project and the project, where it is accessible to the public.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code,	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24	X Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does	Project will meet or exceed 15% more energy efficient than Title 24 energy efficiency requirements.

Regulation	Requirements	Project Compliance	Discussion
Chapter 13C)	energy efficiency requirements.	Not Comply	
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City’s Stormwater ordinance and stormwater design guidelines.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will manage stormwater on-site using low impact design.
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Fixtures will comply with required minimum standards. Will be shown on Construction Permit drawings when submitted to DBI.

Regulation	Requirements	Project Compliance	Discussion
	<p>5. All urinals have a maximum flow rate of 1.0 gpf</p> <p>6. All water leaks have been repaired.</p> <p>Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>		
<p>Residential Energy Conservation Ordinance (SF Building Code, Housing Code, Chapter 12)</p>	<p>Requires all residential properties to provide, prior to sale of property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</p>	<p>X Project Complies</p> <p><input type="checkbox"/> Not Applicable</p> <p><input type="checkbox"/> Project Does Not Comply</p>	<p>Required energy and water conservation measures will be provided as specified.</p>

Regulation	Requirements	Project Compliance	Discussion
	Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.		
Waste Reduction Sector			
San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Recycling, composting, and trash storage, collection, and loading facilities will be provided on each floor of the building to be convenient to all users.
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will comply with mandatory recycling and composting ordinance by providing refuse containers into recyclables, compostables and trash.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	The proposed project will plant ten street trees along the private drive consistent with the requirement.

Regulation	Requirements	Project Compliance	Discussion
(Planning Code Section 428)	Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	<p>Applicable</p> <input type="checkbox"/> Project Does Not Comply	

Table 6. Greenhouse Gas Regulations Applicable to 5800 Third Building #4

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (Environment Code, Section 421)	<p>All employers must provide at least one of the following benefit programs:</p> <p>1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</p> <p>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or</p> <p>(3) Employer Provided Transit</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>The project is not expected to involve a "Covered Employer" as defined by the Commuter Benefits Ordinance.</p> <p>However, if the senior center does involve a Covered Employer, then that employer will comply with the Commuter Benefits Ordinance by providing at least one of the benefit programs.</p>

Regulation	Requirements	Project Compliance	Discussion
	furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.		
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>The emergency ride home program is voluntary for employers.</p> <p>To the extent the project involves any eligible employers, the applicant will encourage those employers to enroll in the program by completing an Employer Agreement.</p>
Transit Impact Development Fee (San Francisco Planning Code, Section 411)	<p>Establishes the following fees for all commercial developments. Fees are paid to DBI and provided to SFMTA to improve local transit services.</p> <p>Review Planning Code Section 411.3(a) for applicability.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The applicable fee will be paid per the fee schedule established in Planning Code, Section 411.
Bicycle Parking in New and Renovated Commercial Buildings (Planning Code, Section 155.4)	<p>Professional Services:</p> <p>(A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required.</p> <p>(B) Where the gross square footage</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will provide three spaces which are required for the 14,967 sf senior center and eight spaces will be provided at the drop off area.

Regulation	Requirements	Project Compliance	Discussion
	<p>of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required.</p> <p>(3)Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required.</p> <p>Retail Services:</p> <p>(A) Where the gross square footage of the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required.</p> <p>(2) Where the gross square footage of the floor area is between 50,000 square feet- 100,000 feet, 6 bicycle spaces are required.</p> <p>(3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.</p>		
<p>Bicycle parking in Residential Buildings (Planning Code, Section 155.5)</p>	<p>(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units.</p> <p>(B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.</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>Bicycle parking is not required for senior housing. However, 34 Class 1 bicycle spaces will be provided in a secure bike room in the garage.</p>

Regulation	Requirements	Project Compliance	Discussion
Car Sharing Requirements (Planning Code, Section 166)	New residential projects or renovation of buildings being converted to residential uses within most of the City's mixed-use and transit-oriented residential districts are required to provide car share parking spaces.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	One required car share space will be provided at the Private Drive for the 121 housing units per Planning Code section 166.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements. By 2008 large commercial buildings will be required to have their energy systems commissioned, and by 2010, these large buildings will be required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings will be required to have their systems commissioned by 2009, with enhanced commissioning by 2011.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The senior center will be at a minimum 14% more energy efficient than Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Energy Efficiency (SF Building Code,	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does	The residential portion of the building will be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.

Regulation	Requirements	Project Compliance	Discussion
Chapter 13C)	energy efficiency requirements.	Not Comply	
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater ordinance and stormwater design guidelines.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project's stormwater control plan will be reviewed by the SFPUC for compliance with City's stormwater ordinance.
San Francisco Green Building Requirements for water efficient landscaping (SF Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Drought tolerant planting and efficient irrigation systems will be used to reduce the amount of potable water used for landscaping by 50%.
San Francisco Green Building Requirements for water use reduction (SF Building Code,	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does	Fixtures for the senior center will be selected to reduce the amount of potable water use by 20%.

Regulation	Requirements	Project Compliance	Discussion
Chapter 13C)		Not Comply	
Residential Water Conservation Ordinance (SF Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. <p>Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>Fixtures in the residential portion of the new building will be selected to not exceed the flow rates.</p>
Residential Energy	Requires all residential properties to provide, prior to sale of	<input checked="" type="checkbox"/> Project Complies	The following items will be incorporated into the project; attic

Regulation	Requirements	Project Compliance	Discussion
Conservation Ordinance (SF Building Code, Housing Code, Chapter 12)	<p>property, certain energy and water conservation measures for their buildings: attic insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; and installing or retrofitting toilets to make them low-flush. Apartment buildings and hotels are also required to insulate steam and hot water pipes and tanks, clean and tune their boilers, repair boiler leaks, and install a time-clock on the burner.</p> <p>Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	<p>insulation; weather-stripping all doors leading from heated to unheated areas; insulating hot water heaters and insulating hot water pipes; installing low-flow showerheads; caulking and sealing any openings or cracks in the building's exterior; insulating accessible heating and cooling ducts; installing low-flow water-tap aerators; installing low-flush toilets; insulating hot water pipes and tanks; tuning boilers and installing a time-clock on the burner.</p>
Waste Reduction Sector			
San Francisco Green Building Requirements for solid waste (SF	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable	Separate bins will be located throughout the project for convenience.

Regulation	Requirements	Project Compliance	Discussion
Building Code, Chapter 13C)	are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	<input type="checkbox"/> Project Does Not Comply	
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The residential portion of the project will have trash rooms on each floor with three separate chutes (trash/recycling/compost) going to a basement trash room. The senior center will have a separate trash room with trash/recycling/ and compost bins.
San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project will divert at least 75% of the project's construction and demolition debris to recycling.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (Planning Code Section 428)	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	New street trees at Carroll Ave. will comply with street tree requirements. Existing street trees at Private Drive will remain and new trees will be planted in setback area to comply with requirement.

Regulation	Requirements	Project Compliance	Discussion
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: <ul style="list-style-type: none"> • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District 	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The project will not install any wood burning fire places.

Depending on a proposed project’s size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State’s ability to meet statewide GHG reduction targets outlined in AB 32, or impact the City’s ability to meet San Francisco’s local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco’s sustainable policies have resulted in the measured reduction of annual GHG emissions; (3) San Francisco has met and exceeds AB 32 GHG reduction goals for the year 2020 and is on track towards meeting long-term GHG reduction goals; (4) current and probable future state and local GHG reduction measures will continue to reduce a project’s contribution to climate change; and (5) San Francisco’s *Strategies to Address Greenhouse Gas Emissions* meet the CEQA and BAAQMD requirements for a Greenhouse Gas Reduction Strategy, projects that are consistent with San Francisco’s regulations would not contribute significantly to global climate change. The proposed project would be required to comply with the requirements listed above, and was determined to be consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.²⁸ ²⁹As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

²⁸ *Greenhouse Gas Analysis: Compliance Checklist for Building #3. t.* April, 2012. This document is on file in Case File No. 2012.0045E and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

²⁹ *Greenhouse Gas Analysis: Compliance Checklist for Building #4. April, 2012.* This document is on file in Case File No. 2012.0045E and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

Shadow

The shadow analysis in the 2005 FMND concluded that the original project would not create substantial adverse shadows effects on open space or other pedestrian areas. The original 2005 project would cause new shading to the southerly area Bayview Playground during most times of the year during approximately the last hour before sunset. However, the shadow impact would not exceed the 1 percent new shadow for parks larger than 2 acres with an existing annual shadow of less than 20 percent typically considered acceptable by the Department and by the Department of Recreation and Park; therefore, shadow from the proposed project would not be considered a significant adverse impact to the Bayview Playground.

The currently proposed project would have a maximum height of approximately 65 feet. Similar to the revised projects covered under the 2007 Addendum, the currently proposed project would not create new shadows on Bayview Playground at times specified in *Planning Code* Section 295.³⁰ Therefore, the shadow analysis conclusions for the original 2005 project would apply to the currently proposed project. The currently proposed project would have less-than-significant shadow impacts, as was identified in the 2005 FMND for the original project.

Hazardous Materials/Hazards

A Phase 1 Environmental Site Assessment (ESA) was prepared for the project site in May 1998, by PIERS Environmental Services. An additional Phase I ESA was prepared in March 2003 by All West Environmental. The findings of the Phase I ESA were summarized in the FMND for the original project. Both Phase I ESA reports conducted for the proposed project list current and past operations, review environmental databases and records, identify site reconnaissance observations and summarize potential contamination issues.

Both Phase I ESAs recommend that the empty underground storage tank near the northwest corner of the project site beneath a surface concrete pad be removed. Standards and procedures for removal of the underground storage tank are identified in Mitigation Measure 2, Hazardous Materials, would reduce any potentially unforeseen effects related to contamination to a less-than-significant level. Surrounding sites with remaining underground storage tanks are down-gradient from the proposed project site, and in any event, groundwater is not used as a potable water source in San Francisco. Three above-ground storage tanks are on the site and these stored corn syrup for the former Coca-Cola bottling plant. These

³⁰ San Francisco Planning Department. *5800 Third Street Shadow Analysis*, October 3, 2012. These documents are on file and available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2012.0045E.

were removed as part of Mitigation Measure 2, Hazardous Materials and this issue has been fully addressed.

Leading up to the proposed project, the project applicant took the necessary steps to implement the mitigation measures included in the 2005 FMND by submitting a site mitigation plan and a soil management plan to DPH for approval of the construction of Buildings 1-4.³¹ Excavation of the Building 1 and 2 was conducted during August to October 2007 with approximately 27,900 cubic yards of soil excavated and transported off-site for disposal. Of that 18,250 cubic yards of soil were transported and disposed at a Class II facility. Additionally, the project sponsor for the proposed project has applied for a Work Plan for preliminary soil testing and a Voluntary Remedial Action Program (VRAP) for the northwest section of Building 4 with the Department of Public Health (DPH).³² The DPH states the project may require a full site mitigation plan or requirements may be limited to construction related documents to address dust control, run off, noise control, health and safety, and contingency procedures should unexpected environmental issues or hazards be encountered during construction.³³ Additionally, contingency procedures may be part of the site specific worker health and safety plan. By entering into a VRAP for the construction of Buildings 3 and 4, workers and members of the public would be protected from the exposure contaminated soils during project construction and the potential exposure to hazardous materials is not a significant impact. Improper disposal of hazardous waste could result in a significant impact; however, implementation of the mitigation measures identified in the 2005 FMND Mitigation Measure 2 Hazardous Materials, would ensure that the currently proposed project's impacts related to hazards would be less than significant, similar to the original 2005 FMND project, the 2007 Addendum, and proposed project.

The FMND notes that dewatering may be required and the proposed project would be subject to the requirements of the City's Industrial Waste Ordinance (Ordinance 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. Standards and protocols for potential soil and groundwater effects resulting from past and existing uses are identified in

³¹ City and County of San Francisco Department of Public Health, Division of Occupational and Environmental Health, letter to Randy Rhoads April 12, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of the project file 2012.0045E.

³² City and County of San Francisco Department of Public Health, Division of Occupational and Environmental Health, letter to San Francisco Third Street Equity Partners September 17, 2012. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, as part of the project file 2012.0045E.

³³ DPH, Ibid

Mitigation Measure 2, hazardous materials and these would further reduce any potentially unforeseen effects related to soil and groundwater contamination to a less-than-significant level.

Access for fire safety and emergency access would be assured via implementation of the Building and fire Codes which the proposed project would conform to. The addition of 68 additional dwelling units (62 market rate and six senior affordable) and a 15,005 sf senior center does not change this and there would continue to be a less-than-significant impact with the project in terms of hazards and hazardous materials.

Other Issues

The FMND for the 5800 Third Street Residential and Commercial Project determined that, for the following topics, any environmental effects associated with the project would either be insignificant or would be reduced to a level of less-than-significant by implementation of the mitigation measures adopted as conditions of project approval: Population, Noise, Utilities/Public Services, Biology, Geology/Topography, Water, Energy/Natural Resources, and Archaeological Resources. The FMND did not discuss these issues further. The FMND's mitigation measures would be implemented prior to, or during construction, as applicable to the effect they are intended to address. The significance conclusions reached in the FMND would not change based on the project modifications and all mitigation measures from the FMND would be applied to the modified project, except the Construction Air Quality Mitigation Measure as discussed above.

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the final mitigated negative declaration adopted and issued on September 5, 2005 remain valid and that no supplemental environmental review is required. The proposed revisions to the project would not cause new significant impacts not identified in the final mitigated negative declaration, and no new mitigation measures would be necessary to reduce significant impacts. No changes have occurred with respect to circumstances surrounding the proposed project that would cause significant environmental impacts to which the project would contribute considerably, and no new information has become available that shows that the project would cause significant environmental impacts. Therefore, no supplemental environmental review is required beyond this addendum.

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

October 12, 2012

Date of Determination



Bill Wycko, Environmental Review Officer
for John Rahaim, Director of Planning

cc: Kevin Brown, Holliday Development
Maricela Flores, McCormack, Baron, Salazar
Tara Sullivan, Current Planning Division
Distribution List
Virna Byrd, Master Decision File/Bulletin Board