SAN FRANCISCO
PLANNING DEPARTMENT

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

Certificate of Determination
EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.:	**2012.0325E**
Project Title:	**344 Fulton Street – Central Freeway Parcel F**
Zoning/Plan Area:	NCT-3 (Moderate-Scale Neighborhood Commercial Transit) Use District; 65-X Height and Bulk District Market and Octavia Neighborhood Plan
Block/Lot:	0785/029
Lot Size:	28,714 square feet
Project Sponsor	Boys & Girls Clubs of San Francisco C/O David Noyola, Strada Investment Group - (415) 263-9144 dnoyola@stradasf.com
Staff Contact:	Wade Wietgrefe – (415) 575-9050 Wade.Wietgrefe@sfgov.org

PROJECT DESCRIPTION:

The project site consists of one lot at the southwest corner of the block bounded by McAllister Street to the north, Franklin Street to the east, Fulton Street to the south, and Gough Street to the west. The project site is a former California Department of Transportation property, which contained structural supports for the portion of the elevated Central Freeway that was removed in 2003. Currently, the project site is used as a surface vehicular parking lot. The proposed project involves the removal of the surface vehicular parking lot and construction of two new buildings: a new four-story, 58-foot-tall Boys & Girls Clubs of San Francisco (Boys & Girls Club) clubhouse and office headquarters (new Clubhouse) comprised of 43,928 square feet (sq. ft.) on the eastern portion and a new six-story, 65-foot-tall (81 feet tall with a mechanical penthouse) mixed-use residential/retail building comprised of 56,320 sq. ft., including 70 dwelling units, on the western portion.

[Continued on the following page]

EXEMPT STATUS:

Exempt per Section 15183 of the California Environmental Quality Act (CEQA) Guidelines and Public Resources Code Section 21083.3

DETERMINATION:

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

Sarah Jones
Acting Environmental Review Officer

March 5, 2013
Date

cc: **Boys & Girls Club of San Francisco,** Project Sponsor
David Noyola, Project Contact
Virna Byrd, M.D.F.
Kevin Guy, Current Planning Division

PROJECT DESCRIPTION (continued):

Background

In 1989, the Central Freeway sustained damage due to the Loma Prieta earthquake. After discussions between the City and County of San Francisco (City) and the California Department of Transportation (Caltrans), in 1999, the Central Freeway right-of-way, located along Octavia Boulevard, was transferred from Caltrans to the City. As part of transferring this right-of-way, Caltrans transferred 22 properties, including the project site (Parcel F property) to the City. The last of the elevated Central Freeway and associated structural supports were removed in 2003. Currently, the project site is leased by the City to the San Francisco Opera for use as a surface vehicular parking lot.

The Boys & Girls Clubs of San Francisco, a nonprofit organization founded in 1891, provides programs and services to approximately 17,000 youth (ages 6 to 18) annually. The Boys & Girls Club provides programs and services to approximately 1,200 youth per day during after school hours and approximately 1,500 youth per day during the summer time. The Boys & Girls Club currently operates nine clubhouses throughout the City with its office headquarters employing 35 employees at 55 Hawthorne Street. One of the nine existing clubhouses is the Ernest Ingold Clubhouse at 1950 Page Street ("existing Clubhouse"), approximately 2.1 miles west of the project site. The existing Clubhouse was constructed in 1952 and primarily serves the neighborhoods of Haight/Ashbury and Western Addition neighborhoods. The existing Clubhouse would be vacated with the intention of being sold upon the operation of the new Clubhouse.

The Boys & Girls Club approached the City for the purchase of the project site and in the fall of 2010, the City's Real Estate Division entered into sale negotiations with the Boys & Girls Club. Subsequently in January and February 2012, the Board of Supervisors passed, and the Mayor signed, Resolution 15-12 (File Number 111250) authorizing the Director of the City's Real Estate Division to enter into an agreement with the Boys & Girls Club to purchase the project site. However, the closing of the purchase and sale of the project site is subject to and conditioned on the completion of environmental review and entitlement of the proposed project.

Existing Site and Surroundings

The project site consists of one lot within the Downtown/Civic Center neighborhood and adjacent to the Western Addition (also known as within the Hayes Valley) neighborhood. As shown in Figure 1, the project site is at the southwest corner of the block bounded by McAllister Street to the north, Franklin Street to the east, Fulton Street to the south, and Gough Street to the west. The project site is separated from mixed-use buildings to the north by a narrow (35-foot-wide) dead-end public right-of-way, Ash Street. The existing surface vehicular parking lot contains approximately 100 – 110 parking spaces and 17 trees; four additional trees are located on the adjacent sidewalk. Vehicles access the parking lot from an approximately 30-foot-wide curb cut along Fulton Street.

As shown in Figure 2, land uses adjacent to the project site include ground-floor commercial uses with one-to-two-story residential buildings above and a surface parking lot (Central Freeway Parcel E) across Ash Street to the north, a three-story office (San Francisco Unified School District) building abutting the project site to the east, four-to-five story residential and lodging (hotel) buildings across Fulton Street to the south, and two-to-three-story residential buildings across Gough Street to the west.

Figure 1, Project Vicinity

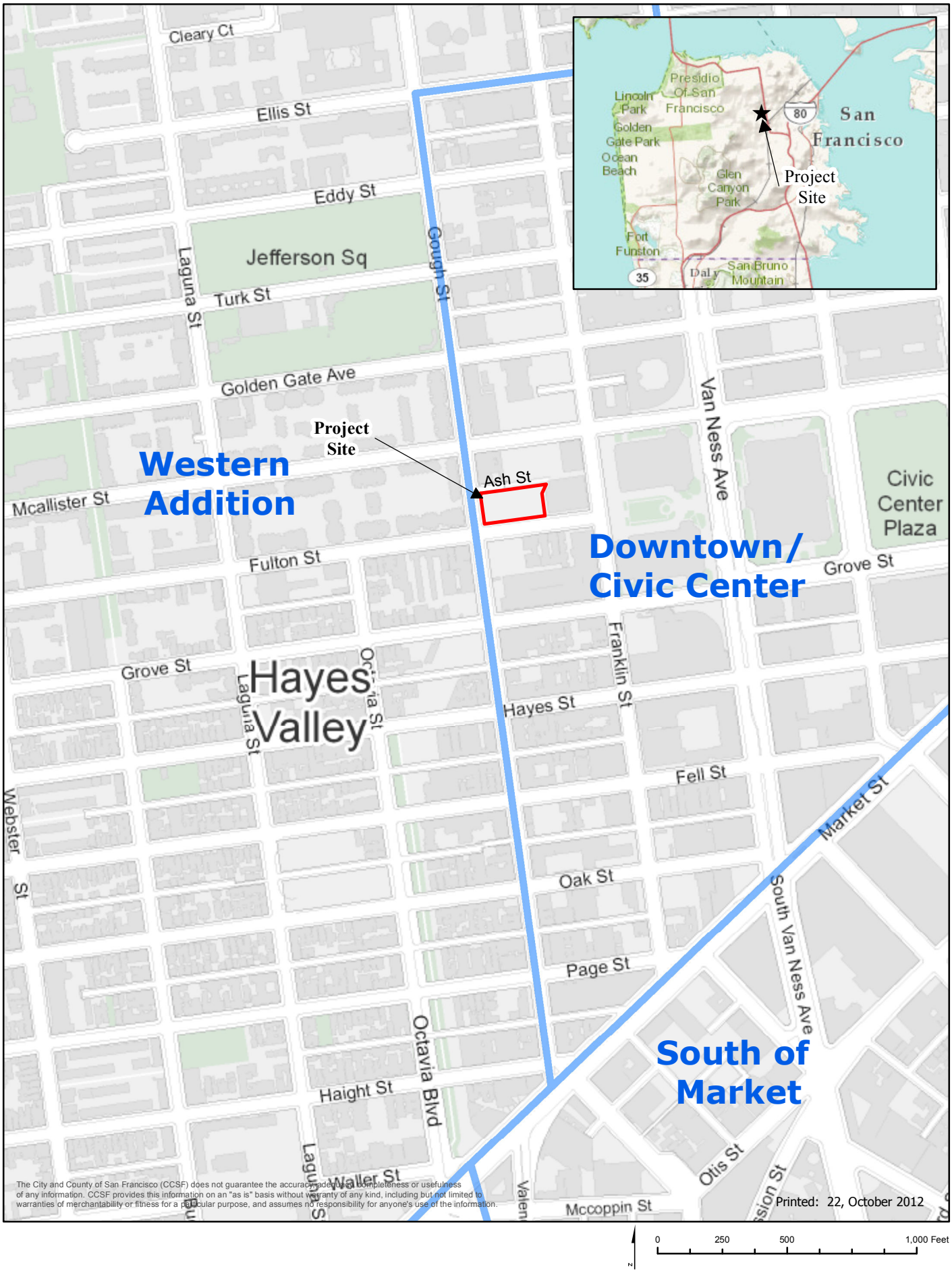
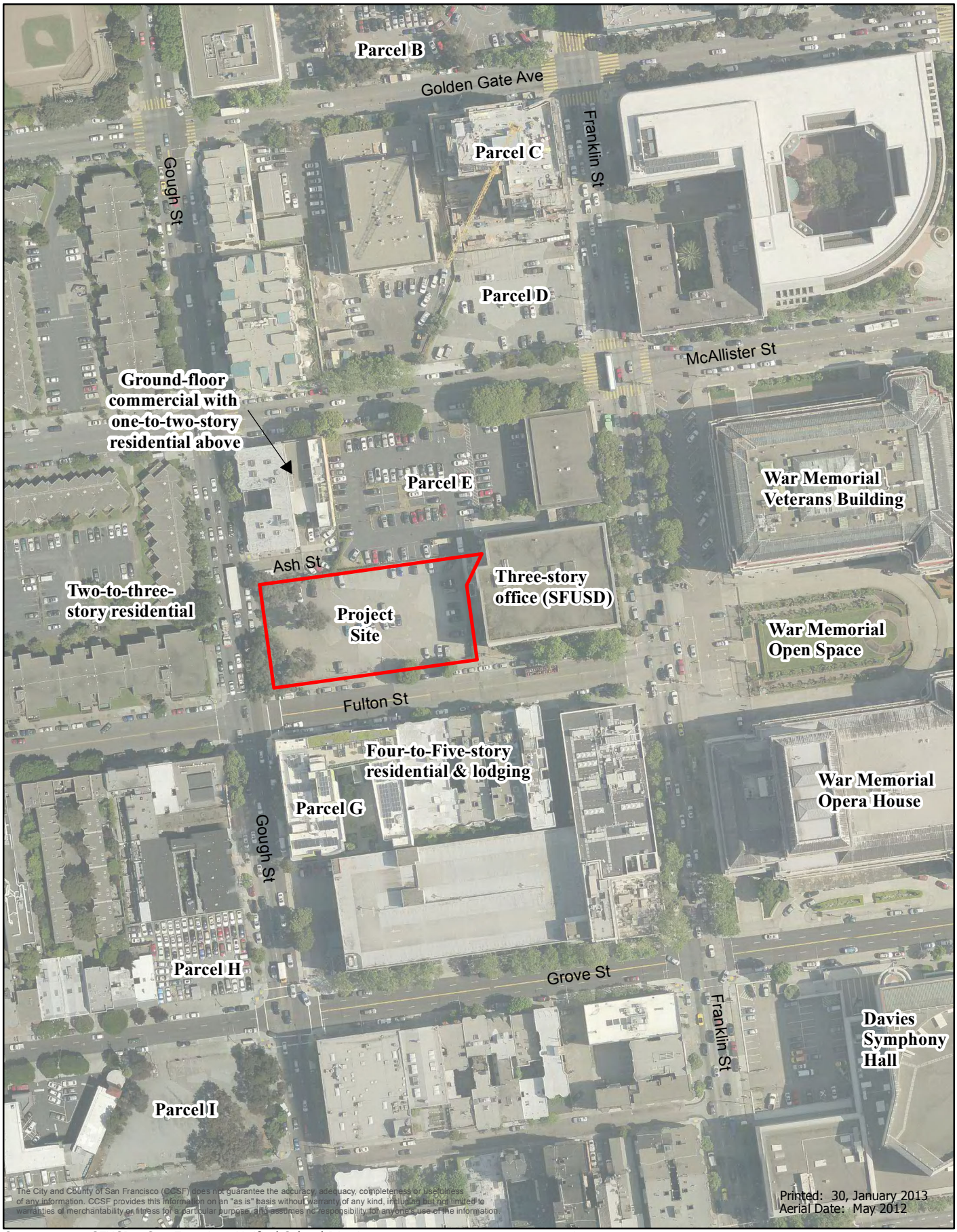


Figure 2, Existing and Surrounding Project Site Uses



Comments: SFUSD - San Francisco Unified School District

Land uses in the project vicinity vary. Van Ness Avenue (Highway 101) is approximately 625 feet east of the project site and the land uses near Van Ness Avenue are predominantly institutional, cultural, or governmental, including City Hall, War Memorial Complex (Veterans Building, Opera House, and Memorial Court aka Open Space), and Davies Symphony Hall. A mixture of residential and commercial land uses exist further north and south of the project site along Gough Street and Franklin Street, whereas the land uses to the west of the project site are predominately residential along McAllister Street and Fulton Street.

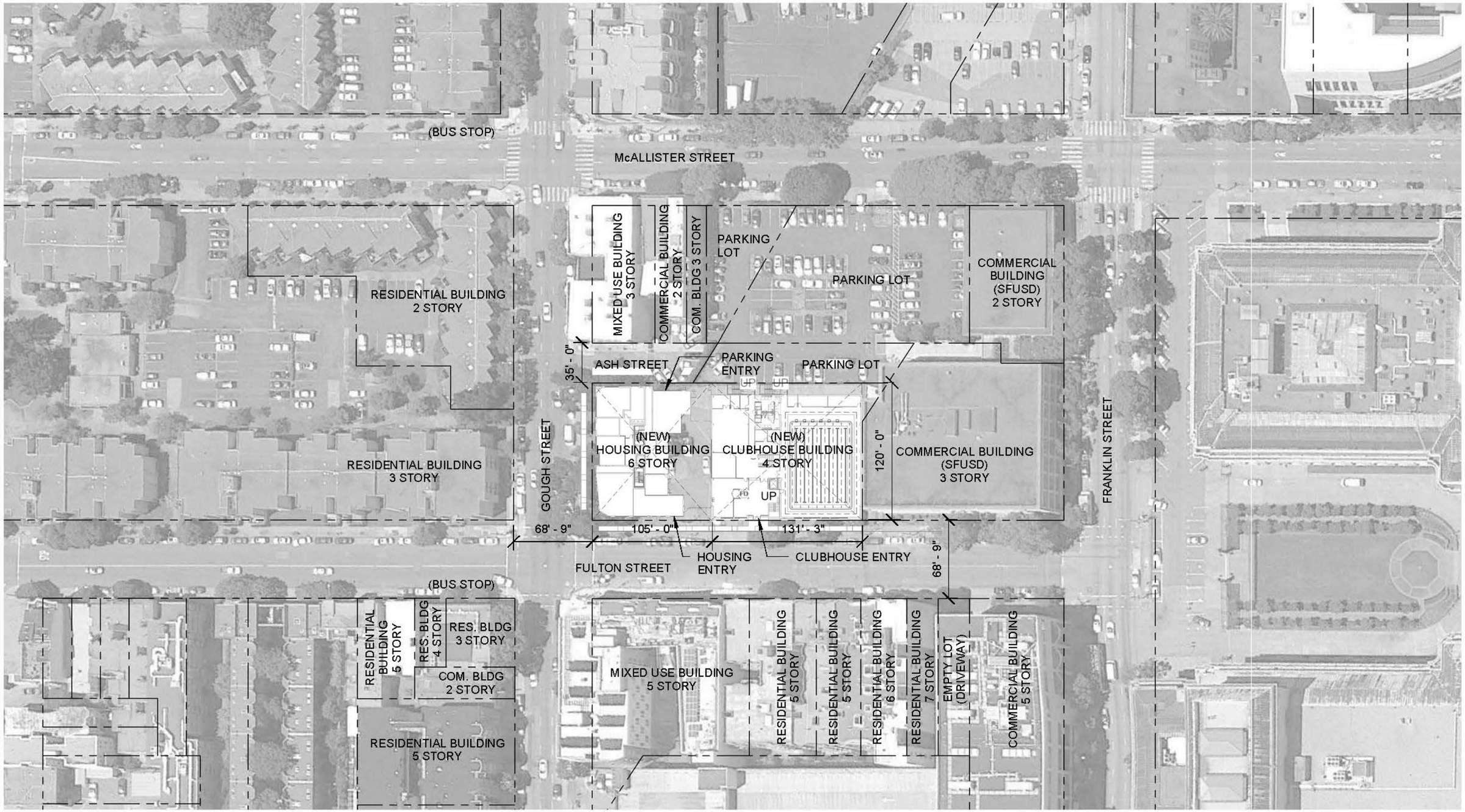
Proposed Project

The proposed project includes the removal of the surface vehicular parking lot use and construction of two new buildings on the project site. The eastern portion of the project site would contain a new Clubhouse for the Boys & Girls Club and the western portion of the project site would contain a new mixed-use residential/retail building (see Figure 3). The proposed project would require the removal of the 17 existing trees from within the project site and four trees on the adjacent sidewalk and the planting of 20 new trees along the perimeter of the project site.

New Clubhouse

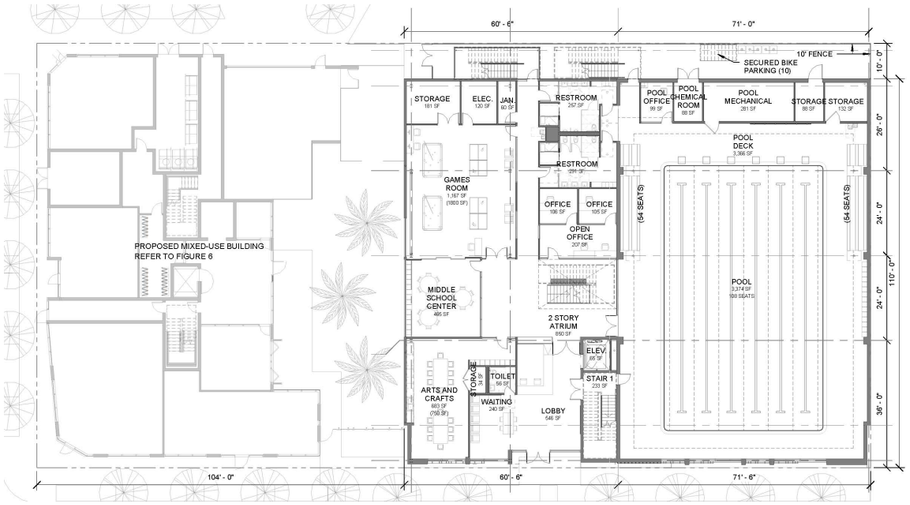
The new 43,928-square-foot, 58-foot-tall Clubhouse would include approximately 24,491 sq. ft. of space dedicated to programming for users including a gymnasium and swimming pool, 9,533 sq. ft. of service and internal circulation space, and 9,904 sq. ft. of space dedicated to offices for employees that currently work at the Boys & Girls Club office headquarters at 55 Hawthorne Street (see Figure 4 and 5). In addition, the new Clubhouse would include 10 bicycle spaces on the ground-floor. The new Clubhouse would be intended to serve the users from the existing Clubhouse at 1950 Page Street. The existing Clubhouse would be vacated with the intention of being sold. As shown in Table 1, the new Clubhouse's space and operations, with the exception of the Boys & Girls Club office headquarters, would be similar to that at the existing Clubhouse. Approximately 45 employees and 198 youth (participants) would visit the new Clubhouse daily during the hours of operation, 8:00 AM to 8:00 PM.

Figure 3, Proposed Site Plan



Comments: Not to Scale
Source: Tom Eliot Fisch, David Baker & Partners, G0.3, February 27, 2013.

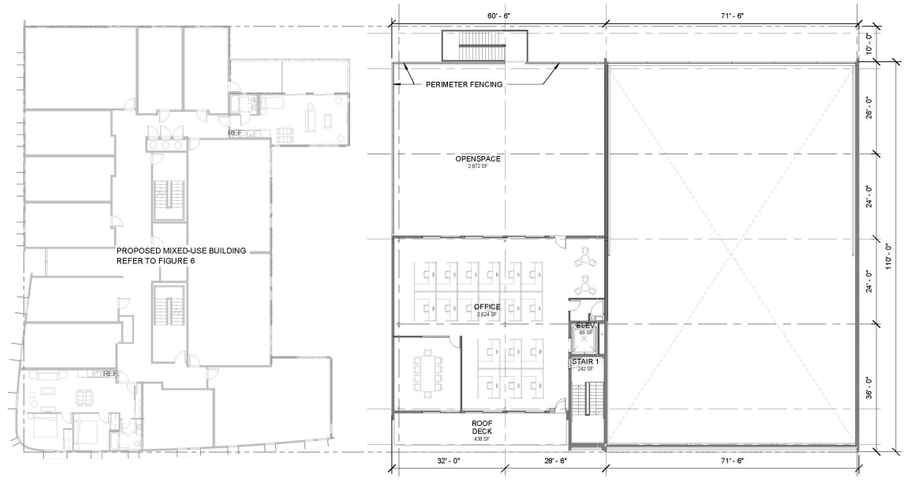
Figure 4, Proposed Clubhouse - Floor Plans



Level 1

Level 2

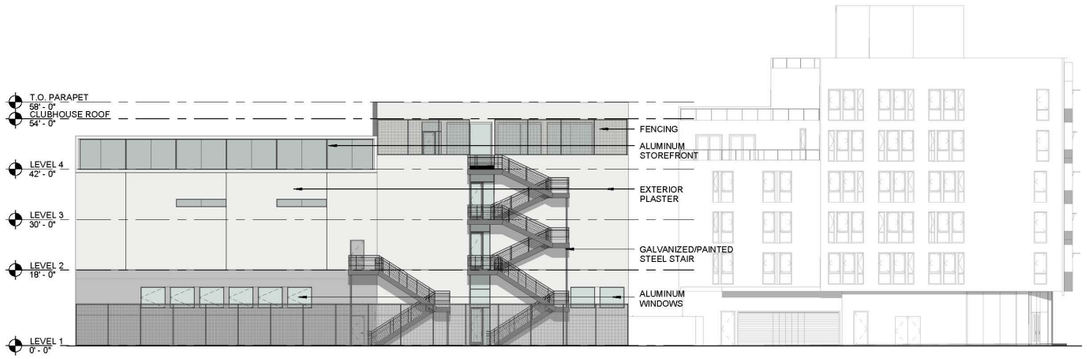
Level 3



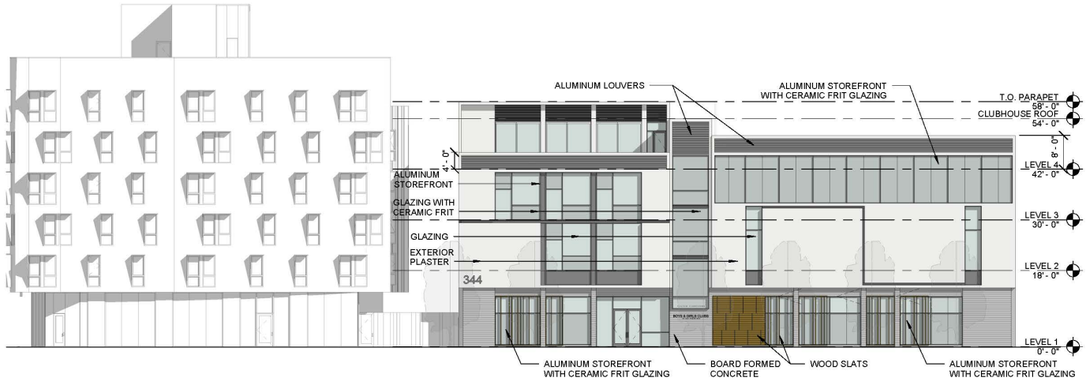
Level 4

Comments: Not to Scale
Source: Tom Eliot Fisch, David Baker & Partners, A1.1A - A1.4A, February 27, 2013.

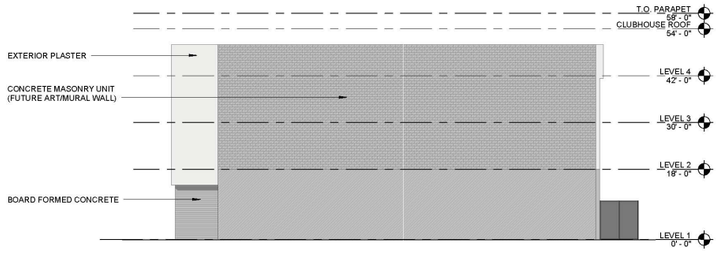
Figure 5, Proposed Clubhouse - Elevations



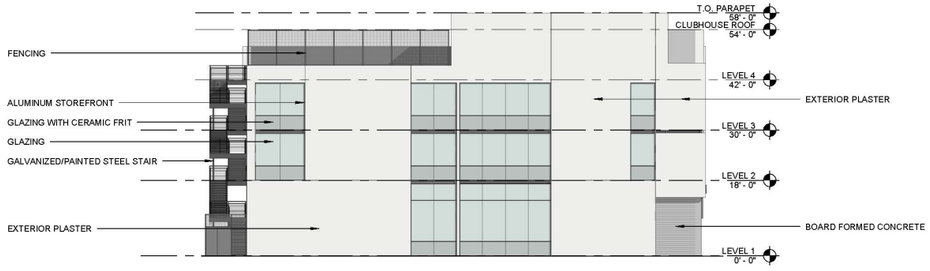
North Elevation (Ash Street)



South Elevation (Fulton Street)



East Elevation (SFUSD building)



West Elevation (new courtyard)

Comments: Not to Scale
Source: Tom Eliot Fisch, David Baker & Partners, A2.1A - A2.4A, February 27, 2013.

TABLE 1
COMPARISON OF EXISTING AND NEW CLUBHOUSE

	Existing Ernest Ingold Clubhouse at 1950 Page Street	New Clubhouse
Days and Hours of Operation	Monday – Friday, Saturdays seasonal 12:00 PM to 8:00 PM	Monday – Friday, Saturdays seasonal 8:00 AM to 8:00 PM[c]
Number of Employees per Day	10	45 (including 35 from office headquarters)
Number of Participants by Day[a]	135	198
Total Building Square Footage	**31,151**	**43,928**
Subtotal Program Clubhouse Space[b]	25,616	24,491
Subtotal Service and Internal Circulation Space	5,535	9,533
Office Headquarters Space	0	9,904

a. Existing Clubhouse participant data is derived from a survey conducted in December 2012. New Clubhouse participant data is estimated based on information received from the Boys & Girls Club. Although the programmable space at the new Clubhouse would be slightly smaller than the existing Clubhouse, participant numbers would be expected to increase at the new Clubhouse because of proposed program options at the new Clubhouse would be expanded and because of the new Clubhouse's location near a substantial segment of the existing Clubhouse's participant base. Fehr & Peers, *Circulation Study for the Relocation of the Ernest Ingold Boys and Girls Clubhouse to Parcel F (344 Fulton Street)*, February 25, 2013. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

b. Programming space would be similar between the two buildings. The existing Clubhouse has and the new Clubhouse would have space for a gym, pool, locker rooms, games room, teen center, learning center, arts & crafts, multi-purpose dining area, kitchen, lobby/atrium, main offices, club staff offices, and support spaces.

c. Hours of operation would be different between the existing Clubhouse and new Clubhouse because the 35 relocated office headquarters employees would access the new Clubhouse in the morning.

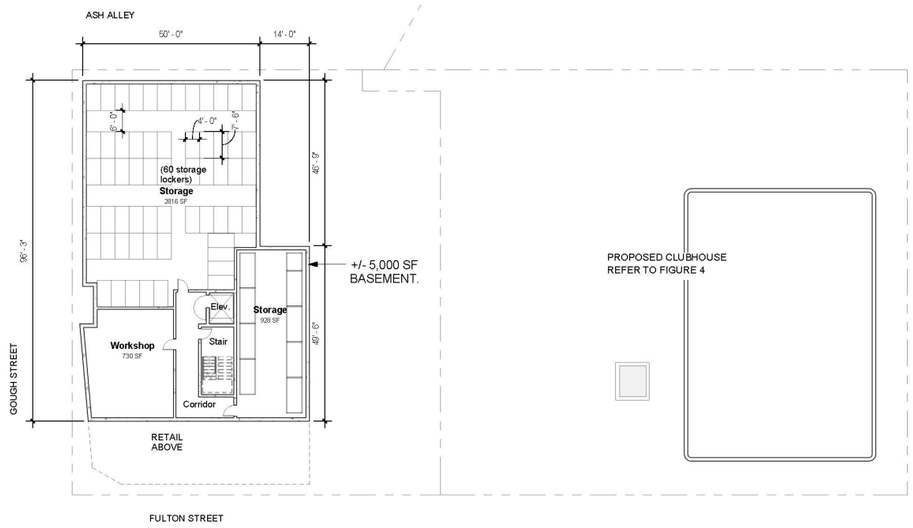
New Mixed-Use Building

The new 56,320-square-foot, 65-foot-tall (81 feet tall with a mechanical penthouse) mixed-use building would include 70 dwelling units (40 studio units and 30 two-bedroom units); 4,678 sq. ft. of ground-level retail and common space; ground-level garbage and service space; three ground-level tandem parking spaces (six total parking spaces) to be used solely by Boys & Girls Club staff; and one subterranean level including 60 storage lockers and other storage space (see Figures 6 and 7). Vehicles would access the tandem parking spaces from a new 24-foot-wide curb cut along Ash Street. Between the new Clubhouse and the new mixed-use building would be a private fenced-in 2,797-square-foot ground-floor open space area (courtyard) and 70 covered exterior bicycle spaces for the residents of the new mixed-use building. The roof would include a 966-square-foot exterior deck for resident use, a mechanical penthouse, and solar hot water panels.

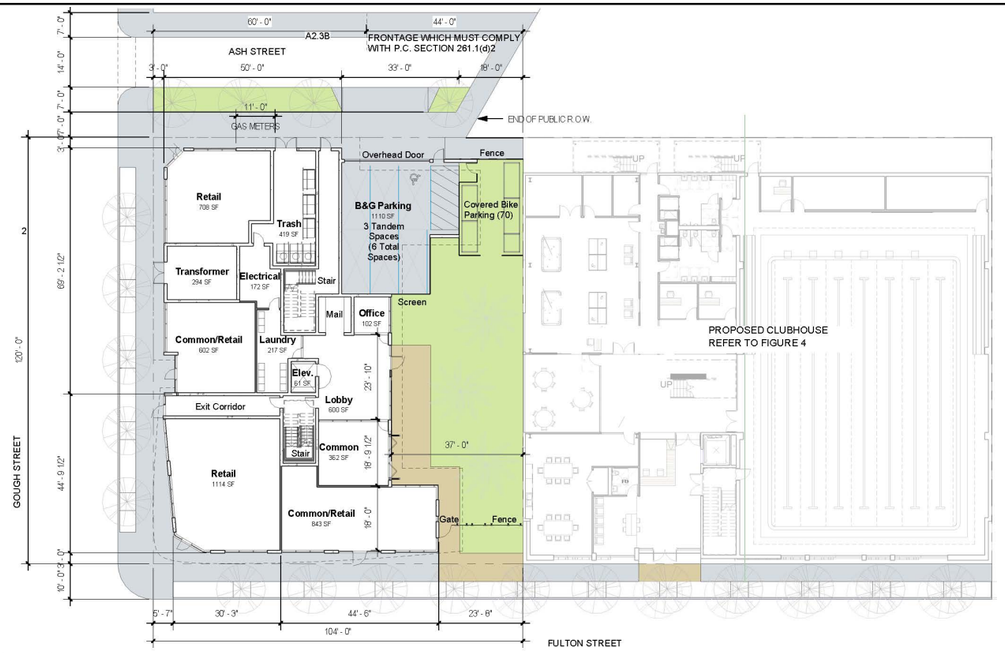
Circulation/Public Right-of-Way Improvements

The proposed project would include the installation of a sidewalk bulbout at the northeast corner of the Gough Street and Fulton Street intersection. The proposed project would also reconstruct and use Ash Street as an access point for service vehicles and Boys & Girls Club van parking. The three existing on-street parking spaces along the south side of Ash Street would be removed and replaced with a seven-foot sidewalk extension/landscape zone. In addition, the proposed project would include the installation of a raised crosswalk across Ash Street at the Gough Street intersection.

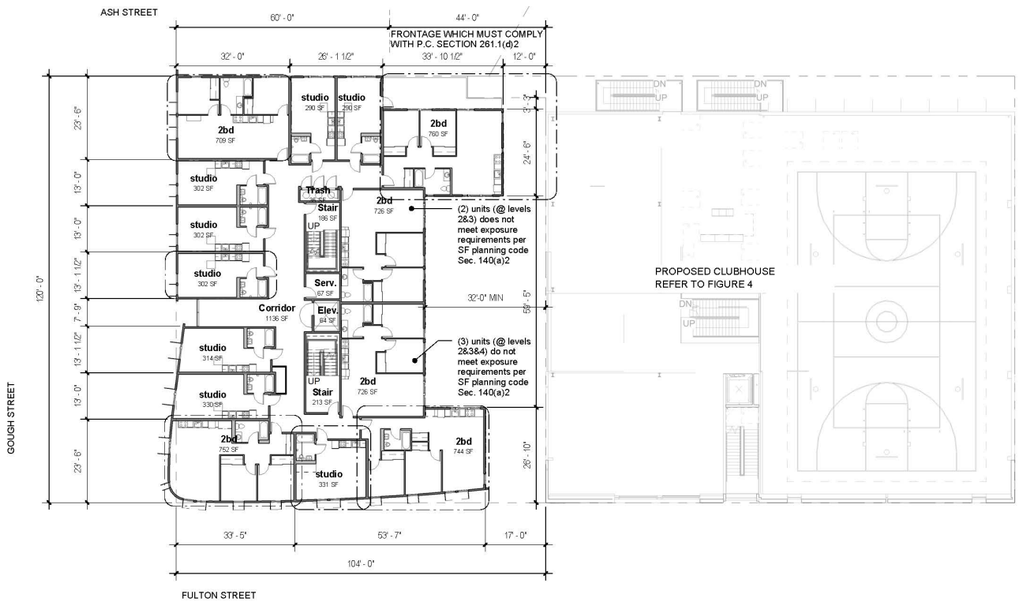
Figure 6, Proposed Mixed-Use Building - Floor Plans



Basement Level



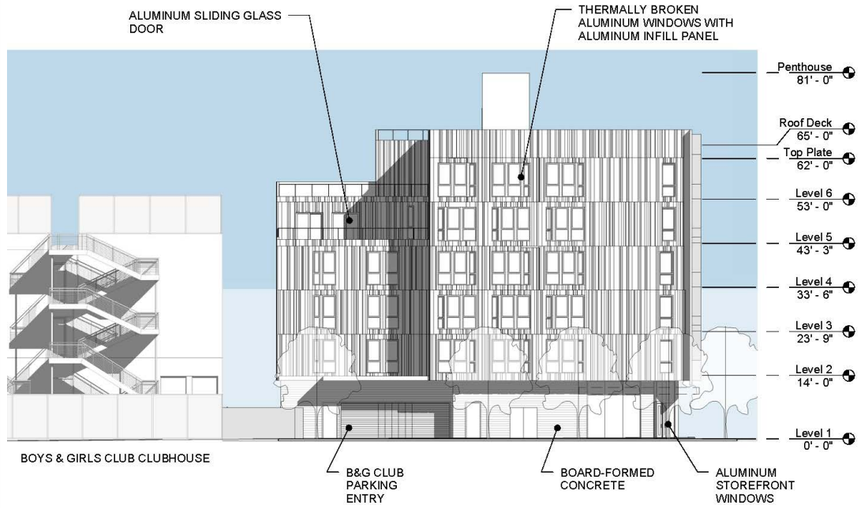
Level 1



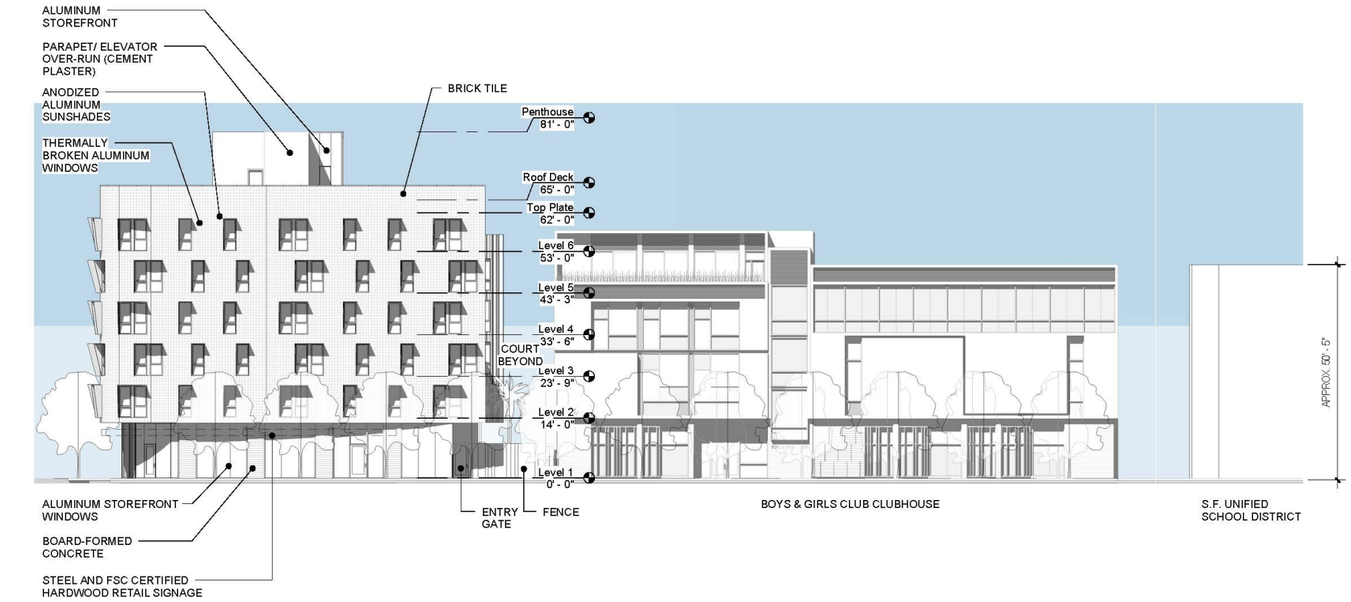
Levels 2 - 4 (Typical)

Comments: Not to Scale
Source: Tom Eliot Fisch, David Baker & Partners, A1.0B - A1.2B, February 27, 2013.

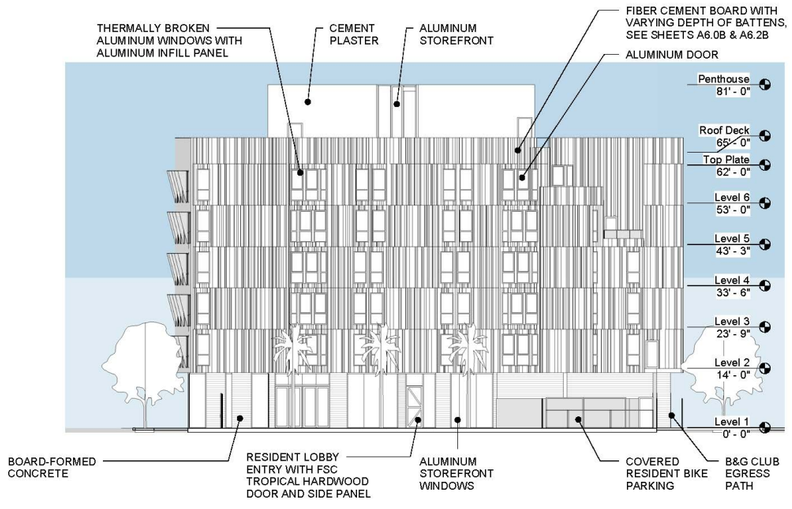
Figure 7, Proposed Mixed-Use Building - Elevations



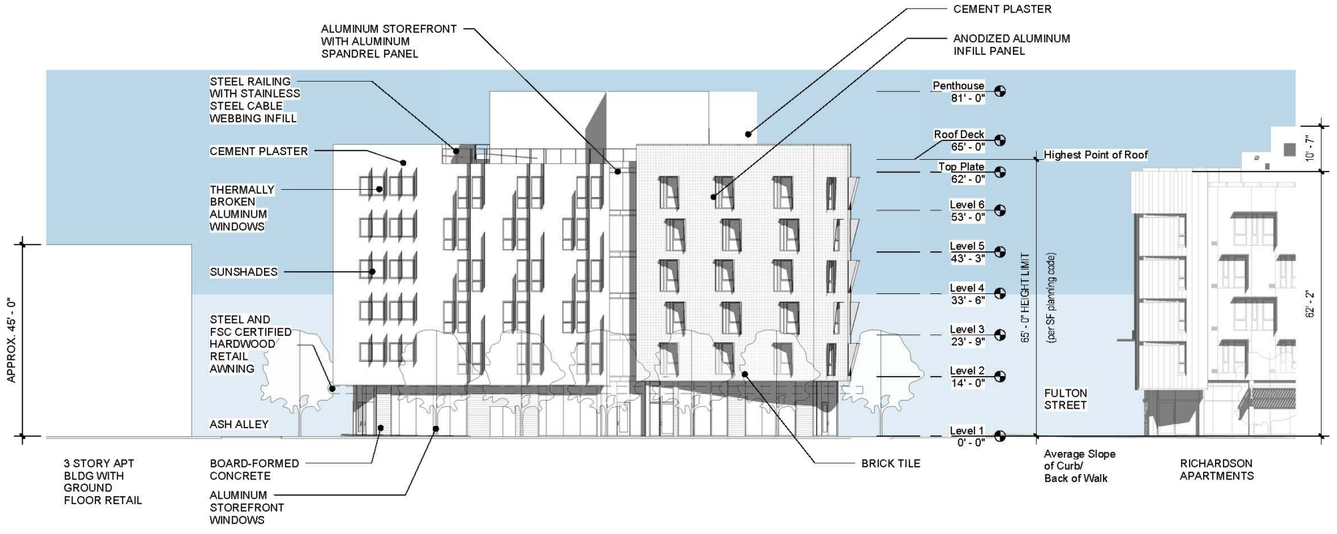
North Elevation (Ash Street)



South Elevation (Fulton Street)



East Elevation (new courtyard)



West Elevation (Gough Street)

Comments: Not to Scale
Source: Tom Eliot Fisch, David Baker & Partners, A2.1B - A2.4B, February 27, 2013.

The Boys & Club sponsors a "Safewalk" program, where a Boys & Girls Club staff person or volunteer meets students at schools at the end of the school day and escorts a group of students to their assorted clubhouses throughout the City. At the existing Clubhouse, staff persons or volunteers currently walk youth to the existing Clubhouse from New Traditions Elementary School (approximately 2,000 feet away). The Boys & Girls Club anticipates maintaining this program at the new Clubhouse, but does not know the details of which schools would participate at this time.

The Boys & Girls Club also sponsors a bus and van service for youth traveling to the existing Clubhouse from select schools (i.e., Cobb Elementary School (1.8 miles away), Creative Arts Charter School (1.5 miles away), and Grattan Elementary School (3,200 feet away)). Vans are also used to transport youth between programs at different Boys & Girls Club sites.[1] One bus and two vans currently serve the existing Clubhouse and drop off participants curbside at the existing Clubhouse. One bus and two vans are also proposed at the new Clubhouse and drop-off would occur along Fulton Street. The Boys & Girls Club does not know the details of the time and frequency of the service or which schools would participate in the bus and van service at this time.

Air Quality and Noise Measures

The proposed project would include the installation of an air filtration system in the new Clubhouse and new mixed-use buildings' ventilation system which would remove at least 80 percent of the outdoor $PM_{2.5}$ concentrations from habitable areas. A maintenance plan, along with a disclosure to buyers and renters, would also be established as part of the installation process for the air filtration system.[2] In addition, the proposed project would apply at least Outdoor-Indoor Transmission Class 28 and Sound Transmission Class 33 for all windows facing Gough Street to reduce noise.

Construction

On-site construction work for each of the two components of the proposed project (the new Clubhouse and the new mixed-use building) would occur simultaneously. Construction would last approximately 17 months (73 weeks), assuming work would occur five days per week. Diesel-generating equipment would be required for the proposed project during the initial and middle phases of construction for approximately eight months (34 weeks). Below ground surface (bgs) construction would be required during some of these initial phases for approximately three months (13 weeks) for the new Clubhouse pool and the new mixed-use building basement. Excavation would occur to approximately nine feet bgs for the new pool and 11 feet bgs for the new basement. In addition, both new buildings would include drilled, cast-in-place concrete piers to approximately 17 feet bgs. The remainder of the construction period, 14 months (approximately 60 weeks), would consist of exterior wall construction and glazing and building construction interior and finishes.

[1] The vans also take a small percentage (three percent) of participants home after program activities.

[2] Two letters from the project sponsor (one for the new Clubhouse, dated January 31, 2013, and one for the new mixed-use building, dated November 5, 2012) committing to these requirements with the Department of Public Health is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

Required Approvals

The proposed project would require the following approvals:

Planning Commission

- Conditional use authorization to allow development on a lot exceeding 10,000 sq. ft. and to allow a non-residential use exceeding 6,000 sq. ft.; and a Planned Unit Development approval, with specific modifications of Planning Code regulations regarding rear yard, dwelling unit exposure, streetscape transparency, garage entry width, and bay window dimensions.

Department of Building Inspection

- Approval of a Building Permit.

Department of Public Works

- Approval of construction within the public right-of-way (e.g., bulbout).

REMARKS:

The California Environmental Quality Act (CEQA) State Guidelines Section 15183 provides an exemption from environmental review for projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an environmental impact report (EIR) was certified, except as might be necessary to examine whether there are project-specific effects which are peculiar to the project or its site. Section 15183 specifies that examination of environmental effects shall be limited to those effects that (a) are peculiar to the project or parcel on which the project would be located, (b) were not analyzed as significant effects in a prior EIR on the zoning action, general plan or community plan with which the project is consistent, (c) are potentially significant off-site and cumulative impacts which were not discussed in the underlying EIR, and (d) are previously identified in the EIR, but which are determined to have a more severe adverse impact than that discussed in the underlying EIR. Section 15183(c) specifies that if an impact is not peculiar to the parcel or to the proposed project, then an EIR need not be prepared for that project solely on the basis of that impact.

The Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is consistent with the requirements (i.e., development density) of the Market and Octavia Neighborhood Plan., as evaluated in the final programmatic EIR, *Market and Octavia Neighborhood Plan Final EIR* (Market and Octavia FEIR or FEIR – Case No. 2003.0347E; State Clearinghouse No. 2004012118)[3,4] This Certificate of Determination (determination) evaluates the topics for which a significant impact is identified in the Market and Octavia FEIR and evaluates whether the

[3] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 344 Fulton Street, October 30, 2012. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

[4] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning, 344 Fulton Street, February 19, 2013. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

proposed project would result in impacts that would contribute to the impact identified in the FEIR. Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the determination under each topic area. The Community Plan Exemption Checklist (Attachment A) identifies the potential environmental impacts of the proposed project and indicates whether such impacts are addressed in the Market and Octavia FEIR.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the Market and Octavia FEIR. This determination does not identify new or additional information that would alter the conclusions of the Market and Octavia FEIR. This determination also identifies mitigation measures contained in the Market and Octavia FEIR that would be applicable to the proposed project at Parcel F. Relevant information pertaining to prior environmental review conducted for the Market and Octavia Neighborhood Plan is included below, as well as an evaluation of potential environmental effects.

Background

On April 5, 2007, the San Francisco Planning Commission certified the FEIR for the Market and Octavia Neighborhood Plan. The certification of the FEIR was upheld on appeal to the Board of Supervisors at a public hearing on June 19, 2007. The FEIR analyzed amendments to the Planning Code and Zoning Maps and the Market and Octavia Neighborhood Plan, an element of the *San Francisco General Plan*. The FEIR analysis was based upon an assumed development and activity that were anticipated to occur under the Market and Octavia Neighborhood Plan. In addition to the programmatic review of the Neighborhood Plan, the FEIR also contained a project-level environmental analysis for the development of 22 Central Freeway parcels, including Parcel F, and a limited number of near-term public street and open space improvements within the Plan Area.

Subsequent to the certification of the FEIR, on May 30, 2008, the Board of Supervisors approved, and the Mayor signed into law, revisions to the Planning Code, Zoning Maps, and General Plan that constituted the "project" analyzed in the Market and Octavia FEIR. The legislation created several new zoning controls which allows for flexible types of new housing to meet a broad range of needs, reduces parking requirements to encourage housing and services without adding cars, balances transportation by considering people movement over auto movement, and builds walkable "whole" neighborhoods meeting everyday needs.

Individual projects that occur under the Market and Octavia Neighborhood Plan will undergo project-level evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development, and to determine if additional environmental review is required.

Potential Environmental Effects

The Market and Octavia FEIR included analyses of the following environmental issues: plans and policies; land use and zoning; population, housing, and employment (growth inducement); urban design and visual quality; shadow and wind; historical resources; transportation; air quality; noise; hazardous materials; geology, soils, and seismicity; public facilities, services and utilities; hydrology; and biology.

The proposed project at Parcel F is in conformance with the development density for the site described in the Market and Octavia FEIR and would represent a small part of the growth that was forecast for the Market and Octavia FEIR. Thus, the Market and Octavia FEIR considered the incremental impacts of the proposed project at Parcel F. As a result, the proposed project would not result in any new or substantially more severe impacts than were identified in the Market and Octavia FEIR.

In the Market and Octavia FEIR, project-level impacts from the development of the 22 Central Freeway parcels were often the same or similar as those impacts for the programmatic review of the Neighborhood Plan and certain mitigation measures applied at both the program- and project-level. In other instances, the Market and Octavia FEIR did not identify project-level impacts from the development of Central Freeway parcels where impacts were identified from implementation of the Neighborhood Plan or identified project-level impacts from certain individual Central Freeway parcels only. In the latter instance, a mitigation measure identified at the program-level was applicable to the individual Central Freeway parcel. No mitigation measures from the Market and Octavia FEIR were specific only to Central Freeway parcels. The following discussion includes a description of the Market and Octavia FEIR program-level analysis, but also includes a description of project-level analysis of Central Freeway Parcel F, if the impact determination was different than the program-level analysis.

The following discussion demonstrates that the proposed project would not result in peculiar impacts that were not identified or a more severe adverse impact than discussed in the Market and Octavia FEIR for the development of Central Freeway Parcel F, including proposed project-specific impacts related to archeological resources, transportation and circulation, air quality, wind and shadow, geology and soils, and hazards and hazardous materials.

Archeological Resources

The Market and Octavia FEIR identified potential archeological impacts related to the Market and Octavia Neighborhood Plan, including development of the Central Freeway parcels, and identified four archeological mitigation measures that would reduce impacts to archeological resources to less than significant. Mitigation Measure C1 (also known as 5.6.A1) applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department, which includes 13 Central Freeway parcels. Mitigation Measure C2 (also known as 5.6.A2) applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA, which includes eight Central Freeway parcels. Mitigation Measure C3 (also known as 5.6.A3) is similar to C2, but it applies to public street and open space improvements. Mitigation Measure C4 (also known as 5.6.A4), which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The project site is one of the properties subject to Mitigation Measure C2. Mitigation Measure C2 states any project resulting in soils disturbance of 4 feet or greater below existing grade proposed within the Plan Area for which no archeological assessment has been prepared shall be required to prepare a preliminary archeological impact assessment by an archeological consultant with expertise in California

prehistoric and urban historical archeology. Based on the study, a determination shall be made if additional measures are needed to reduce potential effects of a project on archeological resources to a less-than-significant level. The Planning Department's archeologist conducted a preliminary archeological review of the project site in conformance with the study requirements of Mitigation Measure C2 and is summarized below.[5]

The project site is underlain by fill of variable depth but at least to 3 ft bgs and possibly to 17 ft bgs. Below the fill is native sand dune deposits with some indications of moderate stability (medium dense sand to clayey sand). In the absence of greater sampling it is unknown if any soils that indicate prehistoric habitation are present.

The project site is located five blocks to the north of the study area of *The San Francisco Central Freeway Replacement Project: Archaeological Research Design and Treatment Plan* prepared for Caltrans.[6] The historical archeological research design of the 1998 report was revised in 2003.[7] No previous archeological documentation or investigations have been undertaken for the project site per se.

The remains of various building foundations and a redwood-lined privy were found during archeological monitoring of the 400 Grove Street (aka Central Freeway Parcel H) project area, two blocks to the southwest of the project site, by Pacific Legacy in June 2012.[8] Sparse and primarily non-diagnostic building materials and fragmented domestic artifacts were recovered from the privy feature. Other nearby recorded archeological sites are National Register of Historic Places-eligible domestic archeological features excavated for the Central Freeway Replacement Project[9] to the east of Octavia Boulevard, approximately six blocks to the southwest of the project site. The privies were associated with late 19th century German and Irish households.

No prehistoric sites have been discovered near the project site area north of Market Street, probably because of its distance from former bay or lagoon shorelines or wetlands. The project site is within the 160-acre Hayes Valley Tract homesteaded by Colonel Thomas Hayes in the 1850s. Since that time, various buildings and structures have occupied the project site and vicinity.

The 1859 US Coast Survey map shows a group of four buildings that extend into the southwest corner of the subject block, which includes the project site. The 1869 US Coast Survey map shows that the street grid has been extended to this area. A single building is shown on the project site fronting on Fulton

[5] Environmental Planning Preliminary Archeological Review: checklist for 344 Fulton Street – Central Freeway Parcel F from Allison Vanderslice, February 14, 2013. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

[6] Ziesing, Grace H., *The San Francisco Central Freeway Replacement Project: Archaeological Research Design and Treatment Plan*, June 1998.

[7] Van Bueren, Thad et al., *Revised Historical Archaeology Research Design for the Central Freeway Replacement Project*, August 4, 2003.

[8] Pacific Legacy, *Final Report on Construction Monitoring Results and the Testing Program for Privy Feature 1 at the 401 Grove Street Project in San Francisco, California*, September 18, 2012.

[9] St. Clair, Michelle, et al. , *Report on Technical and Interpretive Studies for Historical Archaeology Central Freeway Replacement Project*, n.d.

Street. The 1886 Sanborn Map shows the Gough Street Boarding Stable fronting on Gough Street. Fulton Street is lined with two to two-one-half story dwellings and flats, most with rear outbuildings. The Oakland Dairy Stables stand adjacent to the east of the Gough Street Boarding Stable and fronts on Ash Street. To the east of the Oakland Dairy Stables, on Ash Street, is a two-story dwelling. A brass foundry also fronts on Ash Street, to the east of the dwelling. The 1899 Sanborn map shows a similar mix of residential and commercial uses. The Gough Street Boarding Stable still stands along Gough Street and a wagon house with second floor residences is shown at the corner of Gough and Fulton streets. The two eastern most residential buildings have been expanded to the north (rear expansion). These are part of a group of four buildings that were labeled as two-and-a-half story residences on the 1886 map, but are shown here with two-story-over-basement. The Oakland Dairy Stables has added a few sheds to the south (rear expansion). The brass foundry on Ash Street has been replaced by a shed.

The 1913 Sanborn Map shows that the project site was occupied by the New Monarch Livery and Club Livery. By 1950, the Sanborn map shows a distribution center, auto repair shop, and apartment buildings located on the project site. Only the four-story apartment building located at the eastern edge of the project site is shown having a basement. By the 1960s, the Central Skyway passes over the site and no buildings are shown on the project site. The last of the elevated Central Freeway and associated structural supports were removed in 2003. Currently, the project site is leased by the City to the San Francisco Opera for use as a surface vehicular parking lot.

No archival research has been undertaken to determine the ethnic, racial, place of origin, occupational, household type, or religious affiliation of the 19th century residents who occupied the project site. In the absence of such demographic characteristics associated with the 19th century households who occupied the project site, no conclusive assessment can currently be made regarding the potential information value of any late 19th century domestic historical archeological deposits that may be present within project site. Historical archeological deposits associated with the late nineteenth century businesses operating within the project site may contain potential information value on working class culture, working conditions, industrial process, etc.

The proposed project would result in below-ground surface construction to approximately nine feet bgs for the new pool and 11 feet bgs for the new basement. In addition, both new buildings would include drilled, cast-in-place concrete piers to approximately 17 feet bgs. Some below-ground surface construction would occur below fill and into native sand dune deposits. Below-ground surface construction could potentially encounter historical archeological deposits associated with late nineteenth century businesses that could contain potential information of archeological significance. Therefore, based on the Preliminary Archeological Review, it has been determined that the Planning Department's second standard archeological mitigation measure (monitoring) would apply to the proposed project. The Preliminary Archeological Review and its requirements (e.g., monitoring) are consistent with Mitigation Measure C2 from the Market and Octavia FEIR. With implementation of this mitigation measure, impacts related to archeological resources would be less than significant. In accordance with the Market & Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1, as updated below.

With compliance with Project Mitigation Measure 1, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to archeological resources.

Project Mitigation Measure 1 – Archeological Monitoring (Mitigation Measure C2 of the Market and Octavia FEIR). 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 shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archeologist. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the Environmental Review Officer (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 program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the 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 archeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with 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/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the

archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, 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 site[10] associated with descendant Native Americans or the Overseas Chinese an appropriate representative[11] 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 Archeological 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

[10] By the term "archeological site" is intended here to minimally included any archeological deposit, feature, burial, or evidence of burial.

[11] 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 Ameican Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America.

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 Archeological Site Survey

Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The 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.

Transportation and Circulation

The Market and Octavia FEIR anticipated that growth resulting from the zoning changes could result in significant impacts on traffic and transit delays and identified eight transportation mitigation measures. Three of the mitigation measures were found to be infeasible (D1, D2, and D7 (also known as 5.7.A, 5.7.B, and 5.7.G)). Even with the remaining five mitigation measures, however, it was anticipated that the significant adverse cumulative traffic and transit impacts at certain local intersections could not be fully mitigated because of uncertainty in other agencies adopting these mitigation measures and the uncertainty of feasibility of these mitigation measures. Thus, these impacts were found to be significant and unavoidable. However, the development of the Central Freeway parcels was found not to represent a considerable contribution to adverse traffic or transit conditions, and impacts were considered less-than-significant.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, topic 16c from the CEQA Guidelines, Appendix G is not applicable.

Trip Generation

The new mixed-use building's trip generation rate were calculated using information in the *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.[12] The site is located in the City's Superdistrict 2 traffic analysis area. The new Clubhouse's trip generation rate, as well as other travel demand characteristics, was calculated based on a Circulation Study prepared for the proposed project.[13] The Circulation Study based the new Clubhouse's trip generation rate on surveys done at the existing Ernest Ingold Clubhouse at 1950 Page Street and data provided by the Boys & Girls Club. Based on these sources, the proposed project, as a whole, would generate an estimated average 1,778 daily person-trips including 324 daily person-trips during the PM peak hour.[14] These 324 PM peak person-trips would be distributed among various modes of

[12] Wade Wietgrefe, San Francisco Planning Department, Transportation Calculations, February 20, 2013. These calculations are available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

[13] Fehr & Peers, *Circulation Study for the Relocation of the Ernest Ingold Boys and Girls Clubhouse to Parcel F (344 Fulton Street)*, February 25, 2013. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

[14] For conservative purposes, the new Clubhouse PM peak hour rates presented in this analysis are based on peak hour of the facility (between 5:30 PM and 6:30 PM) numbers, instead of peak hours of adjacent street traffic (between 5:00 PM and 6:00 PM) documented in the Fehr & Peers *Circulation Study*.

transportation, including 159 automobile trips (107 vehicle trips), 99 public transit trips, 54 pedestrian trips, and 12 other trips, including bicycle and Boys & Girls Club van.

Traffic

The proposed project's vehicle trips would travel through the intersections surrounding the project block. Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions with extremely long delays. LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. Available LOS data of intersections within three blocks of the project site indicate that these intersections currently operate during the weekday PM peak hour at LOS A (Gough/Fell Street and Franklin/Fell Street intersections), and LOS C (Gough/Hayes Street, Franklin/Hayes Street, and Van Ness Avenue/Hayes Street intersections).[15] The proposed project would generate 107 new PM peak hour vehicle trips to surrounding intersections. These new PM peak hour vehicle trips are not anticipated to substantially increase traffic volumes at these or other nearby intersections, substantially increase average delay that would cause intersections that currently operate at acceptable LOS to deteriorate to unacceptable LOS, or substantially increase average delay at intersections that currently operate at unacceptable LOS.

The Market and Octavia FEIR identified significant and unavoidable cumulative (2025) impacts relating to weekday PM peak hour traffic conditions at seven intersections from implementation of the Plan. Of those intersections, the project site is near Hayes Street/Van Ness Avenue, Hayes/Gough Streets, and Hayes/Franklin Street which each deteriorated to LOS F under cumulative weekday PM peak hour operating conditions. Specific mitigation measures were proposed for each of these mitigation measures, but these mitigation measures were found infeasible, and not adopted. Therefore, cumulative impacts at the above intersections were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative traffic impacts was adopted as part of the FEIR Certification and project approval.

The proposed project would not contribute considerably to these conditions as its contribution of 107 PM peak hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by Market and Octavia's projects. The proposed project would not contribute considerably to 2025 cumulative conditions and thus, the proposed project would not have any significant cumulative traffic impacts.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to traffic.

[15] LOS is for the year 2009 and comes from the 205 Franklin Street (SF Jazz) Project Impact Analysis. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2008.1234!.

Transit

The project site is located within proximity of several local transit lines including Muni lines 5, 6, 19, 21, 31, 47, 49 and 71/71L and Muni Metro stop at Van Ness Avenue and Market Street. The proposed project would generate 99 new PM peak hour transit trips dispersed among the wide availability of transit lines. These new PM peak hour transit trips would not be anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result.

The Market and Octavia FEIR identified significant and unavoidable cumulative (2025) impacts relating to weekday PM peak hour on transit as a result of increase in delays at Hayes Street intersections at Van Ness Avenue, Franklin Street, and Gough Street because of changes to the configuration of Hayes Street as part of the Plan. The increase in delays would decrease the attractiveness and efficiency of transit, because it would result in increase on travel times on Muni and substantially affect transit operations. The project site is near all three intersections, which each deteriorated to LOS F under cumulative weekday PM peak hour operating conditions. Mitigation Measure D8 (also known as 5.7.H) addresses this transit impact by proposing to reroute the 21-Hayes Muni bus around congested intersections. Even with Mitigation Measure D8, however, cumulative impacts at the above intersections were found to be significant and unavoidable and a Statement of Overriding Considerations related to the significant and unavoidable cumulative transit impact was adopted as part of the FEIR Certification and project approval.

The proposed project would not contribute considerably to these conditions as its minor contribution of 107 PM peak hour vehicle trips would not be a substantial proportion of the overall traffic generated by Market and Octavia projects. In addition, the proposed project's minor contribution of 99 PM peak hour transit trips would not be anticipated to cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result. The proposed project would not contribute considerably to 2025 cumulative transit conditions and thus, the proposed project would not result in any significant cumulative transit impacts.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to transit.

Pedestrian

The proposed project would not include sidewalk narrowing, roadway widening, or removal of a center median; conditions that can negatively impact pedestrians. The proposed project would add a curb cut at Ash Street to provide vehicular access to the new buildings. However, Ash Street is not identified in the General Plan as a "Citywide Network Pedestrian Street," "Neighborhood Commercial Street," or "Neighborhood Network Connection Street" and the frequency of vehicles entering and exiting the project site from Ash street would not be substantial enough to cause a hazard to pedestrians or otherwise interfere with pedestrian accessibility to the project site and adjoining areas.

Pedestrian activity would increase as a result of the proposed project (54 PM peak hour pedestrian trips), but not to a degree that would result in substantial overcrowding on public sidewalks. Many of these trips are anticipated to cross at the Gough/Fulton Street intersection, where the proposed project would include a sidewalk bulbout at the northeast corner of this intersection. As part of the Department of Public Works' Road Repaving and Safety Bond, Gough and Franklin Streets are scheduled to be repaved in late 2013. At the time the streets are repaved, new curb ramps would be constructed and crosswalks at Gough/Fulton Street and Franklin /Fulton Street would be restriped. The existing standard crosswalks at the intersections of Gough/Fulton Street and Franklin/Fulton Street would be restriped to be white "continental"-style crosswalks. The San Francisco Municipal Transportation Agency (SFMTA) is also working on identifying funding for additional pedestrian improvements along the streets, including pedestrian countdown signals; however, funding has not been identified at this time. Repaving and signal upgrades do not need to occur simultaneously and pedestrian signals could be installed after repaving occurs if funding is not identified by the time repaving begins in 2013.

The proposed project would also extend the sidewalk seven feet along the south side of Ash Street, and include a raised crosswalk across Ash Street at the Gough Street intersection, which would improve local conditions for pedestrians. In addition, as part of the proposed project, some participants at the new Clubhouse would participate in the Boys & Girls Club Safewalk program, although the details of the program are not known at this time, to improve walking conditions for participants from nearby schools. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to pedestrians.

While the proposed project's pedestrian impacts would be less than significant, improvement measures could be implemented to further reduce these less-than-significant impacts by defining and expanding the Boys & Girls Club Safewalk program and through coordination with the DPW and SFMTA on any project-related improvements in the public right-of-way and additional improvements in the public right-of-way.

Project Improvement Measure 1 – Boys & Girls Club Safewalk Program

The Boys & Girls Clubs of San Francisco (Club) should consider including schools within ¼ mile of the new Clubhouse for the Safewalk program, including the Tenderloin Elementary School, located at the intersection of Van Ness Avenue/Turk Street, and the French and Chinese International Schools, located at the intersection of Oak Street/Franklin Street. Rosa Parks and John Muir Elementary Schools, which are located within ½ mile of the Parcel F Clubhouse, and Creative Arts Charter School, which is located within ¾ mile of the Parcel F Clubhouse, could be also candidates for a Safewalk group. It is recommended that a Club staff person or volunteer meets students at the Safewalk program schools at the end of the school day and escorts a group of students to the new Clubhouse. The Club could also consider expanding the Safewalk program to include walking groups from the Clubhouse to residential areas near the new Clubhouse, particularly those in the Western Addition or Tenderloin neighborhoods.

The Club should also consider expanding the Safewalk program and sponsoring a walking and bicycling safety course on a quarterly or half-yearly basis for students. The course could be paired with other encouragement activities, such as Bike/Walk to School Day

(www.walkbiketoschool.org). The course should provide children (including those who do not participate in Safewalk) with information on walking and bicycling safety skills and on other transportation options besides driving. This course could also target parents who currently pick-up their students at the end of the day with information on other transportation options to travel to and from the new Clubhouse.

The Safewalk program could also include bicycle safety education targeted at encouraging high school participants to bicycle to school and to the new Clubhouse. The Urban School (Page Street/Masonic Avenue), Galileo High School (Polk Street/Francisco Street), Gateway High School (Scott Street/Geary Street) and Ida B Wells High School (Hayes Street/Pierce Street) are located within a 15 minute bicycle ride of the new Clubhouse and are good candidates for bicycle safety education.

Project Improvement Measure 2 – Public Right-of-Way Improvements

The project sponsor should coordinate with the San Francisco Municipal Transportation Agency (SFMTA) and Department of Public Works (DPW) on project-related improvements to Gough Street (i.e., sidewalk bulbout and raised crosswalk across Ash Street) so that it does not interfere with DPW or SFMTA planned construction work or occur after DPW planned construction work. In addition, the project sponsor should coordinate with the DPW and SFMTA to recommend including the following pedestrian restriping and signal improvements:

- When the roadways are restriped by DPW, recommend advanced stop bars at the intersections of Gough/Fulton Street and Franklin/Fulton Street intersections, to reduce vehicle encroachment into the crosswalk when pedestrians have the right-of-way.
- When the roadway is restriped by DPW, recommend restriping the northeast and northwest corners of Gough/Fulton Street intersection to provide, at a minimum, 10-foot-long red zones. This would improve sight distance between pedestrians and approaching motorists turning from Gough Street to Fulton Street.
- When pedestrian signals are installed by the SFMTA at Gough/Fulton Street and Franklin/Fulton Street intersections, recommend that the pedestrian signals should include a leading pedestrian interval, where pedestrians are given a head start before vehicles receive a green signal. This would require signal hardware improvements, including new pedestrian signals, and retiming of the coordination on both Gough and Franklin Streets.

The above pedestrian restriping and signal improvements are subject to the approval of the DPW and SFMTA.

Bicycle

An existing Class II bikeway exists on Fulton Street, west of Octavia Boulevard. Class II bikeways are bicycle lanes striped with the paved areas of roadways, and established for the preferential use of bicycles. An existing Class III facility, sharrows, exists on McAllister Street, one block north of the project site. Sharrows are a traffic control device which consists of pavement markings within the traffic lane. The markings are intended to alert drivers that bicyclists share the traffic lane and to reduce the chance of bicyclists running into the open doors of parked vehicles. The proposed project would not include a curb cut on either of these bicycle facilities. The proposed project would be adding 80 bicycle spaces at the

project site and would generate a demand of 12 PM peak hour other (which includes bicycles) trips. Although the proposed project would increase the number of vehicles in the project vicinity, it would not cause a hazard to bicyclists or otherwise interfere with bicyclist accessibility to the project site and adjoining areas. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to bicycles.

While the proposed project's bicycle impacts would be less than significant, an improvement measure could be implemented to further reduce these less-than-significant impacts by defining and expanding the Boys & Girls Club Safewalk program.

Project Improvement Measure 1 – Boys & Girls Club Safewalk Program

Freight Loading

Per the requirements of the Planning Code, the proposed project would not be required to provide a loading space. Therefore, the proposed project would not conflict with the loading requirements of the Planning Code.

Regarding freight loading demand, it is not anticipated that this type of use would require frequent freight loading. The project's freight loading would be accessed from the dead-end public right-of-way, Ash Street, where trucks would be able to park temporarily without creating potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

Passenger Loading

Regarding the new Clubhouse participant loading demand during the peak hour, the new Clubhouse would generate 114 PM peak hour arrivals (inbound vehicle trips plus outbound vehicle trips) at the facility (between 5:30 and 6:30 PM).[16] This loading demand is based on existing survey data and field observations at the existing Clubhouse and information obtained from the Boys & Girls Club, as documented in the Circulation Study. Using the passenger loading/unloading contained in the SF Guidelines, Appendix H, the proposed project would generate the need for 380 lineal feet of curb space to accommodate passenger loading/unloading during any one minute of the peak 15 minute period.[17] The 380 lineal feet is a conservative estimate because a majority of the observed pick-ups at the existing Clubhouse occurred in less than five minutes. Additionally, field observations at the existing Clubhouse indicated that the peak queue represented only about 20 percent of the total number of peak hour vehicles arriving to pick-up a participant. Thus, the field measured data at the existing Clubhouse suggest that the peak drop-off would be required to accommodate 11 vehicles (approximate 220 lineal feet).[18] If these two reference points are averaged (380 and 220 lineal feet), the new Clubhouse would

[16] Because each of the participant vehicle trips is a pick-up, although no person physically enters the new Clubhouse, a vehicle would arrive at the site and be considered an inbound and outbound vehicle trip for the loading analysis.

[17] A. (114 arrivals/departures * peaking factor of two) / (four) = 57 vehicles during the peak 15 minutes. B. (57 vehicles during the peak 15 minutes * 5 minutes average duration of stop) / (15 minutes) = 19 vehicles during the peak minute of the hour. C. (19 vehicles * 20 feet per vehicle) = 380 lineal feet.

[18] Using the formula provided in SF Guidelines, this would suggest a length of stay of three to four minutes.

generate the need for approximately 300 lineal feet of curbside passenger loading space. The proposed project would not include a curbside loading space.

In order to determine the potential for hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians from participant loading, the Circulation Study provided a comparison between the conditions at the existing Clubhouse and new Clubhouse, which is summarized below.

Fulton Street between Gough Street and Franklin Street (where the entrance to the new Clubhouse would be located) is approximately 400 feet long and has one lane of travel in each direction. The project site has approximately 240 linear curb feet along Fulton Street, beginning at Gough Street to the west. The western end of the new Clubhouse would be located approximately 100 feet from the Gough Street intersection and 300 feet from the Franklin Street intersection. In the Circulation Study, Fulton Street was observed to have relatively low traffic volumes because it ends at Franklin Street. In addition, Fulton Street does not contain any transit or bicycle facilities. The street is currently unmetered for parking. These characteristics are similar to Page Street (where the entrance to the existing Clubhouse is located), except Page Street also contains a Class III bicycle facility, sharrows.

The existing Clubhouse does not have a designated curbside passenger-loading space. During the observation period in the Circulation Study, vehicles double-parked in the westbound travel lane on Page Street waiting to pick-up or drop-off participants in front of the existing Clubhouse.[19] Double-parking occurred most frequently at the peak pick-up times, approximately at 6:00 PM. The double-parked queue ranged from two vehicles to eight vehicles, with vehicles pausing between thirty seconds and ten minutes. When queues extended more than two vehicles, eastbound traffic on Page Street would pause to allow westbound vehicles to pass the queue. Traffic on Page Street was generally light, and no substantial conflicts were observed during the observation period. Bicyclists were able to bypass the queue. The driveways and lack of on-street parking on the south side of the street permitted these activities to occur more easily.

The intersections at Stanyan Street/Page Street (signalized) and Shrader Street/Page Street (all-way stop controlled) were also observed during the observation period in the Circulation Study. Both intersections operated with low levels of delay. The existing Clubhouse is located approximately 125 feet from each intersection. The western end of the existing Clubhouse pick-up queue generally started at this distance from Stanyan Street and allowed room for up to six vehicles to queue at the signal; although, the westbound queue at the signal never exceeded two or three vehicles during field observations. At times, the existing Clubhouse queue extended from the western end of the existing Clubhouse to Shrader Street (distance of approximately 280 feet); however, other westbound traffic was light and able to navigate around the queue without substantially affecting eastbound traffic. Eastbound traffic generally yielded and paused curbside if a westbound vehicle was passing the queue. The driveways on the south side of Page Street allowed eastbound vehicle extra room for this maneuver. Additionally, vehicle queues did not form on the other approaches (i.e., northbound, southbound, eastbound) of the Shrader Street/Page Street intersection.

[19] The existing Clubhouse is located on the north side of Page Street or in front of the westbound travel lane.

If a dedicated passenger loading zone is not provided for the new Clubhouse, the participant pick-up and drop-off would likely result in double parking. Fulton Street is a low-volume street without transit facilities, and vehicles and bicyclists would likely yield to on-coming traffic, similar to what occurs on Page Street, a low-volume street, adjacent to the existing Clubhouse. The double parking queue would occur adjacent to the on-street parked vehicles in the travel lane and thus would not block pedestrian access. The project site block is a similar size to the existing Clubhouse block and a similar number of participants would be anticipated to be picked up by vehicles at the new Clubhouse as the existing Clubhouse. Thus, the double parking queue would not be anticipated to back up into the Franklin Street intersection or block westbound vehicles from accessing the Gough Street intersection. Therefore, the new Clubhouse participant pick-up and drop-off would not be expected to create potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians.

Vans would be used to transport youth between programs at different Boys & Girls Club sites. One bus and two vans are also proposed at the new Clubhouse and drop-off would occur along Fulton Street. The Boys & Girls Club does not know the details of the time and frequency of the service or which schools would participate in the service at this time. However, it is anticipated that drop-offs would occur at a similar time and a similar frequency as they do at the existing Clubhouse, which is outside the peak hour, limited in frequency (approximately 34 percent of participants arrive at the existing Clubhouse and three percent leave the existing Clubhouse), and requires limited duration to unload. Therefore, the bus and vans would likely double-park and drop-off participants without creating potentially hazardous conditions or significant delays affecting traffic, transit, bicycles, or pedestrians because Fulton Street is a low-volume street without transit facilities and the limited frequency and duration of bus and van service drop-off.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to freight and passenger loading.

While the proposed project's loading impacts would be less than significant, an improvement measure could be implemented to further reduce these less-than-significant impacts to improve participant drop-off and pick-up along Fulton Street. Provision of a loading zone, even shorter than the recommended 300 feet, along with monitoring of participant pick-up/drop-off activities would reduce the likelihood of queues occurring within the travel lane. In addition, another improvement measure could be implemented by defining and expanding the Boys & Girls Club van program.

> **Project Improvement Measure 3 – Passenger Loading Zone and Monitoring**
> To manage participant pick-up and drop-off, the Boys & Girls Clubs of San Francisco (Club) should work with the San Francisco Municipal Transportation Agency (SFMTA) to implement a part-time passenger loading zone (white curb) along the north side of Fulton Street in front of the Parcel F Clubhouse to allow drivers to pull out of the westbound travel lane. The part-time passenger loading zone could be in effect between 5:00 PM and 8:00 PM and be used as regular parking (or on-street commercial loading) during the rest of the day. A passenger-loading zone is subject to the approval of the SFMTA, and a change to the parking regulations adjacent to the project site would need to be requested and legislated through the SFMTA's curb management program.

Pick-up and drop-off peak periods should be monitored/managed by a Club representative (representative). The representative should be responsible for, but not limited to, the following:

- If a passenger loading zone is provided, monitoring and ensuring vehicles (including Club bus and vans) use the zone efficiently by directing vehicles to move if vehicles dwell in the passenger zone for long durations and cause queuing into the travel lanes on Fulton Street.
- If a passenger loading zone is not provided or less than 300 lineal feet, monitoring and ensuring vehicles (including Club bus and vans) double-park efficiently by directing vehicles to move if vehicles dwell for long durations and ensuring double-parking does not extend and affects vehicle movements at the Gough/Fulton Street or Franklin/Fulton Street intersections.

If a recurring queue occurs and/or double-parking extends and affects vehicle movements at the Gough/Fulton Street or Franklin/Fulton Street intersections by Club participant pick-up and/or drop-off, the Club should employ abatement methods as needed. Suggested abatement methods include but are not limited to the following: expanding Club bus and van services for participant drop-off; working with the SFMTA to add a white zone along the south side of Fulton Street.

If the Planning Director, or his or her designee, suspects that the Club participant pick-up and/or drop-off cause recurring vehicle queues to be present and/or double-parking extends and affects vehicle movements at the Franklin/Fulton Street or Gough/Fulton Street intersections, the Planning Department should notify the Club in writing. Upon request, the Club should hire a qualified transportation consultant to evaluate the conditions at the project site for no less than seven days. The consultant should prepare a monitoring report to be submitted to the Department for review. If the Department determines that Club participant pick-up and/or drop-off cause a recurring queue to exist and/or double-parking extends and affects vehicle movements at the Gough/Fulton Street or Franklin/Fulton Street intersections, the Club should have 90 days from the date of the written determination to abate the queue and/or double-parking so that it does not extend and affect vehicle movements at the Gough/Fulton Street or Franklin/Fulton Street intersections.

Project Improvement Measure 4 – Boys & Girls Club Van Program

The Boys & Girls Clubs of San Francisco (Club) should consider expanding the reach of the van program (program) to reduce the number of participants who might otherwise be driven to the new Clubhouse afterschool. The program should be modified based on the participant origins and targeted participants for the Club. If the new Clubhouse has a substantial number of participants from Grattan Elementary School, New Traditions, Cobb Elementary School, and the Urban School, as they do currently at the existing Clubhouse, these schools would be good candidates for the Club program. Rosa Parks, John Muir, and Creative Arts Charter could be candidates for the program if a Safewalk group is not established at these schools, or if a Safewalk group is established for older students and a van is used for younger students. Depending on van ridership, one van route could provide service to New Traditions, Grattan, the Urban School, and John Muir, while a second route could serve Cobb, Rosa Parks, and Creative Arts Charter.

Emergency Access
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 nor result in any significant impacts related to emergency access that were not identified in the Market and Octavia FEIR related to emergency access.

Construction
The proposed project's construction activities would last approximately 17 months and would include below-ground surface construction and building construction. Although construction activities would result in additional vehicle trips to the project site from workers, soil hauling, and material and equipment deliveries, these activities would be limited in duration. Therefore, the proposed project's construction would not result in a substantial impact to transportation or significant impacts that were not identified in the Market and Octavia FEIR related to construction.

While the proposed project's construction impacts would be less than significant, an improvement measures could be implemented to further reduce these less-than-significant impacts through coordination with the DPW and SFMTA on any project-related improvements in the public right-of-way.

Project Improvement Measure 2 – Public Right-of-Way Improvements

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

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

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact (CEQA Guidelines § 15131(a)). The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively 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 Article 8A, 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." As stated above, the project site is well served by transit and bicycle lanes and the proposed project includes ample bicycle parking.

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

In summary, changes in parking conditions are considered to be social impacts rather than impacts on the physical environment. Accordingly, the following parking analysis is presented for informational purposes only.

The proposed project involves the removal of the existing surface vehicular parking lot, containing approximately 100 – 110 parking spaces. Per the requirements of the Planning Code, no off-street parking spaces are required. The proposed project would provide three ground-level tandem parking spaces (six total parking spaces) in the new mixed-use building to be used solely by Boys & Girls Club staff and accessed from Ash Street.

Regarding parking demand, according to the SF Guidelines and the Circulation Study, the proposed project would generate a demand for 124 parking spaces. The 100 – 110 vehicles currently parking on the project site would be displaced to other off-street facilities in the area, or to on-street parking spaces. In addition, the proposed project would remove three existing on-street parking spaces along the south side of Ash Street and, if Project Improvement Measure 3 is implemented, up to approximately 19 on-street parking spaces along the north side of Fulton Street would be removed for a white zone during certain pick-up periods. Combined, the parking shortfall of the proposed project and the displacement of existing parking spaces would increase both on-street and off-street parking demand and occupancy would be anticipated to increase. As described above, the unmet demand for parking spaces is considered a social effect, rather than a physical impact on the environment as defined by CEQA.

Air Quality

The Market and Octavia FEIR identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust and pollutant emissions related to the operation of fossil fuel burning equipment that would expose sensitive receptors to substantial pollutant concentrations for Plan or individual project implementation, including development of the Central Freeway parcels. The Market and Octavia FEIR identified two mitigation measures that would reduce these air quality impacts to less-than-significant levels.

Mitigation Measure E1 (also known as 5.8.A) requires individual projects, including Central Freeway parcels, which include construction activities to include dust control measures. Subsequent to the certification of the FEIR, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce 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. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities. The proposed project would be subject to and would comply with the Construction Dust Control Ordinance, therefore Mitigation Measure E1 is not applicable to the proposed project.

Mitigation Measure E2 (also known as 5.8.B) requires individual projects, including Central Freeway parcels, which include construction activities to reduce short-term exhaust emissions. For determining potential health risk impacts, San Francisco has partnered with the Bay Area Air Quality Management District (BAAQMD) to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco and identify portions of the City that result in additional health risks for affected populations ("hot spots"). Air pollution hot spots were identified based on two health based criteria:

(1) Excess cancer risk from all sources > 100; and

(2) $PM_{2.5}$ concentrations from all sources including ambient >10μg/m^3.

Sensitive receptors[20] within these hot spots are more at risk for adverse health effects from exposure to substantial air pollutant concentrations than sensitive receptors located outside these hot spots. These locations (i.e., within hot spots) require additional consideration when projects or activities have the potential to emit toxic air contaminants (TACs), including diesel particulate matter (DPM) emissions from temporary and variable construction activities.

Construction activities from the proposed project would result in DPM and other TACs from equipment exhaust, construction-related vehicular activity, and construction worker automobile trips. Construction would be expected to last approximately 17 months (73 weeks). Diesel-generating equipment would be required for approximately eight months (34 weeks).

The project site is located within an identified hot spot, therefore, the proposed project's temporary and variable construction activities would result in short-term emissions of DPM and other TACs that would add emissions to areas already adversely affected by poor air quality. Thus, Mitigation Measure E2 is applicable to the proposed project and updated below. Compliance with the Construction Emissions Minimization measures would result in less-than-significant impacts from construction vehicles and

[20] The BAAQMD considers sensitive receptors as: children, adults or seniors occupying or residing in: 1) Residential dwellings, including apartments, houses, condominiums, 2) schools, colleges, and universities, 3) daycares, 4) hospitals, and 5) senior care facilities. Bay Area Air Quality Management District (BAAQMD), *Recommended Methods for Screening and Modeling Local Risks and Hazards*, May 2011, page 12.

equipment. In accordance with the Market and Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 2, as updated below.

Project Mitigation Measure 2 – Construction Emissions Minimization (Mitigation Measure E2 of the Market and Octavia FEIR)

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

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

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

   b) All off-road equipment shall have:

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

      ii. Engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS).[21]

   c) Exceptions:

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

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

      iii. If an exception is granted pursuant to A(1)(c)(ii), the project sponsor shall provide the next cleanest piece of off-road equipment as provided by the step down schedules in Table A1 below.

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

TABLE A1
OFF-ROAD EQUIPMENT COMPLIANCE STEP DOWN SCHEDULE*

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

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

2. The project sponsor shall require the idling time for off-road and on-road equipment be limited to no more than *two* minutes, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment. Legible and visible signs shall be posted in multiple languages (English, Spanish, Chinese) in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
3. The project sponsor shall require that construction operators properly maintain and tune equipment in accordance with manufacturer specifications.
4. The Plan shall include estimates of the construction timeline by phase with a description of each piece of off-road equipment required for every construction phase. Off-road equipment descriptions and information may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, reporting shall indicate the type of alternative fuel being used.
5. The Plan shall be kept on-site and available for review by any persons requesting it and a legible sign shall be posted at the perimeter of the construction site indicating to the public the basic requirements of the Plan and a way to request a copy of the Plan. The project sponsor shall provide copies of Plan to members of the public as requested.

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

Within six months of the completion of construction activities, the project sponsor shall submit to the ERO a final report summarizing construction activities. The final report shall indicate the start and end dates and duration of each construction phase. For each phase, the

report shall include detailed information required in A(4). In addition, for off-road equipment using alternative fuels, reporting shall include the actual amount of alternative fuel used.

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

The Market and Octavia FEIR noted that the provisions in the *General Plan* provide development policies and guidelines that are designed to provide for protection of the public from exposure to operational TACs. The proposed project would include the installation of an air filtration system in the new Clubhouse and new mixed-use building's ventilation system which would remove at least 80 percent of the outdoor $PM_{2.5}$ concentrations from habitable areas. A maintenance plan, along with a disclosure to buyers and renters, would also be established as part of the installation process for the air filtration system.[22] Therefore, the proposed would result in less-than-significant impacts from exposure operational TACs.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to air quality.

Wind and Shadow

Wind

The Market and Octavia FEIR identified potential wind impacts related to the Market and Octavia Neighborhood Plan, including development of the Central Freeway parcels, and identified two mitigation measures. Mitigation Measure B1 (also known as 5.5.B1) applies to all buildings, including development of Central Freeway parcels, in excess of 85 feet in height to reduce wind hazard impacts to less than significant. The proposed project buildings are less than 85 feet in height, and therefore, Mitigation Measure B1 does not apply to the proposed project. Mitigation Measure B2 was intended to further reduce wind levels, including development of Central Freeway parcels, which were already less than significant.

A project-specific evaluation of the probable wind impacts of the proposed project was completed by Donald Ballanti.[23] This evaluation states the proposed project's exposure to prevailing winds is limited by: the shelter from existing structures (although the upper stories of the buildings could be exposed to moderately windy conditions from prevailing westerly to northwesterly winds); the proposed project's massing that provides a complex building face where exposed to wind (e.g., ground floor setback to create an overhang, vertical not cut into the face, and a curving building face at the Gough/Fulton corner);

[22] Two letters from the project sponsor (one for the new Clubhouse, dated January 31, 2013, and one for the new mixed-use building, dated November 5, 2012) committing to these requirements with the Department of Public Health is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

[23] Donald Ballanti, Certified Consulting Meteorologist, *Wind/Comfort Impact Evaluation for the Boys and Girls Club of San Francisco Project, San Francisco,* November 6, 2012. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

and the orientation of the proposed project buildings' long axis aligned along a west to east direction which aligns with the prevailing wind direction. Based on consideration of the exposure, massing, and orientation of the proposed project, the proposed project as designed would not have the potential to result in significant wind hazard impact and wind mitigation measures from the FEIR would not apply to the proposed project.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to wind.

While the proposed project's wind hazard impacts would be less than significant, an improvement measure could be implemented to reduce wind and improve usability of the new rooftop decks on the new mixed-use building and new Clubhouse.

> **Project Improvement Measure 5 – Wind Reduction on New Rooftop Decks**
> To reduce wind and improve usability on the new rooftop decks on the new mixed-use building and new Clubhouse, the project sponsor should landscape these areas. Suggestions include Planning Code compliant porous materials or structures (vegetation, hedges, screens, latticework, perforated or expanded metal) as opposed to a solid surface.

Shadow

The Market and Octavia FEIR did not identify any significant shadow impacts related to the Market and Octavia Neighborhood Plan, including development of the Central Freeway parcels, to parks and open space subject to Planning Code Section 295. Section 295 generally prohibits new buildings greater than 40 feet in height that would cast new shadow on parks and open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. The FEIR stated that future development projects would be subject to Planning Code Section 295 assessments and compliance would ensure that future development projects would not adversely affect existing or proposed open spaces under jurisdiction of the Recreation and Park Department. No mitigation measures were identified in the FEIR for the Section 295 properties.

The proposed project would construct two new buildings taller than 40 feet in height on the project site: a 58-foot-tall new Clubhouse on the eastern portion and a new 65-foot-tall (81 feet tall with a mechanical penthouse) mixed-use building on the western portion. Therefore, a shadow study was conducted consistent with Section 295.[24] Shadow effects attributed to the proposed project were analyzed on an hourly basis, at the top of the hour from one hour after sunrise (Sunrise + 1 hour) to one hour before sunset (Sunset - 1 hour) for the following four dates: Spring Equinox (March 21) - shadows are midway through a period of shortening; Summer Solstice (June 21) - midday sun is at its highest and shadows are at their shortest; Fall Equinox (September 21) - shadows are midway through a period of lengthening; and Winter Solstice (December 21) - midday sun is lowest and shadows are at their longest. Shadows on

[24] Tom Eliot Fisch, *Shadow Study Summary, Boys and Girls Club of San Francisco*, November 1, 2012. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

any other day would be within the range of shadows presented in the shadow study. The shadow study shows that shadows cast by the proposed project would not shade Section 295 properties.

The Market and Octavia FEIR identified potential shadow impacts related to the Market and Octavia Neighborhood Plan on parks and open space not subject to Section 295, including War Memorial Open Space from development on Franklin Street, and identified one mitigation measure. Project-level impacts were not identified from the development of the Central Freeway Parcel F. Mitigation Measure A1 (also known as 5.5.A2) applies to new buildings and additions to existing buildings in the Plan Area where building height exceeds 50 feet and where substantial shadow impacts on public plazas and other publicly accessible spaces other than those protected under Section 295 would occur. Mitigation Measure A1 states that where new buildings and additions to existing building, where the building height exceeds 50 feet, shall be shaped, consistent with the dictates of good design and without unduly restricting the development of potential of the site in question, to reduce substantial shadow impacts on public plazas and other publicly accessible spaces other than protected under Planning Code Section 295. The Market and Octavia FEIR stated implementation of Mitigation Measure A1 would reduce the shadow impact, but may not eliminate shadow impacts; therefore the impact was identified as significant and unavoidable.

In determining shadow effects on public plazas and other publicly accessible spaces, the following factors are taken into account: the amount of area shaded, the duration of the shadow, and the importance of sunlight to the type of open space being shaded. The aforementioned shadow study shows that shadows cast by the proposed project would shade portions of nearby streets, sidewalks, private property, and War Memorial Open Space.[25]

The new shadows cast on nearby streets and sidewalks would not exceed levels commonly expected in urban areas and impacts would be considered less-than-significant. The loss of sunlight for private property is rarely considered to be a significant impact on the environment under CEQA. During all study dates, the proposed project would cast new shadows during the morning hours on residential properties to the west, across Gough Street. In June, the proposed project would cast new shadows during the evening hours on the residential and hotel buildings to the south, across Fulton Street. In March and September, the proposed project would cast new shadows during the afternoon hours on the residential buildings to the north, across Ash Street. In addition, the proposed project would cast new shadows on these northern buildings for most of the study hours during December. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading would not be considered a significant impact under CEQA.

The War Memorial Open Space is part of the War Memorial Complex located between the Veterans Building and Opera House, approximately 325 east of the project site, bounded by McAllister Street to the north, Van Ness Avenue to the east, Fulton Street to the south, and Franklin Street to the west. The War Memorial Complex is operated by the San Francisco War Memorial and Performing Arts Center, a department of the City and County of San Francisco. The War Memorial Complex was built to honor the men and women of San Francisco who served during the First World War. The War Memorial Open Space contains a paved roadway for service vehicles around the interior perimeter between the two

[25] *Ibid.*

buildings. A double row of trees separates the roadway from a horseshoe shaped courtyard inscribed within a rectangular lawn; no formal seating areas are provided. Ornamental fencing lines the open space's Franklin Street and Van Ness Avenue frontages, each with gated entries. The property is occasionally used for arts and veterans' organizations events.

The following describes shadows at the property under existing conditions. In March and September, War Memorial Open Space is partially shaded throughout the study hours, with the most shading occurring after 6:00 PM, when the majority of the property is shaded. In June, War Memorial Open Space receives little to no shading until 5:00 PM during the study hours, when shadows start to come in and almost completely cover the property by 8:00 PM. In December, the majority of War Memorial Open Space is shaded throughout the study hours.

The proposed project would add new shadows to the War Memorial Open Space in March and September; no new shadows would be added in June or December. In March, project-related new shading would start sometime between 5:00 PM and 6:00 PM and would likely last until the end of the study hours (approximately 6:20 PM). New shadows would be cast near the center of the property and extend east towards Van Ness Avenue. In September, project-related new shading would occur sometime immediately prior to 5:00 PM and likely end before 6:00 PM, when the new buildings' shadows would be included as part of existing shadows. New shadows would be cast near the western edge of the property and angled eastward.

As stated above, the majority of War Memorial Open Space is shaded during time periods of new shadow. In addition, the proposed project's new shadow would not substantially affect the use of the open space as the new shading would not deter arts and veterans' organization events from occurring there. Therefore, the proposed project's shadow would not substantially affect outdoor recreation facilities or other public areas and this mitigation measure is not applicable.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to shadow.

Geology and Soils

The Market and Octavia FEIR identified the potential for temporary, construction-related exposure of soil to wind and storm water erosion with implementation of the Market and Octavia Neighborhood Plan, including development of the Central Freeway parcels, and identified one construction-related mitigation measure that would reduce impacts to less than significant. Mitigation Measure G1 (also known as 5.11.A) applies to development of new buildings or public improvements in the Plan Area, including development of Central Freeway parcels. Thus, Mitigation Measure G1 is applicable to the proposed project. Compliance with the soil erosion control measures would result in less-than-significant impacts during construction. In accordance with the Market and Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 3, below.

Project Mitigation Measure 3 – Construction Related Soils (Mitigation Measure G1 of the Market and Octavia FEIR)

Best Management Practices (BMP) erosion control features shall be developed with the following objectives and basic strategy: protect disturbed areas through minimization and duration of exposure; control surface runoff and maintain low runoff velocities; trap sediment on-site; and minimize the length and steepness of slopes.

Hazards and Hazardous Materials

The Market and Octavia FEIR identified potential hazardous materials impacts related to the Market and Octavia Neighborhood Plan, including development of the Central Freeway parcels, from construction activities on workers and other people in the area and identified one mitigation measure. Mitigation Measure F1 (also known as 5.10A) provided measures that generally apply to new developments in the Plan Area, including the development of Central Freeway parcels, that would have temporary impacts or risk during construction and noted that program or project level measures would vary depending upon the type and extent of contamination associated with each individual project.

According to the Phase II Environmental Site Assessment prepared for the proposed project, the project site is underlain by approximately two to three feet of undocumented fill over native sand. Portions of the fill material contain soluble lead concentrations exceeding the State of California waste criteria. This fill material would need to be disposed as State of California Class I hazardous waste and the remaining fill disposed of as Class II non-hazardous waste.[26] The San Francisco Department of Public Health (DPH) has reviewed the Phase II Environmental Site Assessment and agrees with its findings.[27] Thus, Mitigation Measure F1 is applicable to the proposed project and updated below per DPH requirements. Compliance with the Hazardous Materials measures would result in less-than-significant impacts from hazardous materials exposure during construction. In accordance with the Market and Octavia FEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 4, as updated below.

Project Mitigation Measure 4 – Hazardous Materials (Mitigation Measure F1 of the Market and Octavia FEIR)

The project sponsor, or their construction contractor, shall submit a site mitigation plan (SMP) to the San Francisco Department of Public Health (DPH) Site Assessment and Mitigation (SAM). 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 SMP shall address:

- Handling and documentation of soil removal and disposal;
- Identify the proposed soil transporter and disposal locations;

[26] Treadwell & Rollo "Phase II Environmental Site Assessment, Parcel F, Fulton and Gough Street, San Francisco, California," July 23, 2012. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

[27] San Francisco Department of Public Health, Environmental Health, "Request for Site Mitigation Plan, Boys and Girls Club Development Project, 344 Fulton Street, San Francisco, SMED 913," January 16, 2013. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

- Figure showing the extent of the planned excavation, including elevator pits and the anticipated areas of soil to be handled as clean or Class II soil;
- Soils to be reused should be analyzed to verify the absence of contamination;
- Confirmation sampling – include the estimated location and number of samples;
- Additional excavation shall be performed, or other measures acceptable to DPH SAM implemented, if confirmation samples exceed residential clean up guidelines. If additional excavation will be performed, additional confirmation samples shall be collected and analyzed;
- The results of the confirmation sampling and a figure showing sample locations shall be submitted to DPH SAM within 60 days of sample collection. The confirmation samples information may be submitted with, or as part of, the final report, which is described below;
- Soil samples should be analyzed for the appropriate Total Petroleum Hydrocarbons ranges and metals;
- If site dewatering will occur, pumped and collected water shall be discharged per a Batch Discharge Permit issued by the San Francisco Public Utilities Commission, Water Department;
- Dust control plan and measures per SF Health Code Article 22B;
- Contingency plan that describes the procedures for controlling, containing, remediating, testing and disposing of any unexpected contaminated soil, water, or other material;
- Site specific health and safety plan; and
- Storm water control and noise control protocols as applicable.

The project sponsor shall submit the SMP at four weeks prior to beginning construction excavation work. The health and safety plan and dust control plan may be submitted two weeks prior to beginning construction field work.

Should an underground storage tank (UST) be encountered, work shall be suspended and the project sponsor notified. The project sponsor or their representative 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.

A final report describing the SMP implementation shall be submitted to DPH SAM following completion of excavation and earthwork performed per the SMP. The final report shall include site map showing areas of excavation and fill, sample locations and depths, and tables summarizing analytical data. Report appendices shall include: copies of permits (including dewatering permit, if applicable), manifests or bills of lading for removed soil and/or water, and laboratory reports for soil disposal profiling and water samples, not previously submitted to DPH SAM. DPH SAM will consider issuance of a final No Further Action Letter upon review of the final report. The DPH SAM case will be considered finalized and closed upon issuance of the No Further Action Letter.

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on November 5, 2012, to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. One comment was received regarding physical environmental effects of the proposed project concerning the height of the proposed buildings and vista towards City Hall. This comment has been addressed in the Community Plan Exemption Checklist, under topic 2, Aesthetics.

Conclusion

The Market and Octavia FEIR incorporated and adequately addressed all potential impacts of the proposed project at Parcel F. As described above, the proposed project would not have any additional or significant adverse effects not examined in the Market and Octavia FEIR, nor has any new or additional information come to light that would alter the conclusions of the Market and Octavia FEIR. Thus, the proposed project at Parcel F would not result in any environmental impacts substantially greater than described in the FEIR. No mitigation measures previously found infeasible have been determined to be feasible, nor have any new mitigation measures or alternatives been identified but rejected by the project sponsor. Therefore, in addition to being exempt from environmental review under Section 15183 of the CEQA Guidelines, the proposed project is also exempt under Section 21083.3 of the California Public Resources Code.

Attachment A
Community Plan Exemption Checklist

Case No.:	**2012.0325E**
Project Title:	**344 Fulton Street – Central Freeway Parcel F**
Zoning/Plan Area:	NCT-3 (Moderate-Scale Neighborhood Commercial Transit) Use District; 65-X Height and Bulk District Market and Octavia Neighborhood Plan
Block/Lot:	0785/029
Lot Size:	28,714 square feet
Project Sponsor	Boys & Girls Clubs of San Francisco C/O David Noyola, Strada Investment Group - (415) 263-9144 dnoyola@stradasf.com
Staff Contact:	Wade Wietgrefe – (415) 575-9050 Wade.Wietgrefe@sfgov.org

A. PROJECT DESCRIPTION

The project site consists of one lot at the southwest corner of the block bounded by McAllister Street to the north, Franklin Street to the east, Fulton Street to the south, and Gough Street to the west. The project site is a former California Department of Transportation property, which contained structural supports for the portion of the elevated Central Freeway that was removed in 2003. Currently, the project site is used as a surface vehicular parking lot. The proposed project involves the removal of the surface vehicular parking lot and construction of two new buildings: a new four-story, 58-foot-tall Boys & Girls Clubs of San Francisco (Boys & Girls Club) clubhouse and office headquarters (new Clubhouse) comprised of 43,928 square feet (sq. ft.) on the eastern portion and a new six-story, 65-foot-tall (81 feet tall with a mechanical penthouse) mixed-use residential/retail building comprised of 56,320 sq. ft. on the western portion.

The proposed project would require a conditional use authorization to allow development on a lot exceeding 10,000 sq. ft. and a non-residential use exceeding 6,000 sq. ft., planned unit development approval with specific modifications of Planning Code regulations, building permits, and approval of construction within the public right-of-way.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

This Community Plan Exemption Checklist examines the potential environmental impacts that would result from implementation of the proposed project and indicates whether any such impacts are addressed in the applicable programmatic final EIR (FEIR) for the plan area. Items checked "Sig. Impact Identified in FEIR" identify topics for which a significant impact is identified in the FEIR. In such cases, the analysis considers whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in FEIR." Mitigation

measures identified in the FEIR applicable to the proposed project are identified in the text of the Certificate of Determination under each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the project, i.e., the impact is not identified as significant in the FEIR. Any impacts not identified in the FEIR will be addressed in a separate Focused Initial Study or EIR.

Any item that was not addressed in the FEIR (e.g., greenhouse gases) is discussed in the Checklist. For any topic that was found to be less than significant (LTS) in the FEIR and for the proposed project or would have no impacts, the topic is marked LTS/No Impact and is discussed in the Checklist.

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
1.	**LAND USE AND LAND USE PLANNING— Would the project:**				
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Have a substantial impact upon the existing character of the vicinity?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The *Market and Octavia Neighborhood Plan FEIR* (Market and Octavia FEIR or FEIR) determined that the Plan would create opportunities for infill development that would reunite those segments of the Plan Area that were divided by the Central Freeway structure, therefore, the Plan would not physically divide an established community. In addition, the Market and Octavia FEIR determined that changes in land use would be consistent with goals of the San Francisco *General Plan* and the Better Neighborhoods Program to increase housing in the city, particularly affordable housing, reduce dependence on automobiles, and improve the value of streets as civic places. Furthermore, although changes in land use and zoning would result from the Plan, these changes would not result in a significant adverse impact in land use character. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant land use impact. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would not create any new physical barriers in the Market and Octavia Neighborhood. The project site is a surface vehicular parking lot. The proposed project involves the removal of the surface vehicular parking lot and construction of two new buildings on the majority of the existing surface vehicular parking lot. Consequently, the proposed project would not physically disrupt or divide the project area or individual neighborhoods or subareas.

The project site is in the Market and Octavia Area Plan of the San Francisco General Plan. The project site is in the Moderate-Scale Neighborhood Commercial Transit (NCT-3) District, which is intended to maximize residential and commercial opportunities on or near major transit services. Permitted uses within the NCT-3 District include other large institutions, such as a non-publicly-owned recreation building, residential, and retail. The proposed project's uses, Boys & Girls Club, residential, and retail, is consistent with uses permitted within the NCT-3 District.

Furthermore, the Citywide Planning and Current Planning Divisions of the Planning Department have determined that the proposed project is consistent with the NCT-3 Zoning and satisfies the requirements of the General Plan and the Planning Code. [1, 2]

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to land use.

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

No Significant Impacts Identified in FEIR

The Market and Octavia FEIR determined that the Plan, including development of the Central Freeway parcels, would not have a demonstrable negative effect on scenic views or vistas; a substantial, demonstrable negative aesthetic effect on the existing visual character or quality of the area and its surrounding; or generate light or glare that would adversely affect views or other

[1] Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 344 Fulton Street, October 30, 2012. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

[2] Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Current Planning, 344 Fulton Street, February 19, 2013. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

properties. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant aesthetics impact. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The existing character of the project site and surroundings is dominated by uses typical in an urban setting, mostly one-to-five-story residential uses, mixed-use commercial/residential uses, and the project site itself, a surface vehicular parking lot with a limited number of trees (17). No scenic resources exist at the project site. Public viewpoints in the project vicinity are dominated by these existing nearby buildings and a view of the western entrance and dome of City Hall (approximately 750 feet east of the project site), looking east along Fulton Street and through the War Memorial Open Space. The Urban Design Element of the *General Plan* identifies this as a "Street View of Important Building." The *General Plan* also identifies Fulton Street one block west of the project site as "Average Quality" for street views. Gough Street, adjacent to the project site, is also identified as "Average Quality" for street views and the "Route of Forty-Nine Mile Scenic Drive." The closest scenic vista point to the project site is Alamo Square, approximately 0.5 mile west of the project site, as it is identified as an "Important Vista Points to be Protected" in the Urban Design Element of the *General Plan*. The project site may be partially visible from various areas at this vista, but the predominate views from this vista are of City Hall and the skyline of downtown.

The proposed project involves the removal of the surface vehicular parking lot and construction of two new buildings: a new four-story, 58-foot-tall new Clubhouse comprised of 43,928 square feet (sq. ft.) on the eastern portion and a new six-story, 65-foot-tall (81 feet tall with a mechanical penthouse) mixed-use residential/retail building comprised of 56,320 sq. ft. on the western portion. In addition, the proposed project would require the removal of 21 existing trees at the project site (four of which are located on the adjacent sidewalk) and the planting of 20 trees around the perimeter of the project site. The new buildings and associated trees may be visible from Alamo Square, but they would not have a substantial adverse effect on this scenic vista as the proposed project would not block the views of City Hall and/or the skyline of downtown.

Although the new buildings would change the visual appearance of the project site and surroundings, the proposed project would not substantially degrade its visual character or quality as the views of City Hall would be maintained. In addition, the new buildings would not be substantially taller than the existing development in the project vicinity, such as the 72-foot-tall (including mechanical penthouse) building at the southeast corner of Fulton Street and Gough Street and 45-foot-tall building at the northeast corner of McAllister Street and Gough Street. Furthermore, the proposed project would not obstruct longer-range views from various locations in the Plan Area and the City as a whole. As described in the Land Use section above, the proposed building envelope and design meets Planning Code requirements for NCT-3 zoning district.

The new buildings would introduce a new source of light and glare, but not in amounts unusual for a developed urban area. In addition, the new Clubhouse would be subject to and would

comply with the City's Green Building Code,[3] which requires all newly constructed non-residential buildings to design interior and exterior lighting such that zero direct-beam illumination leaves the building site, except for emergency lighting and lighting required for nighttime activity. Therefore, the new 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. Furthermore, Planning Commission Resolution No. 9212 (1981) established guidelines aimed at limiting glare from proposed buildings and the City's Standards for Bird-Safe Buildings requires that new structures do not create a substantial source of glare. The proposed project would be subject to and would comply with this resolution and regulation.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to aesthetics.

The new building would be visible from some residential and commercial buildings within the project site vicinity, which could reduce private views. Reduced private views on private property would be an unavoidable consequence of the proposed project and may be an undesirable change for those individuals affected. Nonetheless, the change in private views would not exceed those commonly expected in an urban setting and would not constitute a significant impact under CEQA.

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
3.	**POPULATION AND HOUSING— Would the project:**				
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Market and Octavia Neighborhood Plan encourage transit-oriented development by creating housing, jobs, and services near the existing transportation infrastructure. A net increase of 7,620 residents with implementation of the Plan is anticipated by the year 2025, including 1,495 to 1,680 residents from housing on the Central Freeway parcels. In addition, the Plan anticipated a limited amount of employment growth. The Market and Octavia FEIR determined that while the

[3] Building Code, 2010 Edition, Section 13.C.5.106.8

additional development that would result from the adoption of the Plan would generate household growth, it would not cause an adverse physical impact because it would focus new housing development in San Francisco in an established urban area that has a high level of transportation and other public services that can accommodate the expected population increase. The Plan could result in the displacement of existing businesses or residences as specific sites are developed due to market pressures for higher density development with proposed new zoning or to accommodate planned transportation and public open space improvements. However, this displacement was not considered a significant environmental impact, as implementation of the Plan would not be expected to displace a substantial number of residential units or businesses. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant population and housing impact. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would construct a new Clubhouse on the eastern portion and a mixed-use residential/retail building on the western portion. The new Clubhouse would be intended to serve the users from the existing Ernest Ingold Clubhouse at 1950 Page Street, and it provides office space for existing employees that work at the Boys & Girls Club office headquarters at 55 Hawthorne Street. Therefore, the new Clubhouse would not induce substantial population growth in the area. The mixed-use residential/retail building would include 70 dwelling units and 4,678 sq. ft. of ground-level retail and common space. As stated above, the Market and Octavia FEIR anticipated a net increase of 7,620 residents in the Plan Area and limited number of employment growth. The addition of 70 dwelling units (and associated population) and minor amount of ground-level retail space (and associated jobs) would be among those anticipated to be added in the Market and Octavia FEIR. In addition, the proposed project would not add any new infrastructure that would indirectly induce population growth.

The project site is an existing surface vehicular parking lot. The proposed project does not involve the displacement of housing or people. No housing or existing businesses would be removed; therefore the construction of replacement housing would not be necessary.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to population and housing.

Topics:	*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
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*?	☐	☐	☐	☒

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

For a discussion on Topics 4b, c, and d, please see the Certificate of Determination.

FEIR

The Market and Octavia Neighborhood Plan determined that the Plan, including development of the former Central Freeway parcels, would result in infill development throughout the Plan Area that could indirectly affect historic architectural resources in the immediate vicinity by potentially altering their historic setting. In addition, while no specific projects in the Plan are identified on the sites that have historic architectural resources, the greater densities allowable under the Plan could create greater development pressures on known historic architectural resources than under current land use controls, potentially replacing them with newer and larger buildings that are more economically viable for their location. The FEIR concluded that when individual projects are proposed for development each will be evaluated for its impact on historic resources per the requirements of CEQA and the procedures for evaluation of historic architectural resources, including: 1) whether the project itself would have a direct impact on historic architectural resources and 2) whether the project would impact the historic context of a particular resource and/or would have an incidental impact on nearby resources. Furthermore, the distance between any historic architectural resources and the Central Freeway parcels, could provide a sufficient buffer between them and new development. While the context would be altered to some degree, it would not be altered to the extent that the nearby Hayes Valley Historic District or individually-eligible buildings would no longer qualify as historic architectural resources. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant historic architectural resources impact because of these procedures. No mitigation measures were identified in the FEIR for historic architecture resources.

No Peculiar Impacts

The existing project site is a surface vehicular parking lot. The project site does not contain any historical structures, sites, or architectural features. The project site is not located in a known historic district and would not have an incidental impact on nearby resources (e.g., War Memorial Complex). Therefore, the proposed project would not cause a substantial adverse change in the significance of a historic architectural resource.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to historic architectural resources.

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

Please see the Certificate of Determination for discussion of this topic.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
6.	**NOISE—Would the project:**				
a)	Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b)	Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c)	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
d)	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e)	For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f)	For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
g)	Be substantially affected by existing noise levels?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Market and Octavia FEIR noted that the key potential noise impacts associated with the Plan are from increasing thoroughfare traffic; stationary sources, such as electrical and mechanical air conditioning equipment; and construction-related impacts from building demolition, excavation, and new construction. The FEIR concluded that while certain intersections will become noisier due to arterial changes, the increase in noise levels from mobile sources will result in a less-than-significant impact. The FEIR concluded that new stationary sources would include noise, but existing ambient noise conditions within the Plan Area would generally mask noise from the stationary sources and it will result in a less-than-significant impact. The FEIR concluded that construction noise will be subject to Article 29 of the San Francisco Police Code, which limits the hours of construction and the decibel levels of individual pieces of construction equipment, thus construction noise impacts will be less than significant. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in significant noise impacts. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

Residential uses are considered noise sensitive uses because they may contain noise sensitive receptors, including children and the elderly. Residential development in noisy environments could expose these noise sensitive receptors to noise levels in excess of established standards. The U.S. Department of Housing and Urban Development (HUD) has developed minimum national noise standards for land use compatibility. HUD considers noise levels below 65 dB as generally "acceptable," between 65 dB and 75 dB as "normally unacceptable," and in excess of 75 dB as "considered unacceptable" for residential land uses.[4] The California State Office of Planning and Research (OPR) have developed similar statewide guidelines.[5] OPR's guidelines have largely been incorporated into the Environmental Protection Element of the San Francisco

[4] Code of Federal Regulations, Title 24, Part 51, Section 51.100 – 51.105.

[5] Office of Planning and Research, State of California General Plan Guidelines, October 2003.

General Plan.[6] In addition, the California Building Code and Title 24 of the California Code of Regulations have regulations to limit interior noise levels to 45 dBA L_{dn}.[7, 8] In instances where exterior noise levels exceed 60 dBA L_{dn}, Title 24 requires an acoustical report to be submitted with the building plans describing the noise control measures that have been incorporated into the design of the proposed project to meet the noise requirements.

The project site is located along a street with citywide modeled noise levels above 75 dBA L_{dn} and potential existing noise-generating land uses are nearby. Therefore, a noise analysis was prepared for the residential portion of the proposed project by Wilson Ihrig & Associates, a firm qualified in acoustical analysis, and the results are summarized below.[9]

Wilson Ihrig & Associates completed ambient noise level measurements at the project site. Long-term measurements (continuous measurements with 15-minute intervals) were made on the branches of a tree and a utility pole at an elevation 12 feet above the sidewalk adjacent to the project site at Fulton Street and Gough Street, respectively between November 7th and 14th, 2012. Short-term measurements were made near both long-term measurement locations at an elevation 25 feet above grade on November 7th, 2012. These noise level measurement locations are near the proposed new mixed-use building's façade for the residential units. The primary noise source in the area is transportation noise from Gough Street and Fulton Street, with the former having louder noise given the higher traffic volume than the latter. The calculated noise levels for the long-term measurements was 72 dBA L_{dn} at Gough Street and between 67 and 69 dBA L_{dn} at Fulton Street and the calculated maximum noise level measurements was between 65 and 100 dBA L_{max}.

Based upon measured existing noise levels and projected future changes in the project vicinity (e.g., traffic level increases from new development), Wilson Ihrig & Associates predicted future noise levels along Gough Street at 73 dBA L_{dn} and between 68 and 70 dBA L_{dn} along Fulton Street. Typical residential building construction will generally provide exterior-to-interior noise level reduction performance of no less than 25 dB when exterior windows and doors are closed. In this case, exterior noise exposure would need to exceed 70 dBA L_{dn} to produce interior noise levels in excess of the City's and Title 24's interior noise criterion (45 dBA L_{dn}). Given the future predicted exterior noise level of 73 dBA L_{dn} along Gough Street, Wilson Ihrig & Associates provided recommendations to achieve the interior noise criterion of 45 dBA L_{dn}.

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[6] San Francisco General Plan, Environmental Protection Element, Policy 11.1.

[7] 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 with subjective reactions to noise.

[8] L_{dn} refers to the day-night average level or the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night after 10 PM and before 7 AM.

[9] Wilson Ihrig & Associates, *Preliminary Noise Study, 344 Fulton Street Housing, San Francisco, California*, November 30, 2012. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

Wilson Ihrig & Associates recommendations include, but are not limited to, applying at least Outdoor-Indoor Transmission Class (OITC) 28 and Sound Transmission Class (STC) 33 for all windows facing Gough Street. The proposed project would be subject to and would comply with these recommendations to ensure that Title 24 requirements could be met. Furthermore, through the building permit review process, the Department of Building Inspection (DBI) would ensure that Title 24 requirements would be met. Therefore, the proposed project would not expose persons to noise levels in excess of applicable noise standards or be substantially affected by existing noise levels.

Ambient noise levels in San Francisco are largely influenced by traffic-related noise. As stated above, ambient noise levels in the project vicinity are between 68 and 73 dBA L_{dn}, particularly from traffic-related noise. An approximate doubling in traffic volumes in the area would be necessary to produce an increase in ambient noise levels barely perceptible to most people (3 decibel increase). The proposed project would not double traffic volumes because the proposed project would include a minor amount vehicle trips adjacent to Gough Street and Franklin Street, both roadways with heavy traffic volumes. In addition, the proposed project would not include any other constant noise sources (e.g., diesel generator) that would be perceptible in the project vicinity. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works (DPW) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of DPW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8:00 AM to 5:00 PM). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 17 months, occupants of the nearby properties could be disturbed by construction noise and possibly vibration. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site and may be considered an annoyance by occupants of nearby properties. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project because the construction noise would be temporary (approximately 17 months), intermittent, and restricted in occurrence and level, as the contractor would be subject to and would comply with the Noise Ordinance.

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.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to noise.

Topics:		*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
7.	**AIR QUALITY** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

For a discussion on Topic 7d, please see the Certificate of Determination.

FEIR

The Market and Octavia FEIR noted that the Plan would be in conformance with the *Clean Air Plan* (at the time of the FEIR, the *2000 Clean Air Plan*) because of the Plan's small contribution to overall regional growth, the Plan Area's close proximity to transit, and elements of the Plan that would comply with Transportation Control Measures listed in the *Clean Air Plan*. The FEIR further stated that local area plans that are consistent with the *Clean Air Plan* will not impede obtainment of the air quality standards or have a significant cumulative air quality impact. The FEIR also noted that the provisions in the *General Plan* provide development policies and guidelines that are designed to provide for protection of the public from nuisance odors. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a conflict with implementation of the applicable air quality plan; a violation of any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment; or create objectionable odors affecting a substantial number of people. Impacts were considered less than significant. No mitigation measures were identified in the FEIR for these items.

No Peculiar Impacts

Subsequent to publication of the FEIR, the Bay Area Air Quality Management District (BAAQMD), the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), provided updated 2011 BAAQMD *CEQA Air Quality Guidelines* (Air Quality Guidelines),[10] which provided new methodologies for analyzing air quality impacts. The Air Quality Guidelines provide screening criteria for determining whether a project's criteria air pollutant emissions may 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. If a project meets the screening criteria, then the lead agency or applicant would not need to perform a detailed air quality assessment of their proposed project's air pollutant emissions and construction or operation of the proposed project would result in a less-than-significant air quality impact. In addition, the CEQA Air Quality Guidelines provide screening criteria for assessing odor impacts. The proposed project meets the screening criteria provided in the BAAQMD studies for construction-related and operational-related criteria air pollutants and odors.[11]

The most recently applicable air quality plan for the proposed project is the *2010 Clean Air Plan*. The proposed project would not conflict with the *2010 Clean Air Plan* because the proposed project does not result in a significant and unavoidable air quality impact; the proposed project would include applicable control measures from the *2010 Clean Air Plan* through existing regulations as required by the Planning Code and other existing regulations such as those described below in Topic 8, in the City's Greenhouse Gas Reduction Strategy; and the proposed project does not disrupt or hinder implementation of a *2010 Clean Air Plan* control measure, such as precluding the extension of a transit line or bike path or proposing excessive parking beyond parking requirements.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to air quality.

Topics:	*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
8. GREENHOUSE GAS EMISSIONS—Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

[10] Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, updated May 2011.

[11] *Ibid,* Chapter 3.

FEIR

The Market and Octavia FEIR did not analyze the effects of greenhouse gas emissions.

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 (CO_2), methane (CH_4), nitrous oxide (N_2O), 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, CO_2, CH_4, and N_2O are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO_2. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels and biomass.[12] N_2O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO_2E).[13]

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.[14] 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 vulnerability of levees in the Sacramento-San Joaquin Delta, changes in disease vectors, and changes in habitat and biodiversity.[15, 16]

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[12] 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.

[13] 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.

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

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

[16] 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.

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO_2E ($MMTCO_2E$).[17] 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.[18] In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 $MMTCO_2E$ emitted in 2007.[19] 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.[20]

Regulatory Setting

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

In response, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction from forecast emission levels).[21]

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

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[17] 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.

[18] 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.

[19] 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.

[20] 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.

[21] 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.

percent below projected 2020 business as usual emissions levels, or about 15 percent from 2008 levels.[22] The Scoping Plan estimates a reduction of 174 million metric tons of CO_2E ($MMTCO_2E$) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 1, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.[23]

TABLE 1.
GHG REDUCTIONS FROM THE AB 32 SCOPING PLAN SECTORS[24,25]

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 • Extended Producer Responsibility • Environmentally Preferable Purchasing	9
Total	**41.8-42.8**

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

[22] 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.

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

[24] 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.

[25] 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.

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

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.[26] 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.[27]

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 BAAQMD is the primary agency responsible for air quality regulation in the nine county 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.[28] 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

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[26] 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.

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

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

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

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding statewide AB 32 GHG reduction goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 $MMTCO_2E$. 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 $MMTCO_2E$, representing a 14.5 percent reduction in GHG emissions below 1990 levels.[29,30]

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 proposed project's compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not generate enough GHG emissions to noticeably change the global average temperature. 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

[29] 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.

[30] 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.

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."[31]

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 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,

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

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.

No Peculiar Impacts

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.

The most common GHGs resulting from human activity associated with land use decisions are CO_2, black carbon, CH_4, and N_2O.[32] 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 introducing two new buildings on an existing surface vehicular parking lot**.** Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

As discussed above and consistent with the state CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions under CEQA, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less-than-significant GHG impact. Based on an assessment of the proposed project's compliance with San Francisco's *Strategies to Address Greenhouse Gas Emissions*, the proposed project would be required to comply with the following ordinances that reduce greenhouse gas emissions, see Table 2.

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

TABLE 2
REGULATIONS APPLICABLE TO THE PROPOSED PROJECT

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 421)	All employers of 20 or more employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 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 (2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or (3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Boys & Girls Clubs of San Francisco offers a pre-tax transit benefit.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	☐ Project Complies ☐ Not Applicable ☒ Project Does Not Comply	Although the proposed project is not registered for this program, it does offer commuter benefits to employees. Emergency ride home program is not required.
Transit Impact Development Fee (San Francisco Planning Code, Section 411)	Establishes the following fees for all commercial developments. Fees are paid to DBI and provided to SFMTA to improve local transit services. Review Planning Code Section 411.3(a) for applicability.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
Bicycle Parking in New and Renovated Commercial Buildings (San Francisco Planning Code, Section 155.4)	Professional Services: (A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required. (B) Where the gross square footage of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required. (3)Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required. Retail Services: (A) Where the gross square footage of	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Ten (10) Class 1 bike parking spots provided for the new Clubhouse.

Regulation	Requirements	Project Compliance	Discussion
	the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required. (2) Where the gross square footage of the floor area is between 50,000 square feet- 100,000 feet, 6 bicycle spaces are required. (3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.		
Bicycle parking in Residential Buildings (San Francisco Planning Code, Section 155.5)	(A) For projects up to 50 dwelling units, one Class 1 space for every 2 dwelling units. (B) For projects over 50 dwelling units, 25 Class 1 spaces plus one Class 1 space for every 4 dwelling units over 50.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	Required spaces for 70 units: First 50 units = 25 spaces. 20 Units / 4 = 5 spaces (30) spaces are required and (70) bicycle spaces will be provided. Therefore, the proposed project complies.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C.5.201.1.1)	New construction of non-residential buildings requires the demonstration of a 15% energy reduction compared to 2008 California Energy Code, Title 24, Part 6.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
San Francisco Green Building Requirements for Energy Efficiency (LEED EA3, San Francisco Building Code, Chapter 13C.5.410.2)	For New Large Commercial Buildings - Requires Enhanced Commissioning of Building Energy Systems For new large buildings greater than 10,000 square feet, commissioning shall be included in the design and construction to verify that the components meet the owner's or owner representative's project requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be a minimum of 14% more energy efficient than Title 24 energy efficiency requirements. As of 2008 large commercial buildings are required to have their energy systems commissioned, and as of 2010, these large buildings are required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings are required to have their systems commissioned by 2009, with enhanced commissioning as of 2011.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The residential portion of the proposed project would comply by demonstrating energy efficiency to be, at minimum, 15% below Title 24 requirements.
San Francisco Green Building Requirements for Stormwater Management (San Francisco Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City's Stormwater Management Ordinance and stormwater design guidelines.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be reviewed by the SFPUC for compliance with the City's stormwater ordinance.
San Francisco Green Building Requirements for water efficient landscaping (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
San Francisco Green Building Requirements for water use reduction (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
Indoor Water Efficiency (San Francisco Building Code, Chapter 13C sections 13C.5.103.1.2, 13C.4.103.2.2,13C. 303.2.)	**If meeting a LEED Standard;** Reduce overall use of potable water within the building by a specified percentage – for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals. New large commercial and New high rise residential buildings must achieve a 30% reduction. Commercial interior, commercial alternation and residential alteration should achive a 20% reduction below UPC/IPC 2006, et al. **If meeting a GreenPoint Rated**	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
	Standard: Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.		
San Francisco Water Efficient Irrigation Ordinance	Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption. Tier 1: 1,000 sf <= project landscape < 2,500 sf Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note; Tier 2 compliance requires the services of landscape professionals. See the SFPUC Web site for information regarding exemptions to this requirement. www.sfwater.org/landscape	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would comply, though applicable only to residential component, which proposes over 2,500 SF of landscaped area and will comply with Tier 2 SFPUC requirements with appropriate plant selections and water and soil management strategies.
Residential Water Conservation Ordinance (San Francisco Building Code, Housing Code, Chapter 12A)	Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired. Although these requirements apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
Residential Energy Conservation Ordinance (San	Requires all residential properties to provide, prior to sale of property, certain energy and water conservation	☒ Project Complies ☐ Not Applicable	The proposed project would comply by incorporating the following into the design; attic insulation; weather-stripping

Regulation	Requirements	Project Compliance	Discussion
Francisco Building Code, San Francisco Housing Code, Chapter 12)	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. 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.	☐ Project Does Not Comply	all doors leading from heated to unheated areas; insulating hot water heaters; 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.
Renewable Energy Sector			
San Francisco Green Building Requirements for renewable energy (San Francisco Building Code, Chapter 13C)	As of 2012, all new large commercial buildings are required to either generate 1% of energy on-site with renewables, or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6, or achieve an additional 10% beyond Title 24 2008. Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building's electricity from renewable energy contracts.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San Francisco Building Code, Chapter 13C)	All persons in San Francisco are required to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse. Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
Light Pollution Reduction (San Francisco Building Code, Chapter 13C5.106.8)	For nonresidential projects, comply with lighting power requirements in CA Energy Code, CCR Part 6. Requires that lighting be contained within each source. No more than .01 horizontal lumen footcandles 15 feet beyond site, or meet LEED credit SSc8.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
Construction Site Runoff Pollution Prevention for New Construction (San Francisco Building Code, Chapter 13C)	Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems. Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1). Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP). See the SFPUC Web site for more information: www.sfwater.org/CleanWater	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The total lot area is less than 1 acre and will not be required to submit a SWPPP. However, the proposed project would comply with this requirement by implementing Best Management Practices as defined by the SFPUC to reduce runoff to the sewer or other receiving water bodies.
Enhanced Refrigerant Management (San Francisco Building Code, Chapter 13C.5.508.1.2)	All new large commercial buildings must not install equipment that contains chlorofluorocarbons (CFCs) or halons.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The proposed project would be subject to and comply with this regulation.
Low-emitting Adhesives, Sealants, and Caulks (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.2.1)	**If meeting a LEED Standard:** Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168 and aerosol adhesives must meet Green Seal standard GS-36. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:**	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The new Clubhouse portion of the proposed project would comply. The residential portion of the proposed project would be designed to meet GreenPoint Rated standards and will comply by using adhesives and sealants that meet the SCAQMD Rule 1168.

Regulation	Requirements	Project Compliance	Discussion
	Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168.		
Low-emitting materials (San Francisco Building Code, Chapters 13C.4. 103.2.2,	For Small and Medium-sized Residential Buildings - Effective January 1, 2011 meet GreenPoint Rated designation with a minimum of 75 points. For New High-Rise Residential Buildings - Effective January 1, 2011 meet LEED Silver Rating or GreenPoint Rated designation with a minimum of 75 points. For Alterations to residential buildings submit documentation regarding the use of low-emitting materials. **If meeting a LEED Standard:** For adhesives and sealants (LEED credit EQ4.1), paints and coatings (LEED credit EQ4.2), and carpet systems (LEED credit EQ4.3), where applicable. **If meeting a GreenPoint Rated Standard:** Meet the GreenPoint Rated Multifamily New Home Measures for low-emitting adhesives and sealants, paints and coatings, and carpet systems,	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The residential portion of the proposed project would meet the GreenPoint Rated Standard and would meet the measures for low-emitting adhesives and sealant, paints and coatings, and carpet systems.
Low-emitting Paints and Coatings (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 13C.504.2.2 through 2.4)	**If meeting a LEED Standard:** Architectural paints and coatings must meet Green Seal standard GS-11, anti-corrosive paints meet GC-03, and other coatings meet SCAQMD Rule 1113. (Not applicable for New High Rise residential) **If meeting a GreenPoint Rated Standard:** Interior wall and ceiling paints must meet <50 grams per liter VOCs regardless of sheen. VOC Coatings must meet SCAQMD Rule 1113.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The new Clubhouse portion would comply and the residential portion of the proposed project would meet the GreenPoint Rated Standard.
Low-emitting Flooring, including carpet (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.3 and 13C.4.504.4)	**If meeting a LEED Standard:** Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber) must be Resilient Floor Covering Institute FloorScore certified; carpet must meet the Carpet and Rug Institute (CRI) Green Label Plus; Carpet cushion must meet CRI Green Label; carpet adhesive must meet LEED EQc4.1. (Not applicable for New High Rise	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The new Clubhouse portion would comply and the residential portion of the proposed project would meet the GreenPoint Rated Standard.

Regulation	Requirements	Project Compliance	Discussion
	residential) **If meeting a GreenPoint Rated Standard:** All carpet systems, carpet cushions, carpet adhesives, and at least 50% of resilient flooring must be low-emitting.		
Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)	**If meeting a LEED Standard:** Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure. **If meeting a GreenPoint Rated Standard:** Must meet applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.	☒ Project Complies ☐ Not Applicable ☐ Project Does Not Comply	The new Clubhouse portion would comply and the residential portion of the proposed project will meet the Greenpoint Rated Standard.

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.*[33] As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to greenhouse gases.

[33] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist, February 14, 2013. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
9. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☒
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☒	☐	☐	☐

Please see the Certificate of Determination for discussion of this topic.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
10. RECREATION—Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Market and Octavia FEIR determined that the Plan, including development of the Central Freeway parcels, would negligibly increase the demand for open space in the Plan Area, but the provision of new open space and other measures aimed at improving the quality of residential streets and alleys as neighborhood open spaces or multi-use areas would offset the increased demand. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant recreation impact. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

As discussed further in Population and Housing above, the proposed project would add a minor amount of population and jobs in the Plan Area, but the new population and jobs would be among those anticipated to be added in the Market and Octavia FEIR. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to recreational resources.

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
11.	**UTILITIES AND SERVICE SYSTEMS—Would the project:**				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d)	Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☐	☒
e)	Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Market and Octavia FEIR determined that the Plan, including development of the Central Freeway parcels, would not increase demand beyond that already anticipated by utility and service system providers, such as the San Francisco Public Utilities Commission (SFPUC). Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant utilities and service systems impact. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

As discussed further in Population and Housing above, the proposed project would add a minor amount of population and jobs in the Plan Area, but the new population and jobs would be among those anticipated to be added in the Market and Octavia FEIR. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to utilities and service systems.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS No Impact
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?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Market and Octavia FEIR determined that the Plan, including development of the Central Freeway parcels, would negligibly increase the demand for public services in the Plan Area, but the Plan would not require the development of new public services to accommodate significant growth beyond that which was already anticipated by the City. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant public services impact. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

As discussed further in Population and Housing above, the proposed project would add a minor amount of population and jobs in the Plan Area, but the new population and jobs would be among those anticipated to be added in the Market and Octavia FEIR. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to public services.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
13. BIOLOGICAL RESOURCES— Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The project site does not contain any riparian habitat, other sensitive natural community or wetlands nor is it located within an adopted conservation plan, therefore Topics 13 b, c, and f are not applicable.

No Significant Impacts Identified in FEIR

The Market and Octavia FEIR did not identify any significant impacts related to biological resources because the Plan Area is in a developed urban area that is completely covered by structures, impervious surfaces, and introduced landscaping. The FEIR noted that no rare, threatened, or endangered animal plant species are known to exist in the Plan Area. In addition, the FEIR noted implementation of the Plan would not interfere with any resident or migratory species, nor would it require removal of substantial numbers of mature, scenic trees. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

Conditions have not changed in the Plan Area such that the project site is now known to contain any rare, threatened, or endangered animal or plant species. The proposed project would construct two new buildings on an existing surface vehicular parking lot and remove a total of 21 trees. 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 provide regulations for bird-safe design within the City.[34]

The proposed project would require the removal of the 17 existing trees from within the project site and four trees on the adjacent sidewalk. The loss of an active nest during tree removal or disturbance from construction noise would be considered a significant impact under CEQA if

34 San Francisco Planning Department, "Standards for Bird-Safe Buildings." Available online at: http://sfplanning.org/index.aspx?page=2506.

that nest were occupied by a special-status bird species. However, disruption of nesting migratory or native birds is not permitted under the federal Migratory Bird Treaty Act (MBTA)[35] or the California Department of Fish and Wildlife (CDFW) Code.[36] 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 project sponsor would conduct tree removal and pruning activities, as well as other construction activities, outside the bird nesting season (January 15 to August 15)[37] 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 CDFW Code. The project sponsor 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, the project sponsor 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.

The proposed project would be subject to and would comply with City adopted regulations for bird-safe buildings and federal and state law for removal of trees during nesting season, therefore, 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.

The proposed project would require the removal of the 17 existing trees from within the project site and four trees on the adjacent sidewalk. 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.[38] 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. 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)). Of the 21 trees removed by the proposed project, eight are significant trees and four are street trees. In addition, the proposed

[35] 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.

[36] California Department of Fish and Wildlife Code Section 3511 and 3513; Section 3513 reinforces the federal Migratory Bird Treaty Act.

[37] 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.

[38] 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.

project would require planting of 20 new trees along the perimeter of the project site. 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 building permit, therefore, the proposed project would not conflict with any policies or ordinances protecting trees. Impacts are considered less than significant.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to biological resources.

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

For a discussion on Topic 14b, please see the Certificate of Determination. In addition, the proposed project would connect to the sewer system, therefore Topic 14e is not applicable.

FEIR

The Market and Octavia FEIR did not identify any significant operational impacts related to geology and soils as proposed projects would have to comply with applicable codes and recommendations made in project-specific geotechnical analyses. This would not eliminate earthquake risk, but would reduce them to an acceptable level, given the seismically active characteristics of the Bay Area. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in significant operational impacts to geology. No mitigation measures were identified in the FEIR for these items.

No Peculiar Impacts

A geotechnical investigation was prepared for the proposed project.[39] The following discussion relies on the information provided in the geotechnical investigation.

The topography of the project site slopes is relatively flat, with a gently slowing down slope from McAllister Street (Elevation 74 feet) to Fulton Street (Elevation 69 feet) in the project vicinity. Geotechnical soil borings were excavated to a maximum depth of approximately 31.5 feet below ground surface (bgs). Based on the soil analysis of the borings, the soil profile was: top layer of previously placed filled soils to approximately 8 – 17 feet bgs (with the thickest near the area of the former Central Freeway foundations); and a bottom layer of very dense sand and clayey sand to the maximum explored depth at 31.5 feet bgs. Groundwater was encountered at approximately 14 to 15 bgs.

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 6.8 miles west from the project site. The proximity would likely result in strong to very strong earthquake shaking at the project site.

The project site is not within a liquefaction potential zone as mapped by the California Division of Mines and Geology for the City and County of San Francisco. Based on the results of the on-site borings, an evaluation was performed of the potential for liquefaction-induced settlement and lateral spreading from differential compaction. The results of the analysis conclude that the potential for liquefaction-induced settlement and lateral spreading at the project site is very low because the soils have sufficient cohesion and density to resist liquefaction. The project site is underlain by medium dense sand fill and the results of the analysis also predict that settlement of the soils above the groundwater due to differential compaction of dry sand during a major earthquake may be on the order of approximately ½- to 1-inch.

The geotechnical investigation concluded that the potential hazard associated with fault rupture and earthquake-induced landsliding was less-than-significant.

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39 Construction, Testing, and Engineering, Inc., "Preliminary Geotechnical Investigation, Proposed Audi Showroom Structure, 300 South Van Ness Avenue, San Francisco, California," September 2, 2011. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case No. 2012.0325E.

The geotechnical investigation provided recommendations for the proposed project's construction. These recommendations include, but are not limited to, removal of the existing fill beneath the project site and replacement with engineered fill or supporting the new buildings on a deep foundation consisting of drilled, cast-in-place concrete piers to a minimum of 15 feet bgs (currently proposal is to 17 feet bgs). The deep support system would be intended to reduce differential compaction.

Based on the above-noted recommendations, the geotechnical investigation concluded that the project would not cause significant operational geology and soil impacts. The proposed project would be subject to and would comply with the recommendations of the geotechnical investigation by incorporating the recommendations into the final building design. Furthermore, the proposed project would be subject to the building permit review process. DBI, through the process, reviews the geotechnical investigation to determine the adequacy of necessary engineering and design features to ensure compliance with all Building Code provisions regarding structural safety. Past geological and geotechnical investigation would be available for use by DBI during its review of building permits for the project site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to geology and soils.

Topics:	*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
15. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒

Topics:		Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

No Significant Impacts Identified in FEIR

The Market and Octavia FEIR determined that the Plan, including development of the Central Freeway parcels, would not substantially affect the area of impervious surface, substantially alter site drainage, substantially deplete groundwater supplies, or violate water quality standards. In addition, the Plan Area is not located within a flooding or tsunami zone. Therefore, the Plan, including development of the former Central Freeway parcels, would not result in a significant hydrology and water quality impact. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The existing project site is completely covered by a surface parking lot. The proposed project would construct two new buildings on the entirety of the project site. Groundwater is approximately 14 to 15 feet bgs of the project site. The proposed project's construction has the potential to encounter groundwater, which could impact water quality. Any groundwater encountered during construction 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 permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain 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. 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.

Groundwater is relatively shallow throughout the project site, approximately 14 to 15 feet bgs. The proposed project would not require long-term, continuous dewatering following construction. The 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. In addition, 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.[40]

The proposed project would not increase the amount of impervious surface area on the project site. In accordance with the Stormwater Management Ordinance (Ordinance No. 83-10), the proposed project would be subject to and would comply with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines. Therefore, the proposed project would not adversely affect runoff and drainage. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to hydrology and water quality.

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

[40] San Francisco Planning Department, *Transit Center District Plan and Transit Tower Draft EIR*, September 2011. This document is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File Nos. 2007.0558E and 2008.0789E.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒

For a discussion on Topic 14b, c, and d, please see the Certificate of Determination. In addition, the project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip, therefore topics 16e and f are not applicable.

FEIR

The Market and Octavia FEIR did not identify any significant impacts related to routine transport, use, or disposal of hazardous materials; impairing implementation of or physically interfering with an emergency response or evacuation plan; or potential fire hazards. The FEIR noted that subsequent development would have to comply with provisions of existing regulations that would reduce potential hazards. No mitigation measures were identified in the FEIR for the items.

No Peculiar Impacts

The proposed project would be subject to existing regulations as those described in the FEIR for protecting against potential hazard impacts associated with routine transport, use, or disposal of hazardous materials; emergency response or evacuation plans; and fire hazards. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to hazards and hazardous materials.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
17. MINERAL AND ENERGY RESOURCES— Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒

FEIR

The Market and Octavia FEIR did not analyze the effects on mineral and energy resources.

No Peculiar Impacts

No operational mineral resource recovery sites exist in the project area whose operations or accessibility would be affected by the proposed project. The energy demand for the proposed project would be typical for such project and would meet, or exceed, current state or local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulation enforced by DBI. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to mineral and energy resources.

Topics:	*Sig. Impact Identified in FEIR*	*Project Contributes to Sig. Impact Identified in FEIR*	*Project Has Sig. Peculiar Impact*	*LTS/ No Impact*
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. – **Would the project:**				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

FEIR

The Market and Octavia FEIR did not analyze the effects on agricultural and forest resources.

No Peculiar Impacts

The project site is a surface parking lot and is located within the Plan Area analyzed under the Market and Octavia FEIR. Therefore, no agricultural uses, forest land, or timberland exist at the project site. For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia FEIR related to agricultural and forest resources.

Topics:	Sig. Impact Identified in FEIR	Project Contributes to Sig. Impact Identified in FEIR	Project Has Sig. Peculiar Impact	LTS/ No Impact
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Significant Impacts Identified in FEIR

The Market and Octavia FEIR identified significant impacts related to archeological resources, transportation and circulation, air quality, wind and shadow, geology and soils, and hazardous materials. Mitigation measures reduced all impacts to less than significant, with the exception of those related to transportation and circulation (traffic impacts at seven intersections and transit impacts at three intersections on Hayes Street) and shadow (impacts on parks and open spaces not subject to Section 295).

No Peculiar Impacts

The proposed project would include construction of a two new buildings the project site. As discussed in this document, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already and disclosed in the Market and Octavia FEIR.

C. DETERMINATION

On the basis of this review, it can be determined that:

☒ The proposed project qualifies for consideration of a Community Plan exemption based on the applicable General Plan and zoning requirements; **AND**

☒ All potentially significant individual or cumulative impacts of the proposed project were identified in the applicable programmatic EIR (PEIR) for the Plan Area, and all applicable mitigation measures have been or incorporated into the proposed project or will be required in approval of the project.

☐ The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above, but that this impact can be reduced to a less-than-significant level in this case because revisions in the project have been made by or agreed to by the project proponent. A focused Initial Study and MITIGATED NEGATIVE DECLARATION is required, analyzing the effects that remain to be addressed.

☐ The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above. An ENVIRONMENTAL IMPACT REPORT is required, analyzing the effects that remain to be addressed.

DATE March 5, 2013

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