



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

Date: August 5, 2015
Case No.: **2013.0858E**
Project Title: **Quint-Jerrold Connector Road Project**
Zoning: M-1 (Light Industrial) Use District
65-J Height and Bulk District
Block/Lot: 5281/011 and 5303/004
Lot Size: Approximately 40,700 square feet (0.93 acre)
Project Contact: San Francisco County Transportation Authority
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PROJECT DESCRIPTION:

The project site is bordered by the Jerrold Avenue to the north, Quint Street to the south, adjacent San Francisco City-owned industrial facilities and San Francisco Wholesale Produce Market property to the west, and the Caltrain Railway to the east in San Francisco's Bayview neighborhood. The project site is owned by Union Pacific Railroad and is currently vacant.

Sponsored by the San Francisco Public Works, the proposed Quint-Jerrold Connector Road project (proposed project or project) would construct a new 950-foot-long roadway consisting of two 13-foot-wide lanes (within a 50-foot-wide corridor), one northbound and one southbound, providing transportation access between existing Quint Street and Jerrold Avenue. In addition, the proposed project would construct or install several other elements along or beneath the length of the new roadway. Along the western side of the new roadway, the proposed project would construct a new 5.5-foot to 20-foot-wide sidewalk, depending on location and a new 27-foot-wide curb cut located along the San Francisco Whole Produce Market property; and install street trees and street lighting. Along the eastern side of the new roadway, the proposed project would construct a new 6.5-foot-tall reinforced concrete retaining wall. At the intersection of the new roadway and Jerrold Avenue, the proposed project would install a new stop sign. Beneath the length of the new roadway, the proposed project would install new sewer and water pipelines to provide on-site drainage for the new roadway and overall system reliability (equalization of water line pressure). The new sewer and water lines would extend into portions of the Jerrold Avenue and Quint Street intersections and right-of-way.

The proposed project would require approval of a purchase agreement by the San Francisco Board of Supervisors. The purchase agreement is considered the Approval Action for the whole of the proposed project.

FINDING:

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

Mitigation measures are included in this project to avoid potentially significant effects. See pages 74-78.

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Initial Study

Quint-Jerrold Connector Road Project

Planning Department Case No. 2013.0858E

A. PROJECT DESCRIPTION

Project Location and Site Characteristics

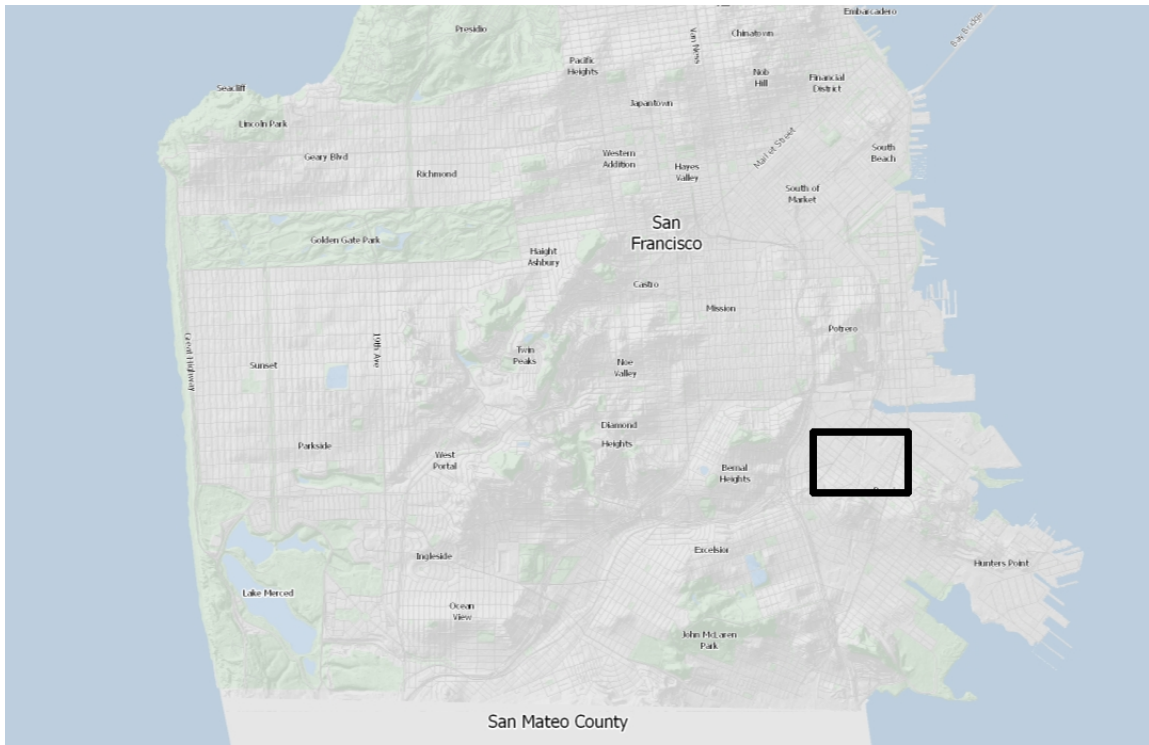
The project site is located on two parcels (Assessor's Block and Lot 5281/011 and 5303/004), bordered by Jerrold Avenue to the north, Quint Street to the south, adjacent San Francisco Public Utilities Commission-owned industrial facilities and San Francisco Wholesale Produce Market property to the west, and the Caltrain Railway to the east (see **Figure 1: Project Site Location**). The two parcels comprising the project site total 40,700 square feet in size (approximately 0.93 acre). The project site is owned by Union Pacific Railroad.

The project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. No buildings exist on the project site. A chain-link fence exists along the Jerrold Avenue and Quint Street frontages (see **Figure 2: Project Site Photos – Existing Conditions**).

This baseline assumes the completion of the Quint Street Bridge Replacement Project.¹ The Quint Street Bridge, a three-span bridge located immediately south of the project site, is assumed to have been replaced with retaining walls, a fill embankment, and railroad tracks atop the embankment. With the completion of the Quint Street Bridge Replacement Project, through access between Newcomb Avenue to Jerrold Avenue via Quint Street will be removed and existing traffic will be redirected to surrounding roadways such as Oakdale Avenue, Phelps Street, Rankin Street, and Selby Street. The Quint Street Bridge Replacement Project is funded and set to be completed in 2016.

¹ Peninsula Corridor Joint Powers Board. Notice of Exemption. Quint Street Bridge Replacement Project. January 11, 2011. Note: this and all documents cited herein are available for review at the San Francisco Planning Department 1650 Mission Street, Suite 400.

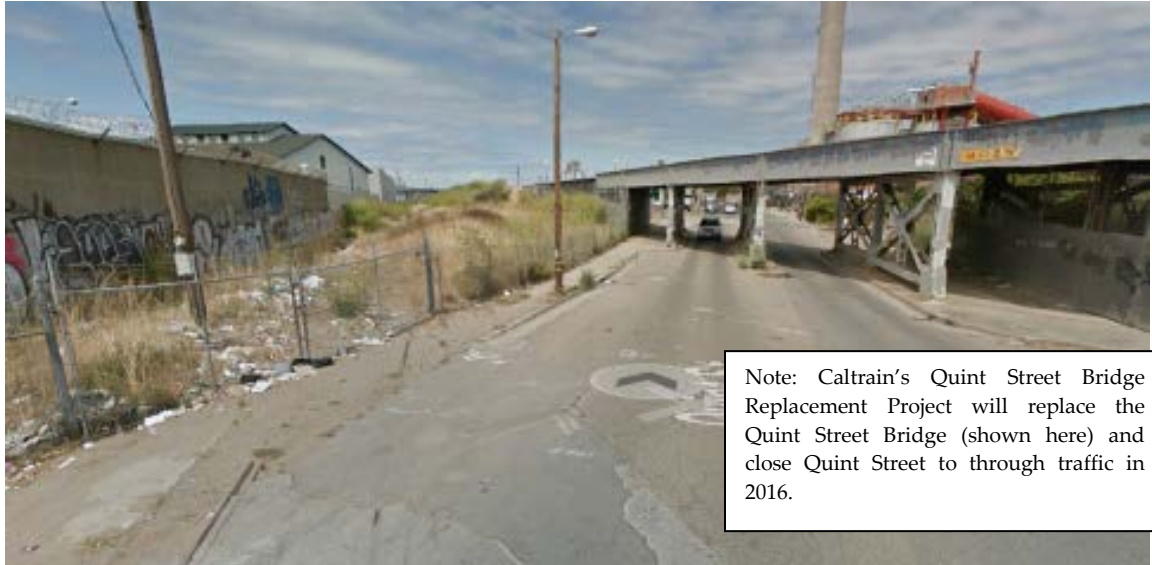
Figure 1: Project Site Location



Source: San Francisco Planning Department

Figure 2: Project Site -- Existing Conditions

Quint Street looking north– Project site (left)



Jerrold Street looking south– Project site (center)

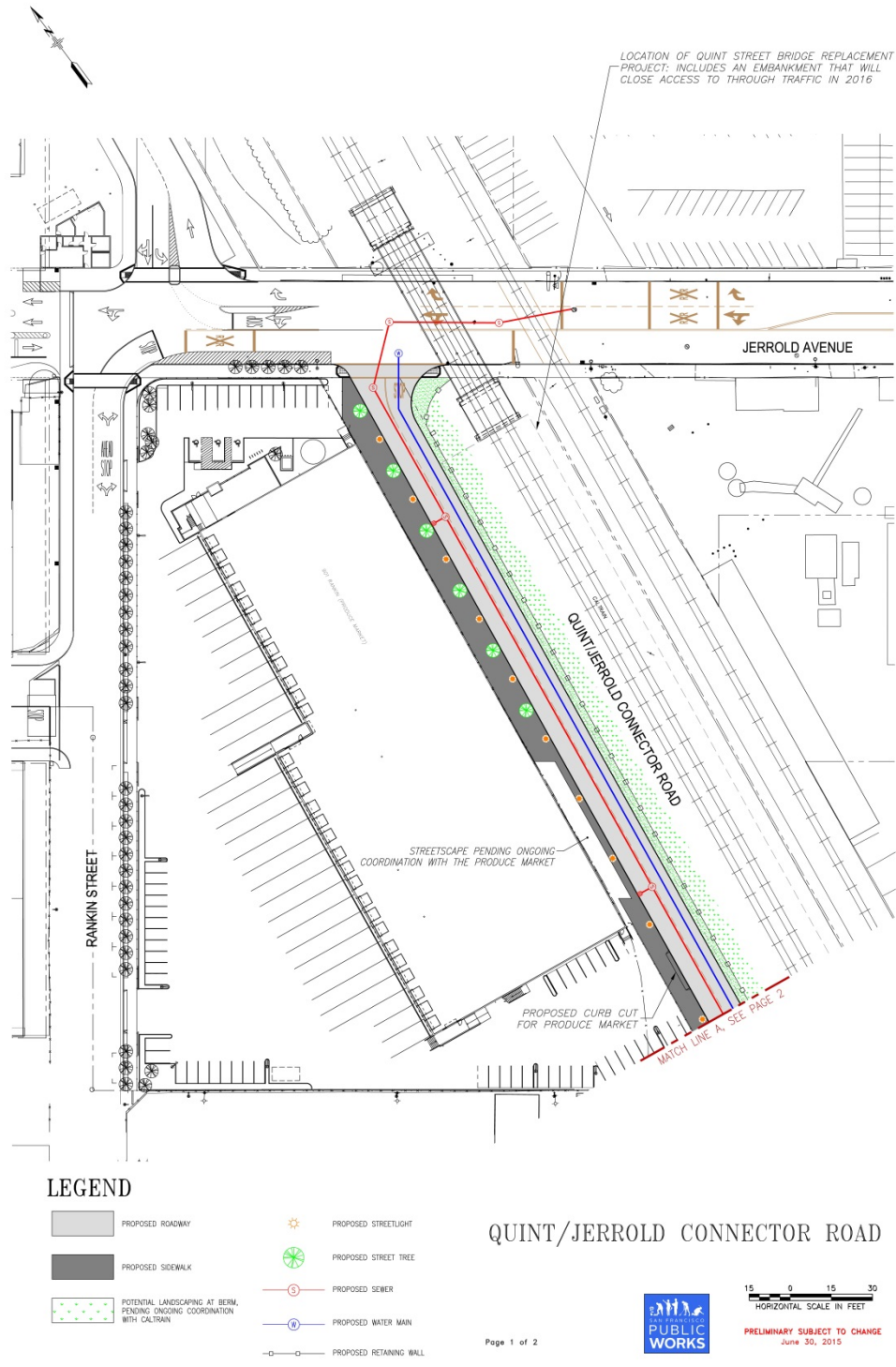
Source: Google Maps

Project Characteristics

Sponsored by San Francisco Public Works, the proposed Quint-Jerrold Connector Road project (proposed project) would construct a new 950-foot-long roadway consisting of two 13-foot-wide lanes (within a 50-foot-wide corridor), one northbound and one southbound, providing transportation access between existing Quint Street and Jerrold Avenue. In addition, the proposed project would construct or install several other elements along or beneath the length of the new roadway. Along the western side of the new roadway, the proposed project would construct a new 5.5-foot to 20-foot-wide sidewalk, depending on location, and a new 27-foot-wide curb cut located along the San Francisco Wholesale Produce Market property; and install street trees and street lighting. Along the eastern side of the new roadway, the proposed project would construct a new 6.5-foot-tall reinforced concrete retaining wall. At the intersection of the new roadway and Jerrold Avenue, the proposed project would install a new stop sign. Beneath the length of the new roadway, the proposed project would install new sewer and water pipelines to provide on-site drainage for the new roadway and overall system reliability (equalization of water line pressure) (see **Figures 3a and 3b: Proposed Site Plan**). The new sewer and water lines would extend into portions of the Jerrold Avenue and Quint Street intersections and rights-of-way.

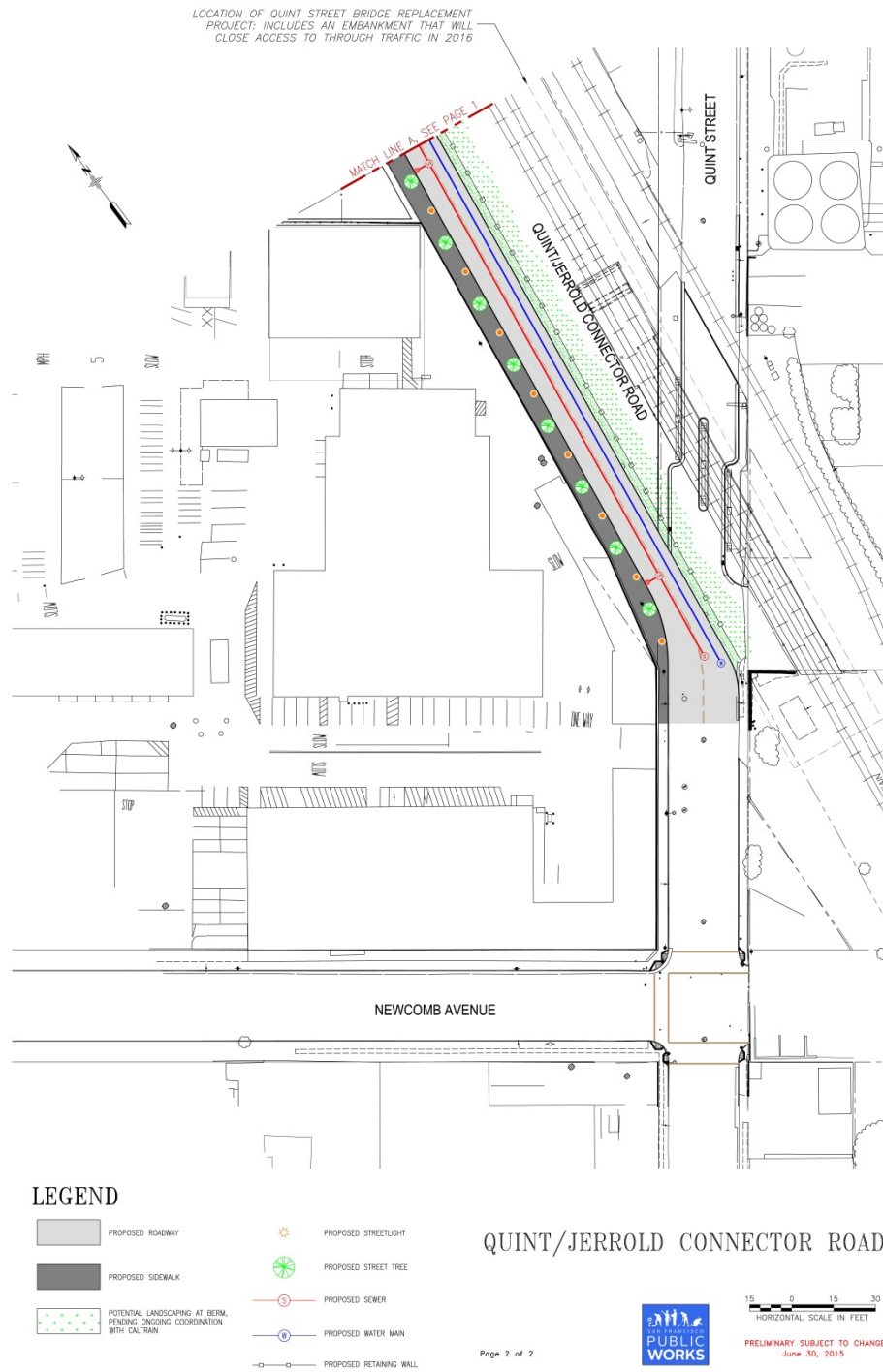
The proposed project would be designed and constructed by San Francisco Public Works with funding from the San Francisco County Transportation Authority (SFCTA). Project construction is anticipated to start in October 2016 and last approximately nine months and would be phased as follows: grading, trenching, and paving. Below ground surface (bgs) construction would include street light foundations up to 3.5 feet bgs, reinforced concrete retaining wall up to two feet bgs, and excavation for water pipeline of up to 4 feet bgs, and excavation for sewer pipeline varying from 5.25 feet bgs to 12 feet bgs. The excavation for the sewer pipeline would be 5.25 feet bgs at Quint Street and increase in depth as it slopes toward Jerrold Avenue. The proposed project would involve approximately 3,500 cubic yards of soil excavation, 1,700 cubic yards of soil removal, and 20 cubic yards of soil importation.

Figure 3a: Proposed Site Plan - North



Source: San Francisco Public Works

Figure 3b: Proposed Site Plan - South



Source: San Francisco Public Works

Project Approvals

The proposed project would require the following approvals:

- **San Francisco Board of Supervisors.** Approval of purchase agreement to enter into negotiations with Union Pacific Railroad to purchase the project site.
- **San Francisco Planning Department.** Issuance of a General Plan Referral.
- **San Francisco Public Works.** Issuance of a street excavation permit.
- **San Francisco Department of Public Health.** Approval of work plan or site mitigation plan (Article 22A of the Health Code).
- **Caltrain.** Depending on the location of the structural retaining wall, coordination and permitting through Caltrain may be required.

The approval of the purchase agreement is considered the Approval Action for this CEQA determination pursuant to Section 31.04(h) of the San Francisco Administrative Code.

B. PROJECT SETTING

The project site is located within an M-1 (Light Industrial) Zoning District and a 65-J Height and Bulk District within the Bayview Hunters Point Plan Area in San Francisco's Bayview neighborhood. The project area is characterized primarily by public and industrial uses adjacent to the project site, with residential uses located approximately 650 feet south of the project site. Adjacent uses include the San Francisco Public Utilities Commission (SFPUC) Southeast Water Pollution Control Plant (SEP) (and related facilities), the San Francisco Wholesale Produce Market, warehouses, maintenance shops, various shops and facilities. Parcels surrounding the project site are within M-1, PDR-2 (Production, Distribution, and Repair), and P (Public) Zoning Use Districts, and a mixture of 65-J, 40-X, and 80-E Height and Bulk Districts, providing for a number of one to two-story industrial and residential buildings.

Major roadways in the project vicinity include Cesar Chavez Street, Evans Avenue, Third Street, and Oakdale Avenue. Interstate 280 and U.S. Highway 101 provide regional access to the project vicinity. Jerrold Avenue and Quint Street are the two roadways immediately adjacent to the project site. Quint Street is a two-lane local street that runs from Jerrold Avenue to the north to Thomas Avenue to the south with sidewalks and on-street parking on both sides of the roadway and lined with industrial uses. Jerrold Avenue is a two-lane east-west roadway and runs between US-101 and Third Street and serves as an east-west truck route through the produce distribution market east of Rankin Street. Jerrold Avenue has sidewalks and on-street parking on both sides of the roadway. A Union Pacific Railroad (UPRR) track parallels the Caltrain tracks in the project area adjacent to the project site. The project site is within a half mile of the Muni Metro T-Third Street Light Rail line, as well as within a quarter mile of several local transit routes, including Muni bus routes 14X-Mission Express, 23-Monterey, 24-Divisadero, 44-O'Shaughnessy.

The Quint Street Bridge Replacement Project will eliminate vehicular, bicycle, and pedestrian through traffic at the Quint Street railroad crossing.² Traffic will be rerouted to the nearby grade separated crossings at Jerrold Avenue to the north and Oakdale Avenue to the south. The Quint Street Bridge Replacement Project is funded and set to be completed in 2016. As described above, the baseline assumes completion of the Quint Street Bridge Replacement Project, including the permanent closure of Quint Street to traffic at the Quint Street railroad crossing.

² Ibid.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

San Francisco Planning Code

The *San Francisco Planning Code* (Planning Code), which incorporates the City’s Zoning Maps, governs permitted uses, densities, and configurations of buildings within San Francisco. The proposed project would construct a new roadway with new water, sewer, and streetscape infrastructure on the project site. Therefore, the Planning Code or Zoning Map is not applicable to the proposed project.

Plans and Policies

San Francisco General Plan

The San Francisco General Plan (General Plan), which provides general policies and objectives to guide land use decisions, contains some policies that related to physical environmental issues. The General Plan contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety and Arts) that set forth goals, policies, and objectives for the physical development of the city. The proposed project is located within the Bayview Hunters Point Area Plan, which encourages future commercial, residential, industrial, and community and cultural facilities uses in the area. No conflicts between the proposed project and policies that relate to the physical environmental issues would occur, as discussed in Section E, Evaluation of Environmental Effects. The compatibility of the proposed project with the General Plan Policies that do not relate to the physical environmental issues would be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project, including the General Plan Referral.

Proposition M –The Accountable Planning Initiative

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

industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1c, Land Use); (6) maximization of earthquake preparedness (Questions 13 a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow), and Question 9a and c, Recreation).

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

As noted above, the compatibility of the proposed project with the General Plan objectives and policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the proposed project.

Regional Plans and Policies

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

Required Approvals by Other Agencies

The proposed project would be designed and constructed by San Francisco Public Works, in coordination with related disciplines at the SFPUC, per standard design procedures related to roadway, water, sewer, and streetscape infrastructure. The proposed project would be required to secure permits and/or approval from the San Francisco Board Of Supervisors, San Francisco Planning Department, San Francisco Public Works, San Francisco Department of Public Health, and Caltrain (if applicable). See page 9 for a list of required approvals.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

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

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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

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

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. With the closure of Quint Street to through access as a result of the approved Quint Street Bridge Replacement Project, the proposed project would provide new transportation capacity to the street network and enhance access to the project area by providing a new north-south roadway. The proposed project would not divide any neighborhoods. Therefore, the proposed project would not physically divide an established community, and this impact would be less than significant.

Impact LU-2: The proposed project would not conflict with applicable land use plans, policies, and regulations of agencies with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The proposed project would not conflict with any applicable land use plan, policy, or regulation such that an adverse physical change to the environment would result (see Section C, Compatibility with Existing Zoning and Plans). Environmental plans and policies are those, like the Bay Area Air Quality Management District *2010 Clean Air Plan*, which directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City’s physical environment. Furthermore, the proposed project would not conflict with the General Plan policies that relate to physical environmental issues. Therefore, this impact would be less than significant.

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

The project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. No buildings exist on the project site. A chain-linked fence exists along the Jerrold Avenue and Quint Street frontages. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the

new roadway. Although the proposed project would result in a change in character of the project site from a vacant lot to a new roadway, the proposed project would be compatible with the existing street network in the primarily industrial area. Therefore, the impact of the proposed project on the existing character of the project's vicinity would be less than significant.

Impact C-LU-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity of the site, would not have a substantial adverse cumulative impact to land use. (Less than Significant)

Other projects within the vicinity of the project site include land use and infrastructure projects at 1955 and 1959-1961 Oakdale Avenue³; 750 Phelps Street and 1700 Jerrold Avenue⁴; 750 Phelps Street, 1700 Jerrold Avenue, 1800 Jerrold Avenue and 1801 Jerrold Ave⁵; San Francisco Wholesale Produce Market⁶, and the Quint Street Bridge Replacement Project. The proposed project at 1955-1961 Oakdale Avenue would renovate the existing building at 1955 Oakdale Avenue, and construct three, two-family residential units at 1959-1961 Avenue. The proposed project at 750 Phelps Street and 1700 Jerrold Avenue would construct a sodium hypochlorite facility to replace an existing facility at the site. The proposed project at 750 Phelps Street, 1700 Jerrold Avenue, 1800 Jerrold Avenue, and 1801 Jerrold Avenue would replace the existing biosolids digesters facilities at the Southeast Treatment Plant with new ones on the site currently occupied by the decommissioned San Francisco Central Shops (1800 Jerrold Avenue) and the San Francisco Municipal Asphalt Plan (1801 Jerrold Avenue). The approved project at the San Francisco Wholesale Produce Market, set to be completed 2028⁷, will renovate and expand existing facilities. The approved Quint Street Bridge Replacement Project, set to be completed 2016, will replace the Quint Street Bridge with retaining walls, a fill embankment, and railroad tracks atop the embankment. Through access between Newcomb Avenue to Jerrold Avenue via Quint Street has been removed and existing traffic would be being redirected to surrounding roadways such as Oakdale Avenue, Phelps Street, Rankin Street, and Selby Street.

The project area is characterized primarily by public and industrial uses adjacent to the project site, with residential uses located approximately 650 feet south of the project site. Adjacent uses currently include the Southeast Treatment Plant (and related facilities), the San Francisco Wholesale Produce Market, warehouses, maintenance shops, various shops and facilities. Therefore, the proposed Quint-Jerrold Connector Road Project would not have divide an established community, conflict with a land use plan, or have a substantial impact upon the character of the vicinity. Given the nature of the proposed project and the cumulative projects, it is unlikely that they would have land use impacts that could combine with the impacts of the proposed project. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable land use impact.

³ Planning Department Record 2014-000150PRJ.

⁴ Planning Department Record 2013.0908E.

⁵ Planning Department Case 2015-000644ENV.

⁶ Planning Department Case 2009.1153E.

⁷ The San Francisco Wholesale Produce Market will be completed in three phases. Phase I has been completed. Phase II is anticipated to be developed between 2017 and 2020. Phase III is anticipated to be developed between 2025 and 2028.

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

Approach to Analysis

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

Impact AE-1: The proposed project would not have a substantial adverse effect on a scenic vista. (No Impact)

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

No public scenic vistas or views exist in the project area that would be substantially affected by the proposed project. Accordingly, the proposed project would not degrade or obstruct any scenic views of vistas now observed from a public area. No impact would occur.

Impact AE-2: The proposed project would not substantially damage any scenic resources. (No Impact)

The project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. No buildings exist on the project site. No scenic resources exist on the project site, including, but not limited to, trees, rock outcropping, and other features of the natural environment that contribute to the scenic public setting. As a result, the proposed project would not damage scenic resources and would not affect such resources. No impact would occur.

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

The existing visual character of the project site and vicinity is that of industrial development with a water treatment facility, produce market, warehouses, maintenance shops, and various shops and facilities adjacent to the project site and residential uses located approximately 650 feet south of the project site. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. These changes would be noticeable, but would not substantially alter the existing visual character of the site or its surroundings in a demonstrably adverse manner. The proposed project would not result in apparent changes in short or long range views of the site as the proposed project would result in a new roadway that would tend to blend into the urban mixed of industrial land uses and the surrounding roadway network. The proposed project does not involve building construction and, therefore, would not exceed the scale of other buildings in the project area.

Project construction would occur over nine months. Although construction activities would diminish the existing visual character of the project site, these activities would be limited in duration. Therefore, the proposed project's construction would not result in a substantial degradation of the existing visual character or quality of the site or its surroundings.

For the above reasons, this impact would be less than significant.

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

The proposed project would not involve any building construction that would create a new source of light and glare. The proposed project would include new streetlights along the west side of the new roadway that meet the San Francisco Public Utilities Commission's light standards for light and glare, which call for consistency with the most current version of IESNA RP-8-14 and the *San Francisco Better Streets Plan*.⁸

As described above, no existing buildings or scenic resources exist on or adjacent to the project site in the primarily industrial area. Therefore, the proposed project would not adversely affect daytime or nighttime views in the area or substantially affect other people or properties. Therefore, impacts associated with light and glare would be less than significant.

Impact C-AE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not have a substantially degrade the visual character or quality of the site and its surroundings. (Less than Significant)

Implementation of the proposed project, in combination with the cumulative projects described above in Section E.1 Land Use and Land Use Planning, would result in a minimal change to the visual character of the project site vicinity and respective project site.

⁸ See "Light Levels and Uniformity," *San Francisco Better Streets Plan*, pp. 208-09.
http://www.sf-planning.org/ftp/betterstreets/docs/FINAL_6_Streetscape_Elements.pdf

The past, present, and reasonably foreseeable projects, described above, would result in minimal changes to the visual setting. The project area is currently characterized primarily by public and industrial uses adjacent to the project site, with residential uses located approximately 650 feet south of the project site. Adjacent uses currently include the Southeast Treatment Plant (and related facilities), the San Francisco Wholesale Produce Market, warehouses, maintenance shops, various shops and facilities. The approved and proposed cumulative projects are consistent with this setting and would have to comply with City regulations regarding light and glare. Therefore, it is likely that the approved and proposed cumulative projects would not degrade the visual character or the quality of the site and its surroundings or create a new source of substantial light or glare. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable aesthetics impact.

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

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

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. The proposed project would not include building construction, new housing units, or businesses. The proposed project would not be expected to trigger demand for new residential units as the project area is urbanized with established industrial uses, a water treatment facility and a produce market immediately adjacent to the project site. The proposed project would restore area connectivity lost by the closure of Jerrold Avenue by the new Caltrain bridge and would not to create access to a new area. Therefore, the proposed project would not directly or indirectly induce substantial population growth in San Francisco and, thus, there would be no impact.

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

The project site is currently a vacant lot with no on-site residential units or businesses. Therefore, the proposed project would not displace any housing or a substantial number of people. The proposed construction would result in a temporary additional demand for construction workers. This employment increase over the course of the construction duration of nine months would not generate a substantial demand for additional housing. Therefore, this impact would be less than significant.

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in significant cumulative impacts to population and housing. (Less than Significant)

The proposed project would not result in substantial growth or displace any residences. The proposed project, in combination with other projects, including 1955 and 1959-1961 Oakdale Avenue; 750 Phelps Street and 1700 Jerrold Avenue; 750 Phelps Street, 1700 Jerrold Avenue, 1800 Jerrold Avenue and 1801 Jerrold Avenue; San Francisco Wholesale Produce Market; and the Quint Street Bridge Replacement Project, would not have a significant impact on population or housing demand. Therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable population and housing impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. CULTURAL 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 <i>Planning Code</i> ?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code §21074?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

Historic Architectural Resources

Historic resources are those properties that meet the terms of the definitions in Section 21084.1 of the CEQA Statute and Section 15064.5 of the CEQA Guidelines. “Historic Resources” include properties listed in, or formally determined eligible for listing in, the California Register of Historic Resources, or listed in an adopted local historic register. The term “local historic register” or “local register of historic places” refers to lists of resources that are officially designated or

recognized as historically significant by a local government pursuant to resolution or ordinance. Historic resources also include resources identified as significant in an historic resources survey meeting certain criteria. Additionally, properties, which are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered a historic resource. No known or potential historic resources or historic districts exist on the project site.

The project site is located near two potential historic resources at 1990 Newcomb Avenue and 1701 Jerrold Avenue, both San Francisco Public Utilities Commission (SFPUC) facilities.

1990 Newcomb is the SFPUC's City Distribution Division's Corporation Yard and Lot. It consists of six major structures, storage structures, and assorted open-air areas for the servicing and storage of vehicles and equipment, as well as administrative offices, in a secured 185,000 square foot property. As a result of its age, it would be considered a Class B Historical Resource (Projects Requiring Further Consultation and Review).

1701 Jerrold Avenue is the SFPUC's Southeast Treatment Plant. Built in 1952, it is San Francisco's oldest and largest treatment plant, treating 80% of San Francisco's flows. It is characterized by industrial-style buildings and large-scale water treatment infrastructure, in a secured 447,000 square foot property. As a result of its age, it would be considered a Class B Historical Resource (projects Requiring Further Consultation and Review).

Archeological Resources

The project site was located along the edge of the former extensive Islais Creek estuary. Several prehistoric shell midden sites have been documented along the margins and within the former estuary (CA-SFR-3, -SFR-15, -SFR-17, SFR-171⁹, two 1858-documented sites, and the Alemany-Bayshore prehistoric shell midden deposit).

A single component intact prehistoric shell midden (CA-SFR-171) was recently documented in the southern portion of the project site, adjoining Quint Street¹⁰. The midden deposit was approximately 60 cm (2 feet) in thickness and approximately 8 feet below the existing surface. Further field investigations and data recovery were conducted on the midden deposit with the conclusion that the prehistoric site probably does not extend a considerable distance toward the north, toward the central portion of the project site. It is uncertain how far to the west the midden deposit extends but Quint Street is believed to be the eastern boundary of the site. An update of the site record for CA-SFR-171¹¹ suggests that the prehistoric midden deposit may have subsided over time to an elevation lower than its original deposition suggesting that any extant

⁹ These alpha-numeric codes identify archeological sites recorded in the California Historical Information System.

¹⁰ Philip Kaijankoski, et. al. 2014[a] *Prehistoric Archaeological Sensitivity Assessment for the City of San Francisco Southeast Water Pollution Control Plant*, Far Western Anthropological Research Group, Inc. ; Brian Byrd, et. al. 2011, *Archaeological Excavations of the Late Period Site CA-SFR-171*, Far Western Anthropological Research Group, Inc.

¹¹ Philip Kaijankoski, et. al. 2014[b] *Extended Phase I Geoarchaeological Investigation of the Southeast Water Pollution Control Plant, Chemical Plant Relocation Project*, Far Western Anthropological Research Group, Inc.

portions of the site that did not subside or subsided less may be present at elevations nearer to the current grade. CA-SFR-171 is largely composed of bay mussel (*Mytilus edulis*) shell, various animal bone fragments, charcoal, charred plant material and low density of artifacts. No features were encountered. The midden deposit is dated approximately 500-550 BP (before the present) or A.D. 1400-1450 placing it within the latter half of Phase 1 of the Later Period within the Late Holocene. CA-SFR-171 was determined to be National Register of Historic Places (NRHP)-eligible under Criterion D (information value important to history or prehistory) on the basis of its integrity, relative rarity of prehistoric sites within a heavily impacted urban setting and the ability of the prehistoric deposit to address important research questions related to prehistoric chronology and dating, Bay Area settlement organization, Late Period collapse or cultural climax and changes in diet and health¹².

Considerable geoarcheological and geoenvironmental study¹³ has been undertaken of the project vicinity to understand how landforms developed and were altered naturally and by human actions during the Middle Holocene and Later Holocene epochs (7700-3800 B.P. and 3800 B.P. to the present) and, thus, and where vertically and horizontally prehistoric deposits are most likely to occur. The southern portion of the project area below the fill deposits of the early 20th century appears to be underlain by a Pleistocene alluvial fan that dips down to the north. The prehistoric midden site CA-SFR-171 is located on the former stable land surface. As sea level rose during the Late Holocene, the area south of the Jerrold Avenue became inundated after 5,000 B.P. forming the southern margin of the Islais Creek estuary. North of Jerrold Avenue former stable land surfaces (Colma Formation) available for prehistoric occupation may be present at greater depths beneath the former estuary. Middle Holocene prehistoric archeological deposits may be yet be present on such former landforms unless such surfaces have been eroded by geologic events.

Native American human burials often co-occur with prehistoric shell midden sites either as part of the midden site or in near proximity. One theory of the formation of the large prehistoric shellmounds in the San Francisco Bay Area is that, in some cases, they were established on former prehistoric cemetery sites (as was the case with CA-SFR-4 on Yerba Buena Island) and that even after the abandonment of the shellmounds they continued to be used by local Indigenous populations as sacred loci for ceremonial mourning gatherings to honor the dead or for cremation rites.

The proposed project area is not sensitive for historical archeological resources because no improvements were made within the project area until after the 1930s. Other than wetlands filling operations, buried archeological deposits later than this time are generally not considered to be legally sensitive archeological resources.

Archeological investigations have not yet revealed the presence of human remains on the project site.

¹² Byrd et al. 2011.

¹³ Ibid; Kaijankoski et al 2014[a]

Tribal Cultural Resources

Tribal cultural resources (TCRs) are identified by CEQA (Pub. Res. Code Sections 21074, 21080.3.1) as any site, feature, place, object or any entity with cultural value to Native American tribal groups traditionally affiliated with the geographic area of a proposed project that has been determined to be subject to CEQA evaluation. Based on discussion with San Francisco-affiliated Ohlone tribal representatives to date, the Planning Department has identified prehistoric archeological sites as potential TCRs. A tribal cultural resource may be eligible for listing to the California Register of Historic Resources (CRHR) under Evaluation Criterion 1 (Events) on the basis of its significant traditional and cultural value to living Native American tribal groups.

Under CEQA, affiliated tribal groups must be given the opportunity to consult on the identification, potential presence, and cultural significance of any TCRs that may be affected by the project, the type of environmental evaluation warranted, and mitigation of effect. As required by CEQA, a notice offering consultation with the Planning Department regarding the potential of the proposed project to affect TCRs was sent on July 21, 2015 to Native American tribal groups who have requested such notification. For consultation to be initiated, tribal groups must respond within 30 days of notification.

Impact CR-1: The proposed project would not cause a substantial adverse change in the significance of a historic resource. (Less than Significant)

The project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. A chain-linked fence exists along the Jerrold Avenue and Quint Street frontages. No known or potential historic resources or historic districts exist on the project site.

The project site is located adjacent to a potential historic resource at 1990 Newcomb Avenue and across the Caltrain right of way from another potential resource, 1701 Jerrold Avenue. Both are SFPUC facilities, in an area of primarily industrial development. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway.

The proposed project's boundaries would extend alongside the eastern side of 1990 Newcomb for a length of approximately 400 feet. This side of 1990 Newcomb is closed at the property line by a combination of both fencing and the exterior walls of storage areas. The project is not adjacent to the Southeast Treatment Plant at 1701 Jerrold, and is separated from the Plant by the Caltrain right of way, Quint Street, and the Quint Street Bridge.

Elements of the proposed project would be noticeable, but would not substantially alter the existing character of the site or its surroundings in a demonstrably adverse manner that would affect the two potential historic resources. The proposed project does not include any work on the two potential historic resources or building construction that would alter the scale of buildings in the project area. The proposed project would not adversely affect the historic uses of either property, nor would it result in any demolition, destruction, relocation or alteration that would materially impair either potential historical resource. When complete, the proposed project would result in a new roadway that would tend to blend into the urban mixed of industrial land

uses and the surrounding roadway network. Therefore, this impact would be less than significant.

Impact CR-2: The proposed project may cause a substantial adverse change in the significance of an archeological resource and potentially disturb human remains, including those interred outside of formal cemeteries (Less than Significant with Mitigation)

Based on an archeological review performed by Planning Department archeology staff, the project site has been determined highly sensitive for prehistoric archeological resources, moderately high for Native American human remains, and not sensitive to historic archeological remains. Recent archeological investigations¹⁴ and geoarcheological studies of the project area and vicinity substantiate that prehistoric archeological deposits (CA-SFR-171) are located within the project area and that the project vicinity is generally sensitive for prehistoric archeological resources.

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and would operationalize a new roadway that is expected to have truck traffic. The proposed project may have direct and/or indirect effects on legally-significant¹⁵ prehistoric archeological deposits. The current project infrastructure plan indicates that a new 12-inch diameter sewer line would be installed at a depth of approximately seven feet bgs. at a point approximately equivalent to the midpoint of CA-SFR-171 where prehistoric shell midden deposits were recovered at depths of approximately eight feet (246 centimeters) and nine feet (280 centimeters) bgs. Actual sewer line trench excavation depths could be at variance with these estimated sewer line depths. Current knowledge of the real depth of prehistoric shell midden deposits in the project area is imprecise since geoarcheological assessments of the area indicate a possible undulating landform underlying the prehistoric deposit as well as possible subsidence of the midden deposit in locations.¹⁶ The new sewer line would be progressively deeper towards Jerrold Avenue reaching a depth of approximately 12 feet bgs. Excavation required for installation of a new sewer line, thus, could potentially adversely affect prehistoric deposits, including, deposits associated with CA-SFR-171. The expected use of the proposed connector road by heavy truck traffic, including semi-trailer trucks serving local product distribution centers, could indirectly affect prehistoric deposits and the integrity of their stratigraphic interrelationships. It is reasonable to assume that any indirect effects resulting from expected truck use of the new roadway to the physical and scientific integrity of the underlying archeological sediments would not substantially contribute to the effect of past decades and current use of the railway lines that transect CA-SFR-171. Therefore, the proposed project has the potential to adversely affect legally significant archeological deposits directly through construction grading and sewer line installations and indirectly through continual movement over the new roadway during operations. In addition, the proposed project has the low possibility of disturbing human remains during construction. This is considered a potentially significant impact.

¹⁴ Byrd et al. 2011; Kaijankoski et al. 2014[a][b].

¹⁵ An archeological resource is legally-significant that is significant under CEQA as an “historical resource,” for example, as CRHR-eligible, or as a “unique archaeological resource,” or as a tribal cultural resource.

¹⁶ Byrd et al. 2011

Available mitigation options to reduce potential direct and indirect effects of the proposed project to documented and potentially legally-significant prehistoric archeological resources include preservation-in-place or archeological data recovery of any prehistoric deposits, including those deposits associated with CA-SFR-171. The effectiveness of either option to preserve the scientific value of the resource can best be determined by additional archeological field investigations to determine the vertical and areal extent of any prehistoric deposits and their underlying natural landform. If preservation-in-place of otherwise potentially affected archeological resources is determined to be feasible and sufficient, then capping of the archeological deposits in accordance with an archeological resource preservation plan (ARPP) will be required. If preservation-in-place is determined not to be sufficient to avert significant adverse effects from construction or operation of the proposed project, then, implementation of an archeological data recovery plan (ADRP) will be required. Questions regarding cumulative effects to prehistoric deposits from the existing rail line and from heavy truck use of the proposed connector road and of whether apparent subsidence of CA-SFR-171 and the undulations in the topography of the underlying landforms can be explained by the former should inform the research objectives of the archeological testing plan required by the archeological mitigation below.

Implementation of Mitigation Measure M-CR-2 would reduce potential adverse effects to archeological resources to a less than significant level. The mitigation measure would require further archeological field investigation within the context of a prepared research design to identify the potential presence of prehistoric archeological deposits or features and their geoarcheological context within the project area. This mitigation measure would also require implementation of an approved data recovery plan of potentially affected archeological deposits.

Mitigation Measure M-CR-2: Archeological Testing

Based on a reasonable presumption 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 archaeological consultant having expertise in geoarcheology, as deemed qualified by the Planning Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site¹⁷ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative¹⁸ 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 offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval a research and investigation design (ARID) as an addendum to the project archeological testing plan (ATP)¹⁹. In addition to appropriate archeological research issues related to CA-SFR-171, the research design is to address the two questions of 1) the effect of past and projected train and truck usage of the transportation corridors overlying CA-SFR-171 on the stratigraphic integrity of this resource and 2) the effectiveness and feasibility of preservation-in-place of prehistoric deposits that, otherwise, may be affected by the proposed project. The archeological testing program shall be conducted in accordance with the approved ATP-ARID. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO 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

¹⁷ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

¹⁸ An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

¹⁹ Holman and Associates. *Archaeological Testing Plan for the Quint-Jerrold Connector Road Project*. December 2014.

- B) A 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.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented 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 archeological consultant 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 risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The 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 project 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 activities_and 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 make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP) to be included within the ARID. The ADRP shall identify how the proposed data recovery program will preserve the

significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

Human Remains and 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. This shall include 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, ERO, and MLD shall have up to but not beyond six days of discovery make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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 final report.

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

Impact CR-3: The proposed project may cause a substantial adverse change in the significance of a tribal cultural resource. (Less than Significant with Mitigation)

As noted above, prehistoric archeological sites have been identified by Native American representatives of the Ohlone in San Francisco as potential TCRs, and TCRs may be significant under CRHR Criterion 1 (Events) due to their cultural value to tribal groups. Therefore, the potential adverse effects of the proposed infrastructure improvements on prehistoric shell midden deposits, identified under Impact CR-2 above, also represent a significant impact on TCRs. Implementation of Mitigation Measure M-CR-2: Archeological Testing and Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program, below, would reduce potential adverse effects to TCRs to a less-than-significant-level. The mitigation measure would require either preservation-in-place of the TCRs, if determined effective and feasible, or an interpretive program regarding the TCRs developed in consultation with affiliated Native American tribal representatives.

Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program

If the Environmental Review Officer (ERO) determines that preservation-in-place of the prehistoric shell midden TCR pursuant to Mitigation Measure M-CR-2, Archeological Testing, is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the TCRs in consultation with affiliated Native American tribal representatives. An interpretive plan produced in consultation with affiliated Native American tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

Impact C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, may result in cumulatively considerable contribution to significant cumulative impacts to cultural resources. (Less than Significant with Mitigation)

As described above, the project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. A chain-linked fence exists along the Jerrold Avenue and Quint Street frontages. The project site contains a CRHR-eligible prehistoric site (CA-SFR-171) and also a potential TCR (CA-SFR-171). The project site contains no other known/eligible historic resources, nor is it within the boundaries of a designated or eligible historic district. The project site is located near two potential historic resources at 1900 Newcomb Avenue and 1701 Jerrold Avenue, both SFPUC facilities. None of the active projects in the area are proposing alterations to historic resources.

The effects of the proposed project together with two other projects in the vicinity (i.e., the 750 Phelps Street, 1700 Jerrold Avenue, 1800 Jerrold Avenue, and 1801 Jerrold Avenue and the Quint Street Bridge Replacement Project) may combine to result in a significant cumulative impact on an archeological resource and potential TCR (CA-SFR-171), with respect to the scientific value and the cultural value to living affiliated Native American descendants of the prehistoric site. The proposed project’s contribution to this significant cumulative impact may be considerable, since scientifically and/or culturally valuable features or human remains may be present within the area of effect of the proposed project that may not be present within the other two project sites. Implementation of Mitigation Measures M-CR-2: Archeological Testing, and M-CR-3: Tribal Cultural Resources Interpretive Program, would reduce the project’s contribution to the significant cumulative impact on archeology and TCRs to a less-than-significant level.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. The proposed project would not interfere with air traffic patterns. Therefore topic 5c is not applicable.

Setting

The project site is located in the Bayview District on two lots bounded by Jerrold Avenue to the north, Quint Street to the south, adjacent properties to the west, and the Caltrain Railway to the east. Jerrold Avenue is primarily an east-west roadway with one travel and parking lane in each direction. Quint Street is primarily a north-south roadway with one travel and parking lane in each direction. Neither roadway is listed in the General Plan as a major arterial or part of the Congestion Management Plan (CMP) Network, or a Transit Preferential Street, a part of the Citywide Pedestrian Network, or a Metropolitan Transportation System (MTS) Network.²⁰

The current speed limit on Jerrold Avenue and Quint Street is 25 miles per hour and all intersections surrounding the subject block are either uncontrolled or one-way stop-controlled. Several Muni bus routes operate within 0.25 mile of the project site: 14-X Mission Express, 23-Monterey, 24-Divisadero, 44-O’Shaughnessy. The closest bus stop to the project site is along Jerrold Avenue for the 23-Monterey, immediately to the west of the new roadway and Jerrold Road intersection. Muni rail service (T-Line) is available approximately 0.30 mile east of the project site and the nearest Caltrain Station is located approximately two miles north of the project site at the 22nd Street. A Class II bikeway (Route 170) exists on Oakdale Avenue, approximately 0.20 mile south of the project site, and Class III bikeways exist along Silver Avenue (Route 70), Evans Avenue (Route 68), and Phelps Street (Route 7) in the project area.

Policy 10.4 of the Transportation Element of the General Plan states that the City will “Consider the transportation system performance measurements in all decisions for projects that affect the transportation system.” To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy, this section describes the potential impacts that the proposed project would have on traffic, transit, pedestrian, bicycle, loading, parking, and emergency vehicle circulation, as well as any potential transportation impacts related to construction of the proposed project.

²⁰ San Francisco General Plan Transportation Element. Maps 6 through 9, 11, and 15. Available online at: http://www.sf-planning.org/ftp/general_plan/14_Transportation.htm

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, nor would the proposed project conflict with an applicable congestion management program. (Less than Significant)

Traffic

As set forth in the Transportation Guidelines, the Planning Department evaluates traffic conditions for the weekday PM peak hour conditions (between the hours of 4 PM to 6 PM), which typically represent the worst conditions for the local transportation network.

With implementation of the Quint Street Bridge Replacement Project, vehicles in the project area would travel through the intersections surrounding the project block. With the proposed project, vehicles may choose to travel on the new roadway or continue to travel through the intersections surrounding the project block.

Intersection operating conditions are characterized by 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. The intersections near the project site include (1) Jerrold Avenue/Quint Street; (2) Jerrold Avenue/Rankin Street; (3) Jerrold Avenue/Selby Street; (4) Jerrold Avenue/Selby Street; and (5) Oakdale Avenue/Quint Street. These intersections were studied in the transportation impact study for the Quint Street Bridge Replacement Project.²¹ Table 1 provides existing and cumulative LOS data gathered for these intersections per the Quint Street Bridge Replacement Project.

Table 1: Weekday PM Peak Hour Level of Service

Intersection	Existing LOS (2010)	Cumulative LOS
1. Jerrold Avenue/Quint Street	B	B
2. Jerrold Avenue/Rankin Street	B	B
3. Jerrold Avenue/Selby Street	B	B
4. Jerrold Avenue/Selby Street	C	C
5. Oakdale Avenue/Quint Street	C	C

Notes: Existing LOS is based on traffic counts collected in 2009 and 2010. Cumulative LOS only assumes the closure of Quint Street as a result of the Quint Street Bridge Replacement Project. It is likely that with implementation of the Quint-Jerrold Connector Road Project, vehicular delay at these intersections may slightly improve compared to the LOS provided in the table.

Source: Fehr & Peers, 2010.

²¹ Fehr & Peers. *WDPR 5876 – Caltrain Quint Street Bridge Replacement Project Transportation Impact Analysis Study*. December 2010. Note: As the project area has remained primarily industrial with minimal changes to land use growth that could increase volumes on the transportation network in the surrounding vicinity, transportation conditions studied under this study are assumed to be similar to conditions as they exist today.

The project site is located in a developed area of San Francisco with public and industrial uses adjacent to the project site and residential uses located approximately 650 feet south of the project site. Adjacent uses include the SFPUC Southeast Treatment Plant (and related facilities), the San Francisco Wholesale Produce Market, warehouses, maintenance shops, various shops and facilities. The proposed project is not anticipated to induce growth that would generate new vehicle trips. The proposed project would primarily accommodate existing traffic that would be redirected from surrounding roadways following the closure of the Quint Street Bridge Replacement Project to the new roadway and is not anticipated to substantially change the level of service at the intersections in the project vicinity, and would not be considered a substantial traffic increase relative to the existing capacity of the local street system. At the intersection of the new roadway and Jerrold Avenue, the proposed project would install a new stop sign so that cross-traffic along Jerrold Avenue would not be substantially delayed. Therefore, the proposed project's impact on existing vehicular traffic is considered less than significant.

Traffic Hazards

The project site is adjacent to the San Francisco Wholesale Produce Market. Commercial vehicle trucks are prevalent at the San Francisco Wholesale Produce Market and are anticipated to utilize the proposed Quint-Jerrold Connector Road. The new roadway is being designed to accommodate truck turning movements without causing traffic hazards onto Jerrold Avenue and Quint Street and the new curb cut along the Wholesale Produce Market's property. Therefore, the proposed project would have a less than significant impact on traffic hazards in the project vicinity.

Loading

The proposed project is not anticipated to induce growth that would generate new loading trips. In addition, the proposed project would not include removal or installation of any on-street or off-street loading spaces along the new connector road, Jerrold Avenue, and/or Quint Street. Therefore, the proposed project would not result in a substantial loading space deficit that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

Construction

Construction is expected to last approximately nine months. Typical construction hours are expected to be between 7:00 am and 6:00 pm Monday through Friday. Work on Saturdays would be evaluated on a case-by-case basis. If typical construction activities need to occur on a Saturday the hours would be between 8:00 am and 4:00 pm. No construction activity is expected to take place on Sundays, recognized holidays or during "off hours" (i.e. any time frame not listed above) unless a specific urgent need arises. On some occasions working outside of the hours above may be required, i.e. to ensure safety, concrete pours that require long durations, etc., but there is no planned, or expected, work outside of typical construction hours. Any construction activity proposed to occur outside of typical construction hours would be evaluated on a case-by-case basis with appropriate approvals being issued before proceeding. As required, the project sponsor and construction contractors would meet with the City's Transportation Advisory Staff Committee (TASC) to determine feasible methods to reduce traffic congestion, including effects

on the transit system and pedestrian circulation impacts during construction of the proposed project. TASC consists of representatives from the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, Muni, and the Planning Department. Given the temporary and intermittent nature of the construction activities, the proposed project's construction-related activities would not result in a substantial transportation impact.

Parking

The proposed project is not anticipated to induce growth that would generate new parking demand. In addition, the proposed project would not include removal or installation of any on-street or off-street parking spaces along the new connector road, Jerrold Avenue, and/or Quint Street. Therefore, the proposed project would not result in a substantial parking deficit that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.

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

The project site is located in a developed area of San Francisco. The proposed project would result in a new roadway. No project design features are being proposed that would substantially increase traffic-related hazards. In addition, as discussed in Section E.1, the project does not include land uses, including incompatible land uses. Therefore, transportation hazard impacts due to a design feature or resulting from incompatible uses would be less than significant.

Impact TR-3: The proposed project would not result in inadequate emergency access. (Less than Significant)

Emergency access with the proposed project would be enhanced from existing baseline conditions. With the closure of Quint Street following the Quint Street Bridge Replacement Project, emergency vehicles traveling towards Jerrold or Oakdale avenues would be able to travel directly on the new connector road without diverting to nearby streets. The proposed project would not inhibit emergency access to the project area and would not be expected to affect emergency response times or access to other sites. The proposed project would not close off any existing streets or entrances to public uses. Therefore, the project would have a less than significant impact on emergency access to the project site or any other surrounding sites.

Impact TR-4: The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities. (Less than Significant)

Transit

The proposed project is not anticipated to induce growth that would generate new transit trips. In addition, the proposed project does not propose removal or installation of any transit stops along the new connector road, Jerrold Avenue, and/or Quint Street. In terms of circulation, vehicles may enter and leave the Wholesale Produce Market via the new curb cut along the new roadway, but would not conflict with existing transit operations as no transit routes are planned for this new roadway. Therefore, the proposed project would not result in a substantial transit demand or significant delays affecting transit.

Bicycle Facilities

The proposed project is not anticipated to induce growth that would generate new bicycle trips. In addition, the proposed project would not substantially interfere with bicycle accessibility to the project site or adjoining areas because no alterations to the bicycle network are planned. Instead, the proposed project would provide access to persons riding bicycles in the area by providing a new roadway facility, although the new roadway facility would not be a designated bicycle facility. In addition, the proposed project does not include design features that would create potentially hazardous conditions for bicyclists (e.g., high vehicular design speeds). Therefore, the proposed project would result in less than significant impacts related to bicyclists.

Pedestrian Facilities

The proposed project is not anticipated to induce growth that would generate new pedestrian trips. Therefore, the proposed project would not result in substantial overcrowding on nearby public sidewalks. The proposed project would not substantially interfere with pedestrian accessibility to the project site or adjoining areas. Instead, the proposed project would enhance pedestrian access in the area by providing a pedestrian facility (a sidewalk) along the western edge of the new roadway. The proposed project would not include sidewalk narrowing, roadway widening, removal of center medians, or other conditions on the project site or in the project area that could create potentially hazardous conditions or otherwise interfere with pedestrian accessibility to the site and adjoining areas. Therefore, the proposed project would result in a less than significant impact related to pedestrians.

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

As described above, the proposed project is not anticipated to induce growth that would generate new trips. Therefore, the proposed project would not contribute to any cumulative impacts to growth on the transportation network. The proposed project's construction timeline may overlap with other projects under construction or implementation at the same time, such as the 1955 and 1959-1961 Oakdale Avenue; 750 Phelps Street and 1700 Jerrold Avenue; 750 Phelps Street, 1700 Jerrold Avenue, 1800 Jerrold Avenue and 1801 Jerrold Avenue; and San Francisco Wholesale Produce Market Expansion project. While the proposed project's construction may occur concurrently with other projects, it is not expected that the construction schedule of the proposed project would be in conflict with other projects in the area. As required, the project sponsor and construction contractors would meet with the City's TASC to determine feasible methods to reduce traffic congestion, including effects on the transit system and pedestrian circulation impacts during construction of the proposed project. The TASC's analysis of the project would include coordination of construction-related lane closures resulting from other nearby projects. The impact from construction traffic would be temporary and would not cause a substantial adverse change on the transportation system. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable transportation and circulation impact.

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

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

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

Ambient noise levels in the vicinity of the project site are typical of noise levels in San Francisco, which are dominated by vehicular traffic, including trucks, cars, Caltrain trains, Muni buses, emergency vehicles, and land use activities, such as industrial uses, commercial businesses, and periodic temporary construction-related noise from nearby development, or street maintenance. Noise generated by such activities is common and generally accepted in urban areas. The proposed project does not include the addition of new sensitive receptors (residential dwelling units, etc.), and would, therefore, not expose new sensitive receptors to noise levels in excess of standards.

The project area is characterized primarily by public and industrial uses adjacent to the project site, with residential uses located approximately 650 feet south of the project site. Adjacent uses include the SFPUC Southeast Treatment Plant (and related facilities), the San Francisco Wholesale Produce Market, warehouses, maintenance shops, various shops and facilities. The proposed project is not anticipated to induce growth that would generate new vehicle trips and associated noise. The proposed project would primarily accommodate existing traffic and associated noise that will be redirected from surrounding roadways following the closure of the Quint Street Bridge Replacement Project to the new roadway. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity or result in exposure of persons to noise levels in excess of standards.

For the above reasons, the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or be substantially affected by existing noise levels. This impact would be less than significant.

Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and groundborne vibration in the project vicinity above existing levels, but any construction-related increase in noise levels and vibration would be limited in duration and would not be substantial. (Less than Significant)

The proposed project's construction activities would occur over nine months. Construction activities would generate noise and possibly vibration that could be considered an annoyance by occupants of nearby properties. No heavy construction equipment, such as pile drivers, would be used during on-site construction. Construction noise would fluctuate depending on the construction phase, equipment type and duration of use, and the distance between the noise source and the listener. Further, construction noise would be intermittent and limited to the period of construction. The closest sensitive receptors to construction would be employees at nearby warehouses west and south of the project site.

All construction activities for the proposed project (approximately nine months) would be subject to and would comply with the San Francisco Noise Ordinance.²² 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 A-weighted decibels (dBa) at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of San Francisco Public Works or the Director of DBI 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 p.m. and 7:00 a.m. unless the Director of San Francisco Public Works authorizes a special permit for conducting the work during that period.

San Francisco Public Works is responsible for enforcing the Noise Ordinance for construction projects in public-rights-of-way during the normal business hours (8:00 a.m. to 5:00 p.m.). The Police Department is responsible for enforcing the Noise Ordinance during all other hours. During the construction period for the proposed project of approximately nine months, occupants of the nearby properties could be temporarily disturbed by construction noise. There may be times when noise could interfere with indoor activities in 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, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the Noise Ordinance. Therefore, the proposed project's construction noise impact would be less than significant.

²² Article 29, Section 2909 of the San Francisco Police Code.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in substantial cumulative noise impacts. (Less than Significant)

Construction activities in the vicinity of the project site, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis, similar to the proposed project, would be subject to the Noise Ordinance and thus would not be considered significant. Therefore, cumulative construction-related noise impacts would be less than significant.

As described above, the proposed project is not anticipated to induce growth that would generate new trips. Therefore, the proposed project would not contribute to any cumulative impacts to growth on the transportation network and its associated noise. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable noise impact.

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

Setting

Overview

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that

do not meet air quality standards, generally. The most recent air quality plan, the *2010 Clean Air Plan*, was adopted by the BAAQMD on September 15, 2010. The *2010 Clean Air Plan* updates the Bay Area 2005 Ozone Strategy in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2010 Clean Air Plan* contains the following primary goals:

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

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

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment²³ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.²⁴

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 2 identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

²³ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

²⁴ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011, page 2-1.

Table 2: Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Ozone Precursors. As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).²⁵ These levels represent emissions below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

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

²⁵ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

Particulate Matter (PM10 and PM2.5).²⁶ The BAAQMD has not established an offset limit for PM_{2.5}. However, the emissions limit in the federal NSR for stationary sources in nonattainment areas is an appropriate significance threshold. For PM₁₀ and PM_{2.5}, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.²⁷ Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control fugitive dust²⁸ and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.²⁹ The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.³⁰ The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust and the BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling construction-related fugitive dust.

Other Criteria Pollutants. Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years and SO₂ concentrations have never exceeded the standards. The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO₂ emissions represent a negligible portion of the total basin-wide emissions and construction-related CO emissions represent less than five percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO₂. Furthermore, the BAAQMD has demonstrated, based on modeling, that in order to exceed the California ambient air quality standard of 9.0 ppm (8-hour average) or 20.0 ppm (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO₂ emissions

²⁶ PM₁₀ is often termed "coarse" particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed "fine" particulate matter, is composed of particles that are 2.5 microns or less in diameter.

²⁷ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 16.

²⁸ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejff/dh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2012.

²⁹ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 27.

³⁰ BAAQMD, *CEQA Air Quality Guidelines*, May 2011.

that could result from a development projects, development projects would not result in a cumulatively considerable net increase in CO or SO₂, and quantitative analysis is not required.

Local Health Risks and Hazards

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

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.³¹

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

Exposures to fine particulate matter (PM_{2.5}) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.³² In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (ARB) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.³³ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

³¹ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

³² SFDPH, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

³³ California Air Resources Board (ARB), Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the “Air Pollutant Exposure Zone,” were identified based on health-protective criteria that considers estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. Each of these criteria is discussed below.

Excess Cancer Risk. The above 100 per one million persons (100 excess cancer risk) criteria is based on United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.³⁴ As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,³⁵ the USEPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.³⁶

Fine Particulate Matter. In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, “Particulate Matter Policy Assessment.” In this document, USEPA staff concludes that the then current federal annual PM_{2.5} standard of 15 µg/m³ should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³. The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways. According to the California Air Resources Board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer

³⁴ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

³⁵ 54 Federal Register 38044, September 14, 1989.

³⁶ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

of any freeway are at an increased health risk from air pollution,³⁷ lots that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the BAAQMD's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area Health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying lots in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM_{2.5} concentrations in excess of 9 µg/m³.³⁸

The above citywide health risk modeling was also used as the basis in approving a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, Article 38 (Ordinance 224-14, effective December 8, 2014) (Article 38). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality. The project site is located within the Air Pollutant Exposure Zone.

The Air Pollutant Exposure Zone was also used as the basis in approving a series of amendments to the San Francisco Environment and Administrative Codes, generally referred to as the Clean Construction Ordinance, or Environment Code Section 25 (Ordinance 28-15, effective April 19, 2015). The purpose of the Clean Construction Ordinance is to protect the public health, safety and welfare by requiring contractors on City public works projects to reduce diesel and other PM emissions generated by construction activities.

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

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

Construction activities (short-term) typically result in emissions of ozone precursors and PM in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and PM are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROG_s are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site. During the

³⁷ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Available online at: <http://www.arb.ca.gov/ch/landuse.htm>.

³⁸ San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14 Amendment to Health Code Article 38

project's approximately nine-month construction period, construction activities would have the potential to result in emissions of ozone precursors and PM, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the ARB, reducing particulate matter PM_{2.5} concentrations to state and federal standards of 12 µg/m³ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.³⁹

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

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

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

The proposed project would be subject to the Construction Control Ordinance. In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where

³⁹ ARB, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. City Ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from SFPUC. Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The SFPUC operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

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

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

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. Construction-related criteria air pollutants generated by the proposed project were quantified using the California Emissions Estimator Model (CalEEMod) and provided within an Air Quality Memorandum.⁴⁰ The model was developed, including default data (e.g., emission factors, meteorology, etc.), in collaboration

⁴⁰ Sandy Ngan, San Francisco Planning Department. Project File 2013.0858E – Quint-Jerrold Connector Road Project – Air Quality Memorandum. April 17, 2015.

with California Air Districts' staff. Default assumptions were used where project-specific information was unknown. Construction of the proposed project would occur over an approximately nine-month construction period (approximately 195 working days). Emissions were converted from tons/year to lbs/day using the estimated construction duration of 195 working days. As shown in Table 3, project construction emissions would not be above the threshold of significance. Therefore, the proposed project's construction activities would result in less-than significant criteria air pollutant impact.

Table 3: Daily Project Construction Emissions

	Pollutant Emissions (Average Pounds per Day)			
	ROG	NOx	Exhaust PM₁₀	Exhaust PM_{2.5}
Project Emissions	0.8	8.2	0.4	0.4
Significance Threshold	54.0	54.0	82.0	54.0

Source: BAAQMD, 2011; CalEEMod Model Run March 25, 2015.

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

The project site is located within the Air Pollutant Exposure Zone as described above. The project area is characterized primarily by public and industrial uses adjacent to the project site, with sensitive uses (residential uses) located approximately 650 feet south of the project site. Adjacent uses include the SFPUC Southeast Treatment Plant (and related facilities), the San Francisco Wholesale Produce Market, warehouses, maintenance shops, various shops and facilities. The proposed project does not propose new sensitive land uses (residential units, schools, etc.).

With regards to construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to DPM emissions in California, although since 2007, the ARB has found the emissions to be substantially lower than previously expected.⁴¹ Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.⁴² For example, revised PM emission estimates for the year 2010, which DPM is a major component of total PM, have decreased by 83 percent from previous 2010 emissions estimates for the SFBAAB.⁴³ Approximately half of the reduction in emissions can be

⁴¹ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, p.1 and p. 13 (Figure 4), October 2010.

⁴² Ibid.

⁴³ ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

attributed to the economic recession and half to updated methodologies used to better assess construction emissions.⁴⁴

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines would be phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁴⁵

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

“Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.”⁴⁶

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within the Air Pollutant Exposure Zone, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The proposed project would require construction activities for the approximate nine-month construction period. Project construction activities would result in short-term emissions of DPM and other TACs. The proposed project is subject to the Clean Construction Ordinance. While emission reductions from limiting idling, educating workers and the public and properly maintaining equipment are difficult to quantify, other measures in the Clean Construction Ordinance, specifically the requirement for equipment with Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent

⁴⁴ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

⁴⁵ USEPA, “Clean Air Nonroad Diesel Rule: Fact Sheet,” May 2004.

⁴⁶ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 8-6.

compared to equipment with engines meeting no emission standards and without a VDECS.⁴⁷ Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines, which is not yet available for engine sizes subject to the mitigation. Therefore, compliance with the Clean Construction Ordinance would reduce construction emissions impacts on nearby sensitive receptors to a less than significant level.

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

The proposed project is not anticipated to induce growth that would generate new vehicle trips and associated criteria air pollutant emissions. The proposed project would primarily accommodate existing traffic and associated criteria air pollutant emissions that will be redirected from surrounding roadways following the closure of the Quint Street Bridge Replacement Project to the new roadway. Therefore, the proposed project's operational activities would result in a less than significant air pollutant impact.

Impact AQ-4: The proposed project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial air pollutant concentrations. (Less than Significant)

The project site is located within the Air Pollutant Exposure Zone as described above. The project area is characterized primarily by public and industrial uses adjacent to the project site, with sensitive uses (residential) located approximately 650 feet south of the project site. Adjacent uses include the SFPUC Southeast Treatment Plant (and related facilities), the San Francisco Wholesale Produce Market, warehouses, maintenance shops, various shops and facilities.

Sources of Toxic Air Contaminants

Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with less than 10,000 vehicles per day "minor, low-impact" sources that do not pose a significant health impact even in combination

⁴⁷ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project is not anticipated to induce growth that would generate new vehicle trips and associated TACs. The proposed project would primarily accommodate existing traffic and associated TACs that will be redirected from surrounding roadways following the closure of the Quint Street Bridge Replacement Project to the new roadway. Therefore, an assessment of project-generated TACs resulting from vehicle trips is not required and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

Siting Sensitive Land Uses

The proposed project would not include development of sensitive land uses (i.e., residential, school, etc.) and the project site is not considered a sensitive land use for purposes of air quality evaluation. Therefore, impacts are considered less than significant.

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

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

The primary goals of the CAP are to: (1) reduce emissions and decrease concentrations of harmful pollutants, (2) safeguard the public health by reducing exposure to air pollutants that pose the greatest health risk, and (3) reduce greenhouse gas emissions. To meet the primary goals, the CAP recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The CAP recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the *2010 Clean Air Plan* includes 55 control measures aimed at reducing air pollution in the SFBAAB.

As shown in Impact AQ-1 through AQ-6, SAQ-6, and C-AQ-1, the proposed project would not have a significant adverse impact on air quality. Therefore, the proposed project would support the primary goals of the CAP. No control measures from the CAP are applicable to the proposed project. Examples of a project that may cause the disruption or delay of CAP control measures include a project that precludes an extension of a transit line or bike path, or proposed excessive parking beyond parking requirements. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. The project

site is located in a primarily industrial area near regional and local transit service. The proposed project would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the CAP.

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

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

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors other than those from the operations of the Southeast Water Pollution Control Plant. The proposed project would increase the activity onsite by constructing a new roadway with new water, sewer, and streetscape infrastructure and would not include project elements that would create odors. Therefore, the proposed project would not create significant sources of new odors. Therefore, odor impacts would be less than significant.

Cumulative Air Quality Impacts

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

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁴⁸ The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-1) and operational (Impact AQ-3) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

As discussed above, the project site is located in an area that already experiences poor air quality. The project would add new sources of TACs (e.g., construction new vehicle trips) within an area already adversely affected by air quality. However, the proposed project would be subject to the

⁴⁸ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 2-1.

Clean Construction Ordinance and compliance with the ordinances would reduce the project's contribution to cumulative air quality impacts to a less than significant level.

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

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project would generate enough GHG emissions to noticeably change the global average temperatures; instead, the combination of GHG emissions from past, present, and future projects have contributed and will contribute to global climate change and its associated environmental impacts.

The BAAQMD has prepared guidelines and methodologies for analyzing GHG emissions. These guidelines are consistent with CEQA Guidelines Section 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gasses and describes the required contents of such a plan. Accordingly, San Francisco has prepared *Strategies to Address Greenhouse Gas Emissions (GHG Reduction Strategy)*⁴⁹ which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with the CEQA Guidelines. The actions outlined in the strategy have resulted in a 14.5 percent reduction in GHG emissions in 2010 compared to 1990 levels, exceeding the year 2020 reduction goals outlined in the BAAQMD's *2010 Clean Air Plan*, Executive Order S-3-05,⁵⁰ and Assembly Bill 32 (also known as the Global Warming Solution Act).^{51,52}

⁴⁹ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. The final document is available online at: http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf.

⁵⁰ Executive Order S-3-05, sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO2E); by 2020, reduce emissions to 1990 levels (estimated at 427 million MTCO2E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 MTCO2E).

⁵¹ San Francisco Department of Environment (DOE). "San Francisco Community-Wide Carbon Emissions by Category." Excel spreadsheet provided via email between Pansy Gee, DOE and Wade Wietgreffe, San Francisco Planning Department. June 7, 2013.

Given that the City's local greenhouse gas reduction targets are more aggressive than the State and Region'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 EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan. Therefore, proposed projects are consistent with the goals of EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

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 cumulative context, this section does not include an individual project-specific impact statement.

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

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 waste removal, disposal, and landfill operations.

The proposed project would increase the activity onsite by constructing a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. However, the proposed project is not anticipated to induce growth that would not generate new vehicle trips (mobile sources) and, thus, would not contribute to annual long-term increases in GHGs. Construction activities would result in temporary increases in GHG emissions.

The proposed project would be subject to and required to comply with several regulations adopted to reduce GHG emissions as identified in Street Tree Planting Requirements for New Construction, Mandatory Recycling and Composting Ordinance, Water Efficient Irrigation requirements, and Construction and Demolition Debris Recovery Ordinance.

These regulations, as outlined in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, have proven effective as San Francisco's GHG emissions have measurably reduced when compared to 1990 emissions levels, demonstrating that the City has met and exceeded EO S-3-05, AB 32, and the Bay Area 2010 Clean Air Plan GHG reduction goals for the year 2020. The proposed project was determined to be consistent with San Francisco's GHG Reduction Strategy.⁵² Other existing regulations, such as those implemented through AB 32, will continue to reduce a proposed project's contribution to climate change. Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and thus the proposed project's contribution to GHG emissions would not be

⁵² The 2010 Clean Air Plan, Executive Order S-3-05, and Assembly Bill 32 goals, among others, are to reduce GHGs in the year 2020 to 1990 levels.

⁵³ Greenhouse Gas Analysis: Compliance Checklist. April 17, 2015.

cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

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

Impact WS-1: The proposed project would not alter wind in a manner that substantially affects public areas. (No Impact)

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The project area is characterized primarily by public and industrial uses adjacent to the project site, with residential uses located approximately 650 feet south of the project site. The project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation.

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. The proposed project would include vertical elements such as streetlights, a stop sign, and a retaining wall. No building construction is proposed as part of this project. The proposed project would only include vertical streetscape elements commonly found in urban environments and would not include building construction and thus, the proposed project is not anticipated to have a substantial effect on ground-level winds.

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

The nearest public open space to the project site is the Palou and Phelps Mini Park, located approximately 0.25 mile south of the project site. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. The proposed project would have vertical elements such as streetlights, a stop sign, and a retaining wall. These elements are elements commonly found in urbanized environments and would not add a substantial amount of shadow. No buildings would be constructed as part of the proposed project. Therefore, the proposed project would not have the potential to cast new shadows in a matter that could affect outdoor recreation facilities or other public areas.

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

Impact: RE-1: The proposed project would increase the use of existing neighborhood parks or other recreational facilities, but not to an extent that substantial physical deterioration of the facilities would occur or be accelerated. (No Impact)

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. The proposed project is not anticipated to induce growth that would generate new recreational demand. Therefore, the proposed project would not result in increased utilization or physical deterioration of parks and recreational spaces in the vicinity of the project site or those citywide. No impact would occur.

Impact RE-2: The proposed project would not require the construction of recreational facilities that may have an adverse physical effect on the environment. (No Impact)

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. The proposed project would not include recreational facilities. In addition, the proposed project is not anticipated to induce growth that would generate new recreational demand. Therefore, the proposed project would not necessitate the construction of new recreational facilities or expansion of existing facilities. No impact would occur.

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

The project site does not include existing recreational facilities. The nearest existing recreational facilities to the project site include Palou and Phelps Mini Park and Youngblood-Coleman Playground, located approximately 0.25 mile south and 0.5 mile east of the project site, respectively. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. None of these elements would temporarily or permanently physically degrade any recreational facility. No impact would occur.

Impact C-RE: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not considerably contribute to cumulative recreational impacts. (No Impact)

As mentioned above, the proposed project would not have any impacts related to recreation. Therefore, the proposed project would not contribute to any cumulative impacts related to recreation. No impact would occur.

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

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

The proposed project does not include land uses that would generate wastewater. Proposed project-related stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into the Bay. The NPDES standards are set and regulated by the San Francisco Bay Area RWQCB, therefore, the proposed project would not conflict with RWQCB requirements.

The project site is currently vacant, but is covered with some rail storage, dumped fill material, trash, other debris, and scattered vegetation. Under the proposed project, the project site would

still be covered and would not substantially deviate from the site's existing conditions. The proposed project could increase the amount of stormwater discharged from the project site with the new roadway. City streets are designed to act as a flow channel for stormwater. Physical changes to a street (such as from constructing transit bulbs, boarding islands, traffic circles, widening sidewalks, or general changes to street cross sections) can change stormwater flow capacity, which can lead to localized flooding. The project sponsor will need to provide a street flow analysis to the SFPUC to determine the effects of changes to the street cross section and layout on the conveyance of stormwater flow in the street. For more information, the project sponsor should contact Kent Eickman (keickman@sfwater.org), SFPUC Wastewater Enterprise, Collection System Division. Compliance with the City's Stormwater Management Ordinance (Ordinance No. 83-10) will require the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve this, the proposed project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges entering the combined sewer collection system. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential for upsizing or constructing new facilities. Therefore, the proposed project would not substantially increase the demand for wastewater or stormwater treatment and would result in a less than significant impact.

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

The proposed project would increase the amount of water required to serve the project site as a result of the installation of landscaping and street trees. Any project that will install or modify 1,000 square feet or more of landscape area is required to comply with San Francisco's Water Efficient Irrigation Ordinance, adopted as Chapter 63 of the San Francisco Administrative Code and the SFPUC Rules & Regulations Regarding Water Service to Customers. The project's landscape and irrigation plans shall be reviewed and approved by the SFPUC prior to installation.

In June 2011, the SFPUC adopted a resolution finding that the SFPUC's 2010 Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for urban water suppliers, a conclusion upheld most recently in the SFPUC's 2013 Water Availability Study. The UWMP uses year 2035 growth projections prepared by the Planning Department and Association of Bay Area Governments to estimate future water demand. The proposed project would not include land uses. In addition, the proposed project is not anticipated to induce growth that would generate new water demand. Therefore, the proposed project would not exceed the water supply projections.

Potential impacts of construction, including vibration and excavation effects on existing SFPUC infrastructure within the project's area of influence, will need to be addressed with the SFPUC Wastewater Enterprise. The SFPUC may require the preparation and implementation of a vibration monitoring plan and pre- and post-project condition assessment of SFPUC infrastructure. These plans will identify potentially affected infrastructure, protection measures,

and methods to video, inspect and test the infrastructure to ensure that it has been adequately protected during construction.

As the water demand for the proposed landscaping and street trees could be accommodated by existing and planned water supply anticipated under the SFPUC's 2010 UWMP and 2013 Water Availability Study, and project review of the water and sewer infrastructure would be coordinated with SFPUC, the proposed project would not result in a substantial increase in water use and would be served from existing water supply entitlements and resources. Therefore, the proposed project would not require the expansion of water facilities and would result in a less than significant impact.

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

Solid waste from the project site would be collected by Recology and hauled to the Recology transfer station near Candlestick Point, and recycled as feasible, with non-recyclables being disposed of at the Altamont Landfill in Alameda County, where it is required to meet federal, state and local solid waste regulations. The Altamont Landfill has a permitted maximum disposal of 11,150 tons per day and is operating well below that capacity, at approximately 4,000 to 5,000 tons per day. In addition, the landfill has an annual solid waste capacity of 2,226,500 tons from the City and County of San Francisco. However, the landfill is well below its allowed capacity, receiving approximately 1.29 million tons of solid waste in 2007, the most recent data year available. The total permitted capacity for the landfill is 62 million cubic yards; the remaining capacity is approximately 45.7 million cubic yards.

The proposed project does not include land uses that would generate solid waste. However, construction of the proposed project could result in solid waste. Although the proposed project would incrementally increase total waste generation from the City, the increasing rate of diversion through recycling and other methods would result in a decreasing share of total waste that requires deposition into the landfill. San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City's Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. Given this, and given the long-term capacity available at the Altamont Landfill, the solid waste generated by project construction and operation would not result in the landfill exceeding its permitted capacity, and the project would result in a less-than-significant solid waste generation impact.

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

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) requires municipalities to adopt an Integrated Waste Management Plan to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. San Francisco Ordinance No. 100-09 requires everyone in San Francisco to separate their solid waste into recyclables, compostables,

and trash. The proposed project would be subject to and would comply with San Francisco Ordinance No. 27-06, San Francisco Ordinance No. 100-09 and all other applicable statutes and regulations related to solid waste. Therefore, the proposed project’s impact to solid waste would be less than significant.

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

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

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

Impact PS-1: The proposed project would not result in substantial adverse physical impacts associated with an increase in demand for police protection, fire protection, educational, or other public facilities. (Less than Significant)

The project site is currently a vacant lot that receives police protection services from the San Francisco Police Department (SFPD) Bayview Station, located 0.75 mile away at 201 Williams Street, and fire protection services from the San Francisco Fire Department (SFFD) Fire Station 9, located 0.80 miles away at 2245 Jerrold Avenue. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway.. No building construction would take place. Therefore, the proposed project would not increase the demand for and use of police and fire services on-site in excess amounts expected and provided in the area. The proposed project is also not anticipated to induce growth that would generate new educational demand. Given the nature of the proposed project, it would not necessitate the new construction or alterations of police, fire, and school facilities, and would have a less than significant effect on police protection, fire protection, or educational facilities

Impact PS-2: The proposed project would increase the demand for other government services, but not to the extent that would require new or physically altered other government services. (Less than significant)

The proposed project is not anticipated to induce growth that would generate substantial new demand for other governmental services. The proposed project would require government services for the new roadway, water, sewer, and streetscape infrastructure maintenance, but would not considerably increase the demand for government services to necessitate new or physically altered other government facilities. Therefore, the proposed project would have a less than significant impact on other government facilities.

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

As a roadway and infrastructure project, the proposed project would increase the demand for public services, but not beyond levels anticipated or planned for by public service providers. Additionally future developments would be subject to *Planning Code* impact fee requirements. No other proposed development in the project vicinity would contribute substantially to public services cumulative effects. The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable public services impact.

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

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special-status species. (No Impact)

The project site and the majority of the Bayview district in the project site vicinity are developed and covered with structures and other impermeable surfaces. Currently the project site is vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. No structures or trees exist on the project site. No special-status species are known to exist on the project site.

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. The proposed project would install street trees along the western edge of the new roadway. The proposed project would not remove any trees or any other features that may contain habitat for special-status species. Therefore, the proposed project would have no impact on known special-status species.

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

The project site does not contain any known riparian habitat or other sensitive natural communities or any identified federally protected wetlands. No impact would occur.

Impact BI-3: The proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (No Impact)

Structures in an urban setting may present risks for birds' migratory paths from their location and/or their features. The City has adopted guidelines to describe the issue and provide regulations for bird-safe design within the City.⁵⁴ The regulations establish bird-safe standards for new building construction, additions to existing buildings, and replacement facades to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered

⁵⁴ San Francisco Planning Department, "Standards for Bird-Safe Buildings." Website provides the adopted *Standards for Bird-Safe Buildings* adopted by the Planning Commission, July 14, 2011 and Ordinance No. 199-11, adopted by the Board of Supervisors, October 7, 2011. Available online at: <http://www.sf-planning.org/index.aspx?page=2506>. Accessed June 10, 2015..

to be “bird hazards.” The two circumstances regulated are: 1) location-related hazards, where the siting of a structure creates increased risk to birds (defined as inside or within 300 feet of open spaces two acres and larger dominated by vegetation or open water) and 2) feature-related hazards, which may create increased risk to birds regardless of where the structure is located. For new building construction located in a location-related standard, the standards include façade requirements consisting of no more than 10 percent untreated glazing and the use of minimal lighting. Lighting that is used shall be shielded without any uplighting. Feature-related hazards include free-standing glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments 24 square feet and larger in size. Any structure that contains these elements shall treat 100 percent of the glazing.

The project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. No buildings exist on the project site. The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site and provide transportation access to Jerrold Avenue and Newcomb Avenue via the new roadway. No buildings would be constructed as part of the proposed project. Therefore, the proposed project would not have the potential to interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. No impact would occur.

Impact BI-4: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (No Impact).

Currently the project site is vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. No existing structures or trees exist on the project site. Therefore, the proposed project would not conflict with local tree protection regulations would occur. No impact would occur.

Impact C-BI-1: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a cumulatively considerable contribution to a significant biological resources impact. (No Impact)

As mentioned above, the proposed project would not have any impacts related to known sensitive natural communities, federally protected wetlands, native resident or migratory wildlife corridors. Therefore, the proposed project would not contribute to any cumulative impacts related to biological resources. No impact would occur.



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

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

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

No portion of the project site is within Alquist-Priolo Earthquake Fault Zone,⁵⁵ and no active or potentially active faults have been mapped on the project site by the California Geological Survey⁵⁶ or the General Plan's October 2012 Community Safety Element (Community Safety Element). However, given the project site's proximity to the San Andreas Fault, approximately

⁵⁵ Parsons Brinckerhoff. *Preliminary Foundation Report – Jerrold Ave. & Quint St. Bridges Project*. April 2008.

⁵⁶ CGS, 2010 Fault Activity Map of California. Available online at: <http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html>. Accessed June 10, 2015.

6.0 miles to the southwest of the project site, the Community Safety Element identifies the potential for violent seismic ground shaking at the project site from a magnitude 7.2 earthquake on this fault. The Community Safety Element also projects very strong seismic ground shaking at the project site from a magnitude 6.5 earthquake on the Hayward Fault, approximately 8.3 miles to the northeast of the project site. The project site is located on artificial fill and the Community Safety Element maps it within a liquefaction zone (ground shaking that causes saturated soils to lose strength due to an increase in pore pressure), but not in a landslide zone (movement of a mass of soil down a steep slope when the soil loses strength and can no longer support the weight of overlying soil or rocks). It is likely that the project site would experience periodic minor or major earthquakes associated with a regional fault. The 2008 Working Group on California Earthquake Probabilities estimates that there is a 63 percent chance that a magnitude 6.7 or greater earthquake will occur in the San Francisco Bay Area within 30 years. Like the entire San Francisco Bay Area, the project site is subject to ground shaking in the event of an earthquake.

The final roadway and infrastructure plans would be reviewed by San Francisco Public Works as part of the design review process in coordination with SFPUC and other Public Works design sections. In reviewing the roadway and infrastructure plans, Public Works refers to a variety of information sources to determine existing hazards and assess requirements to address these hazards. Sources reviewed include maps of Special Geologic Study Areas and known landslide areas in San Francisco as well as the engineers' working knowledge of areas of special geologic concern. Potential geologic hazards would be addressed during Public Works' plan review process. To ensure compliance with all provisions regarding roadway and infrastructure safety, when Public Works reviews the geotechnical report and roadway plans for a proposed project, they will determine the adequacy of necessary engineering and design features. Past geological and geotechnical investigations would be available for use by Public Works during its review for the site. Also, Public Works could require that additional site-specific soils report(s) be prepared in conjunction with the project plans, as needed. Thus, this impact would be less than significant.

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

The project site is located on artificial fill on a vacant lot in an urban environment. The project site is currently vacant, but is covered with some rail storage, dumped fill material, trash, other debris, and scattered vegetation. Under the proposed project, the project site would still be covered and would not substantially deviate from the site's existing conditions. Given the existing on-site conditions, the proposed project would not result in a substantial soil erosion or loss of topsoil and impacts would be less than significant.

Impact GE-3: The proposed project could be located on expansive soil, but would not create substantial risks to life or property. (Less than Significant)

Expansive soils expand and contract in response to changes in soil moisture, most notably when near surface soils change from saturated to a low-moisture content condition, and back again. It is unknown if expansive soils are beneath the project site. However, the proposed project would be subject to and required to comply with recommendations from San Francisco Public Works, through its plan review process, that would include an analysis of the potential for soil expansion

impacts on the new roadway. Therefore, the proposed project would not create substantial risk to life or property from expansive soils and impacts would be less than significant.

Impact GE-4: The proposed project would not change substantially the topography or unique geologic or physical features of the site. (Less than significant).

The topography of the project site is relatively flat and no notable topographic or unique geologic features exist on the project site. The project site is currently vacant, with the exception of some rail storage, dumped fill material, trash, other debris, and scattered vegetation. The proposed project would involve debris removal prior to excavation for below grade infrastructure and construction of the new roadway and other streetscape features. Excavation and grading would be completed per San Francisco Public Works' standards. As the proposed project would conform to San Francisco Public Works' standards, the proposed project would result in less than significant impacts related to topography or unique geologic or physical features of the site.

Impact GE-5: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Less than Significant).

Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered nonrenewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Lithological units that may be fossiliferous include sedimentary and volcanic formations.

Excavation work resulting from the proposed project would not be expected to adversely affect paleontological resources. Subsurface construction would include street light foundations up to 3.5 feet bgs, reinforced concrete retaining wall up to two feet bgs, and excavation for sewer and water pipelines up to 12 feet bgs. The soils underlying the project site consists of fill, and the proposed project excavation would not be expected to affect geologic units that might contain paleontological remains or traces of paleontological remains. Therefore, the proposed project's impacts on paleontological resources would be less than significant.

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

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

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

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

Proposed project-related wastewater (stormwater) from the new roadway would flow to the City’s combined stormwater and sewer system and would be treated to standards contained in the City’s NPDES permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Because the NPDES standards are set and regulated by the RWQCB, the proposed project would not conflict with RWQCB requirements.

Groundwater levels at the project site range from approximately three to 14 feet below grade.⁵⁷ The proposed project's excavation of approximately 3,500 cubic yards of soil could potentially encounter groundwater, which could impact water quality. 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 San Francisco 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. SFPUC may also require water analysis prior to discharge per the City's Industrial Waste Ordinance (Ordinance number 199-77). In addition, any dewatering wells needed for the proposed project would be subject to the requirements of the City's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the Department of Public Health prior to constructing a dewatering well. A permit may be issued only if the project sponsors use construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring. Also see the Maher Ordinance discussion under Impact HZ-2 below.

During the proposed project's construction, the potential for erosion and transportation of soil particles would exist. However, due to the requirements of the existing regulations,, the proposed project would not violate water quality standards, substantially degrade water quality, or provide substantial additional sources of polluted runoff. Therefore, water quality impacts due to waste discharge would be less than significant.

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

Groundwater levels at the project site range from approximately three to 14 feet below grade. The proposed project's excavation could potentially encounter groundwater, which could impact groundwater supplies. Although dewatering could be required during construction, any effects related to lowering the water table would be temporary and would not be expected to substantially deplete groundwater resources. The proposed project would not require long-term, continuous dewatering following construction. The underground water and sewer utilities would be waterproofed to prevent groundwater and constructed to withstand the hydrostatic pressure of the groundwater.

In addition, the project site is currently vacant, but is covered with some rail storage, dumped fill material, trash, other debris, and scattered vegetation. Under the proposed project, the project site would still be covered but would not substantially deviate from the site's existing conditions. As such, the proposed project would not change or interfere with existing groundwater supply or recharge. For the above reasons, this impact would be less than significant.

⁵⁷ Parsons Brinckerhoff. *Preliminary Foundation Report – Jerrold Ave. & Quint St. Bridges Project*. April 2008. This document is available for review at 1650 Mission Street, 4th Floor, as part of Case No. 2013.0858E.

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

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project does not fall within an area in the City prone to flooding during storms. No streams or rivers exist at the project site. Therefore, the proposed project would not alter the course of a stream or river. Furthermore, the proposed project would not substantially alter the existing drainage pattern of the project site or area.

City streets are designed to act as a flow channel for stormwater. Physical changes to a street (such as from constructing transit bulbs, boarding islands, traffic circles, widening sidewalks, or general changes to street cross sections) can change stormwater flow capacity, which can lead to localized flooding. The project sponsor will need to provide a street flow analysis to the SFPUC to determine the effects of changes to the street cross section and layout on the conveyance of stormwater flow in the street. As required, the sponsor for the proposed project would coordinate a review with SFPUC and/or its delegate (San Francisco Public Works' Hydraulics Engineering Division), in order to determine if the project would result in roadway flooding during storms and will incorporate any required design measures, as applicable. Therefore, the proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

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

Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers. The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City of San Francisco does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a 1 percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area (SFHA).

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

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

The project site is not located within the mapped 100-year Flood Hazard Boundary or within a dam failure area. During the design process, San Francisco Public Works would coordinate with SFPUC to minimize to minimize street storm flow. Additionally, the proposed project would not include housing units and persons would travel along the new roadway or sidewalk in a transitory manner. Therefore, potential impacts from flooding would be less than significant.

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

The project site is not in an area subject to tsunami run-up, or reservoir inundation hazards⁵⁸. Therefore, the proposed project is not expected to expose people or structures to risk from inundation by seiche, tsunami, or mudflow. No impact would occur.

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

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

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
16. HAZARDS AND HAZARDOUS MATERIALS— Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵⁸ San Francisco General Plan Community Safety Element. Map 5 – Tsunami Hazard Zones and Map 6 – Potential Inundation Areas Due to Reservoir Failure.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

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

During construction and operation, the proposed project could result in the use of relatively small quantities of hazardous materials for routine purposes such as cleaners, disinfectants, and fertilizers. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Thus, the proposed project would result in less-than-significant impacts related through routine transport, use, disposal, handling or emission of hazardous materials.

Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through the release of hazardous materials. (Less than Significant)

Testing documented in the Phase 1 Environmental Site Assessment (ESA)⁵⁹ prepared for the proposed project indicates the presence of low to moderate level contaminants (polynuclear aromatic hydrocarbons (PAH) and arsenic) in the soil. The presence of these materials could cause a potential health risk due to the proposed excavation for the new roadway and infrastructure. However, the proposed project would be required to remove the potential hazardous materials in compliance with federal, state and local regulations, as described below.

⁵⁹ Ward & Associates in cooperation with Northgate Environmental, Inc. *Phase I Environmental Site Assessment Final Quint-Jerrold Connector Road Project*. May 2013.

The proposed project would require excavation of at least 3,500 cubic yards of soil on a site with a known industrial use (rail spur).⁶⁰ Therefore, the project is subject to Article 22A of the Health Code, also known as the Maher Ordinance, which is administered and overseen by the Department of Public Health (DPH). The Maher Ordinance requires the project sponsor to retain the services of a qualified professional to prepare a Phase I ESA that meets the requirements of Health Code Section 22.A.6. The Phase I would determine the potential for site contamination and level of exposure risk associated with the proposed project. Based on that information, the project sponsor may be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan (SMP) to DPH or other appropriate state or federal agency(ies), and to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. For departments, boards, commissions and agencies of the City and County of San Francisco that authorize construction or improvements on land under their jurisdiction where no building or grading permit is required, the ordinance requires protocols be developed between that entity and DPH that will achieve the environmental and public health and safety goals of Article 22A.

The proposed project would be required to remediate potential soil and groundwater contamination described above in accordance with Article 22A of the Health Code. Thus, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and groundwater and the proposed project would result in a less than significant impact.

With the existing regulations in place, the proposed construction of a new roadway with new water, sewer, and streetscape elements on or beneath the project site would not have the potential to pose a direct (through material removal) or indirect (through transport of materials or accidental release) public health hazard to the surrounding neighborhood. Compliance with existing regulatory requirements, and permits would ensure that the proposed project would not result in significant effects due to hazardous materials or wastes. Therefore, the proposed project would have less than significant impacts related to hazardous materials use.

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

The Phase I ESA submitted for the proposed project included a search of environmental databases covered by California Government Code Section 65962.5. The project site was not listed on any of the environmental databases searched⁶¹. As such, no impact related to hazardous material sites would occur.

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

Emergency access with the proposed project would be enhanced from existing baseline conditions. With the closure of Quint Street following the Quint Street Bridge Replacement

⁶⁰ Ibid.

⁶¹ Ibid.

Project, emergency vehicles traveling towards Jerrold or Oakdale avenues would be able to travel directly on the new connector road without diverting to nearby streets. The proposed project would not close off any existing streets or entrances to public uses. Therefore, the proposed project would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant.

The proposed project would construct a new roadway with new water, sewer, and streetscape elements on or beneath the project site. No building structures would be constructed. Consequently, the proposed project would not have a significant impact on fire hazards and this impact would be less than significant.

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

Impacts from hazards are generally site-specific, and typically, do not result in cumulative impacts. Any hazards present at surrounding sites of past, present, or reasonably foreseeable future projects in the site vicinity would be subject to the same safety requirements discussed for the proposed project above, which would avoid any cumulative hazard effects. Therefore, the proposed project would not have a considerable contribution to a cumulative impact related to hazards and hazardous materials.

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

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975.⁶² This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the project site is not a designated area of significant mineral deposits. No operational mineral resource recovery sites exist in the project area whose operations or accessibility would be affected by the proposed project. Therefore, topic 17a and 17b are not applicable to the proposed project.

⁶² California Division of Mines and Geology, Open File Report 96-03 and Special Report 146 Parts I and II).

Impact ME-1: Implementation of the proposed project would not encourage activities which would result in the use of large amounts of fuel, water, or energy, or use these in a wasteful matter. (Less than Significant)

The proposed project would not result in any building construction. The proposed project would add street lighting and landscaping, designed per San Francisco Public Works' and SFPUC's standards that limit the use of large amounts of fuel, water, or energy, or use of these materials in a wasteful matter. Therefore, the proposed project would not cause a wasteful use of energy and the effects related to energy consumption would not be significant. In light of the above, effects related to energy consumption would not be considered significant.

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

As described above, no known minerals exist in the project site, and therefore, the proposed project would not contribute to any cumulative impact on mineral resources. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco, the greater Bay Area, and the State, and would not in and of itself require any expansion of power facilities. The City plans to reduce GHG emission to 25 percent below 1990 levels by the year 2017 and ultimately reduce GHG emissions to 80 percent below 1990 levels by 2050 which would be achieved through a number of different strategies, including energy efficiency. Therefore, the energy demand associated with the proposed project would not substantially contribute to a cumulative impact on existing or proposed energy supplies or resources. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerate mineral and energy resources impact.

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

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation’s Farmland Mapping and Monitoring Program identifies the site as Urban and Built-Up Land, which is defined as “...land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.” Because the project site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Important to non-agricultural uses, and it would not conflict with existing zoning for agricultural land or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland or conversion of forest land to non-forest use. Therefore, topics 18a, 18b, 18c, 18d, and 18e are not applicable to the proposed project.

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

As described in Section E.4, Cultural Resources, the proposed project could result in a substantial adverse change in the significance of an archeological resource and tribal cultural resource. In addition, the proposed project could disturb human remains. Implementation of Mitigation Measures M-CR-2: Archeological Testing and M-CR-3: Tribal Cultural Resources Interpretive Program would reduce the project and cumulatively considerable impacts to less-than-significant levels. Therefore, the proposed project would not result in a significant impact through the elimination of important examples of major periods of California history or prehistory or human remains.

Both long-term and short-term environmental effects associated with the proposed project would be less than significant, as discussed under each environmental topic. Each environmental topic area includes an analysis of cumulative impacts based on land use projects, compliance with adopted plans, statutes, and ordinances, and currently proposed projects.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less-than-significant levels.

Mitigation Measure M-CR-2: Archeological Testing

Based on a reasonable presumption 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 archaeological consultant having expertise in geoarcheology, as deemed qualified by the Planning Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a) and (c).

Consultation with Descendant Communities: On discovery of an archeological site⁶³ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative⁶⁴ of the descendant group and the ERO

⁶³ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

⁶⁴ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of

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

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval a research and investigation design (ARID) as an addendum to the project archeological testing plan (ATP)⁶⁵. In addition to appropriate archeological research issues related to CA-SFR-171, the research design is to address the two questions of 1) the effect of past and projected train and truck usage of the transportation corridors overlying CA-SFR-171 on the stratigraphic integrity of this resource and 2) the effectiveness and feasibility of preservation-in-place of prehistoric deposits that, otherwise, may be affected by the proposed project. The archeological testing program shall be conducted in accordance with the approved ATP-ARID. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist. If the ERO 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) A 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.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:

San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

⁶⁵ Holman and Associates. *Archaeological Testing Plan for the Quint-Jerrold Connector Road Project*. December 2014.

- 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 archeological consultant 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 risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The 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 project 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 activities_and 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 make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP) to be included within the ARID. . The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the

proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

Human Remains and 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. This shall include 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, ERO, and MLD shall have up to but not beyond six days of discovery make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO.

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 final report.

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

Mitigation Measure M-CR-3: Tribal Cultural Resources Interpretive Program

If the Environmental Review Officer (ERO) determines that preservation-in-place of the prehistoric shell midden TCR pursuant to Mitigation Measure M-CR-2, Archeological Testing, is not a sufficient or feasible option, then the project sponsor shall implement an interpretive program of the TCRs in consultation with affiliated Native American tribal representatives. An interpretive plan produced in consultation with affiliated Native American tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive program. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays.

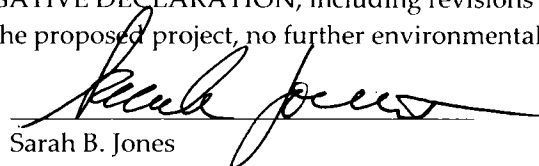
G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was mailed on March 18, 2015 to owners of properties within 300 feet of the project site, adjacent occupants, community organizations, and those who have expressed interest to the San Francisco County Transportation Authority (SFCTA). One commenter requested clarification on the existing subsurface utilities currently along Quint Street. Other responses to the notice included requests to receive the environmental document upon completion and inquiries about the construction schedule.

H. DETERMINATION

On the basis of this Initial Study:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.



Sarah B. Jones
Environmental Review Officer
for
John Rahaim
Director of Planning

DATE August 5, 2015

I. INITIAL STUDY PREPARERS

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