

FINAL NEGATIVE DECLARATION

Date of Publication of Preliminary Negative Declaration: February 24, 2001

Lead Agency: Planning Department, City and County of San Francisco
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Project Contact Person: Perry Porter

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Project Title: 2000.497E - 611 Jones Street; Seven-unit Condominium Residential Building.

Project Address: 611 Jones Street

Assessor's Block(s) and Lot(s): Block 0304/Lot 003

City and County: San Francisco

Project Description: The proposed project site is located at 611 Jones Street, (Assessor's Block 0304, Lot 003) on the west side of Jones Street. The project site is currently developed with a two-story single-family residential building of approximately 3,200 gross square feet. The proposal is to demolish the existing structure and to construct a new, 103-foot-tall eight-story condominium building with two ground-level parking spaces. The proposed project would increase the occupied floor area of the site from about 3,200 square feet to approximately 15,225 square feet, an increase of approximately 12,025 square feet. The building footprint would cover almost the entire site. The site is within an RC-4 (Residential-Commercial Combined Districts, High Density) Zoning District and an 80-130-T Height and Bulk District.

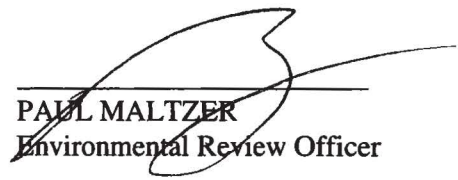
Building Permit Application Number: 2000082488275S

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, if any, included in this project to avoid potentially significant effects: See page 18.

Final Negative Declaration adopted and issued on: **March 26, 2001.**

In the independent judgement of the Department of City Planning, there is no substantial evidence that the project could have a significant effect on the environment.


PAUL MALTZER
Environmental Review Officer

cc: Project Sponsor
Supervisor, Chris Daly
Ken Chin (Case Planner)
O. Chavez/Bulletin Board/MDF/Distribution List

2000.497E

PROJECT DESCRIPTION

The proposed project site is located at 611 Jones Street (Assessor's Block 0304/Lot 003), on the west side of Jones Street. The site is within a major city block bounded by Jones Street on the east, Geary Street on the south, Leavenworth Street on the west and Post Street on the north. The site is located on the south side of Jones Street (Figure 1). The project site is rectangular in shape with about 25 feet of frontage on Jones Street, covering an area of approximately 2,186 square feet. The site is developed with a two-story residential building containing one residential unit on the upper level and a full ground level parking garage below. Land use in the surrounding neighborhood is a mixture of residential, commercial and retail.

The proposed project would consist of demolition and removal of an existing occupied, two-story, wood-frame single-family residential building, and construction of a new eight-story plus basement, 103-foot-tall steel and concrete building totaling 15,225 gross square feet. The proposed new building would contain seven two-bedroom residential condominium units on the upper levels, a ground-level parking garage with two off-street parking spaces, a below-grade utility basement, and a rooftop mechanical room with stairs accessing the mechanical room and the roof top common space. The utility basement would contain an emergency generator and a meter room. A stair tower would serve as the second means of egress at the rear of the building, that projects into the rear yard. The height of the new building measured at mid slope along Jones Street would be approximately 90 feet, including a four-foot parapet. The proposed mechanical room penthouse would extend 13 feet above the proposed parapet at the Jones Street elevation.

The total floor area of the building would be approximately 15,225 gross square feet, including approximately 13,125 gross square feet of residential units; 2,100 gross square feet for the ground level parking garage, approximately 1,000 gross square feet for the utility basement, and a common roof deck of approximately 1,200 gross square feet. The proposed building would have an elevator that would be handicapped accessible serving all floors. The useable open space (common and private) in the building would exceed the useable open space required for residential units in new or expanded buildings pursuant to Section 135.2 of the San Francisco Planning Code.

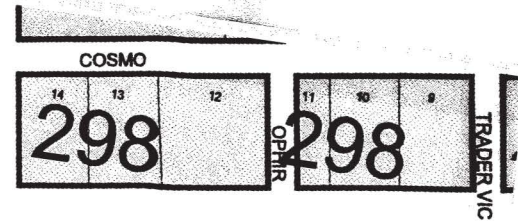
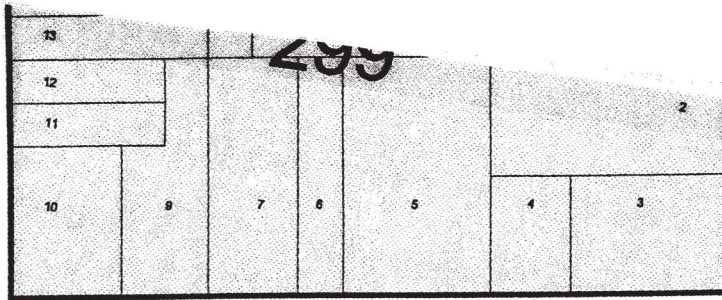
The vehicular parking garage, containing the two ground-level parking spaces (one compact and one standard), would have access, ingress and egress from Jones Street. The primary entrance for the residential units would be through a foyer from Jones Street with secondary entrances/exits from the stair tower located at the rear of the building. Development of the site would require excavations to a depth of approximately 8.5 feet below ground surface, extending approximately half the length of the site, to shore up a retaining wall located on the north property line. Additional excavations will be required for the utility basement, to shore up the sidewalk along Jones Street and for the foundation piers that would extend to a depth of approximately 28 feet below ground surface. Figures 2 through 5 show the proposed overall site plan and elevations of the proposed building.

The project would require a conditional use permit and a variance. The conditional use permit is required for projects greater than 40 feet within a residential district. The variance is required to extend the stair tower into the rear yard.

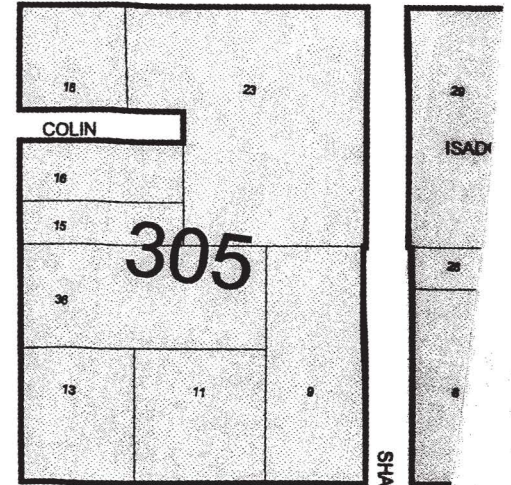
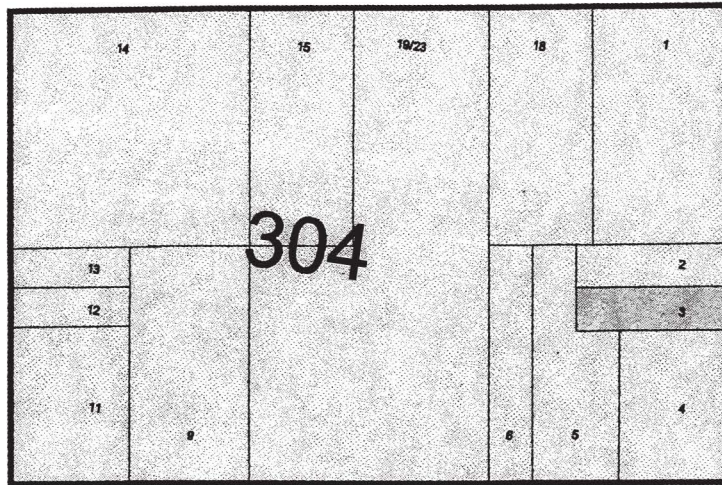
PROJECT SETTING

The proposed project site is located in the Lower Nob Hill Apartment Hotel District. The area within one block of the project site (i.e., within an area encompassing nine blocks, with the subject block at the center) is zoned RC-4 (Residential-Commercial Combined Districts, High Density). And within an 80-130-T Bulk Height and Bulk District. The buildings in the general area range from 4 to 12 stories. Most buildings are generally medium to large in scale and mixed use in character.

Across the street just east of the subject property (620 Jones Street) is the Gaylord Hotel, a 12-story building. Immediately adjacent to the subject property to the south (605 Jones Street) is five-story building with residential units on the upper levels and ground-floor commercial and parking. Immediately adjacent to the subject property to the north (649 Jones Street) is the four-story Halcyon Hotel. At the northeast corner of Jones and Geary Streets is a residential hotel, the Savoy, which is a seven-story building. On the southeast corner of Jones and Geary Streets there is a liquor store and the Nazareth Hotel.



POST



LEAVENWORTH

GEARY

JONES

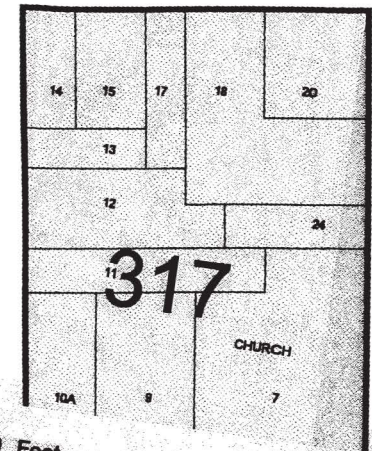
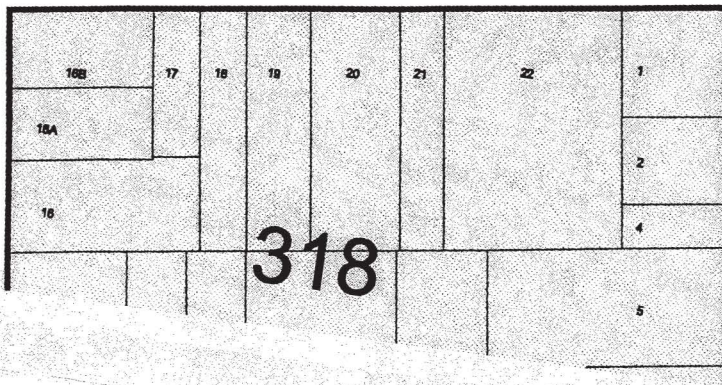


FIGURE 1 - Project Vicinity Map
(Source: DPW, SF Digital Basemap)

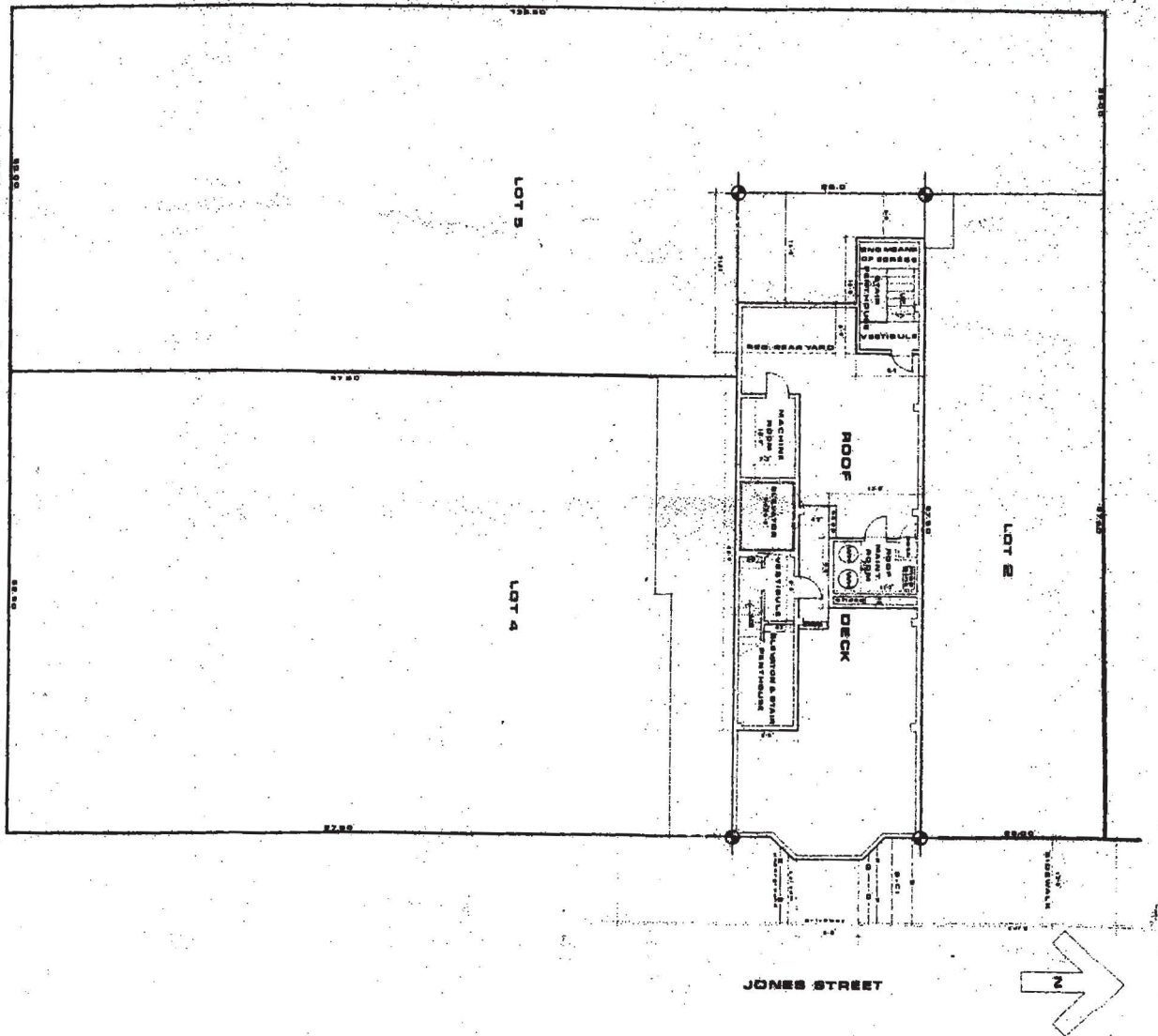


FIGURE 2 - Project Site Plan
(Source: Project Sponsor)

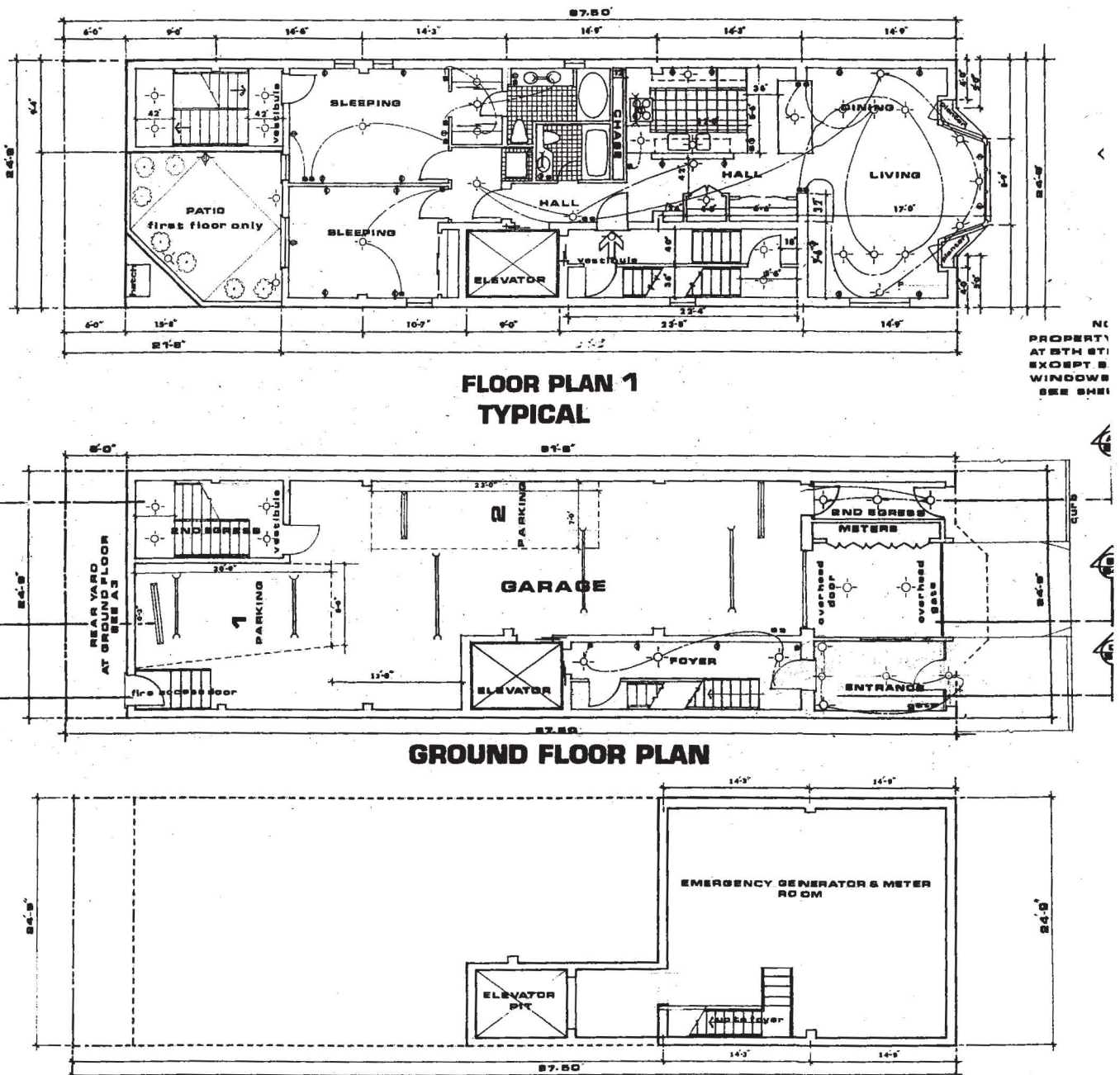


FIGURE 4 - Project Ground Floor Plan
(Source: Project Sponsor)

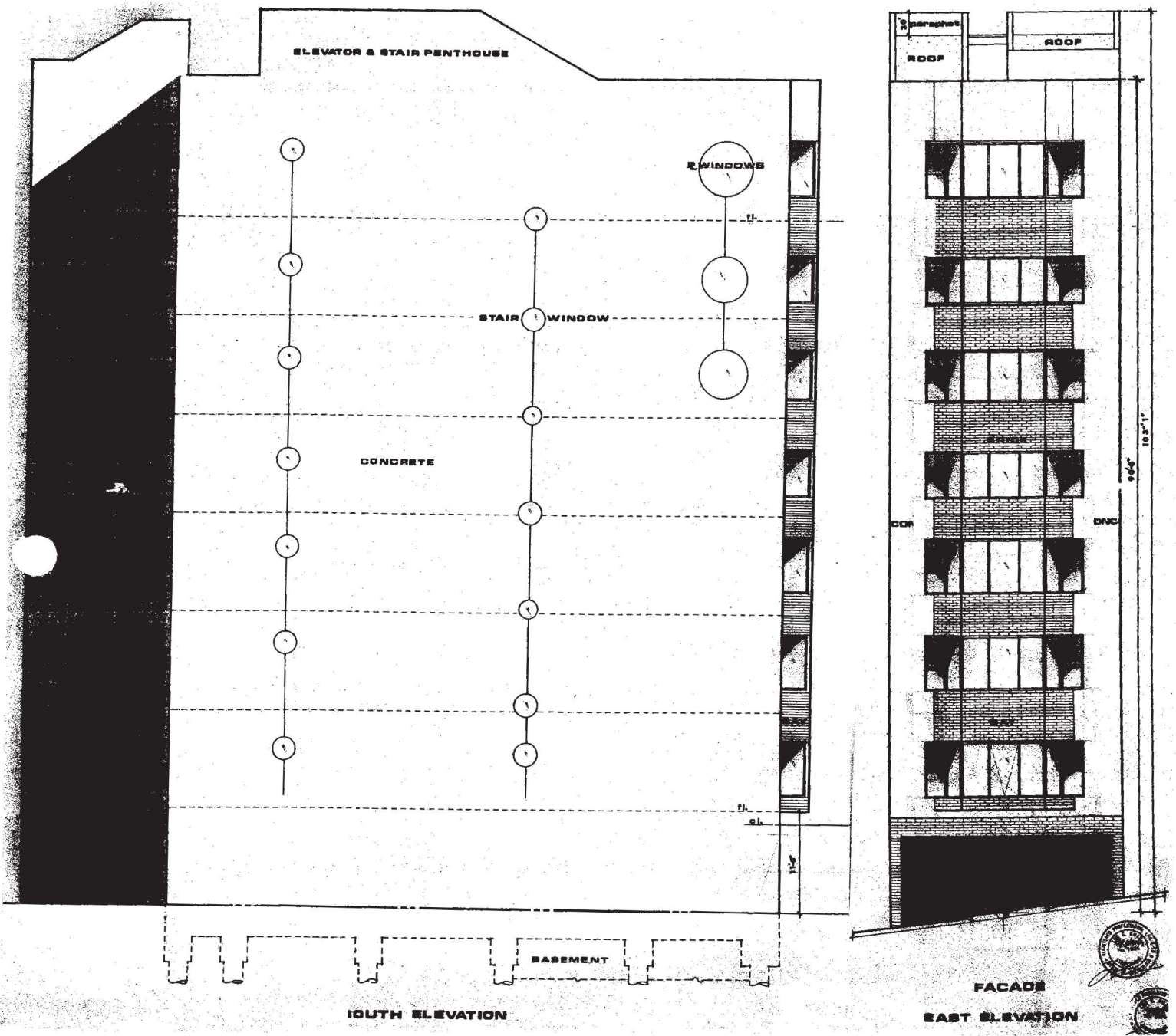


FIGURE 5 - East & South Exterior Elevation
(Source: Project Sponsor)

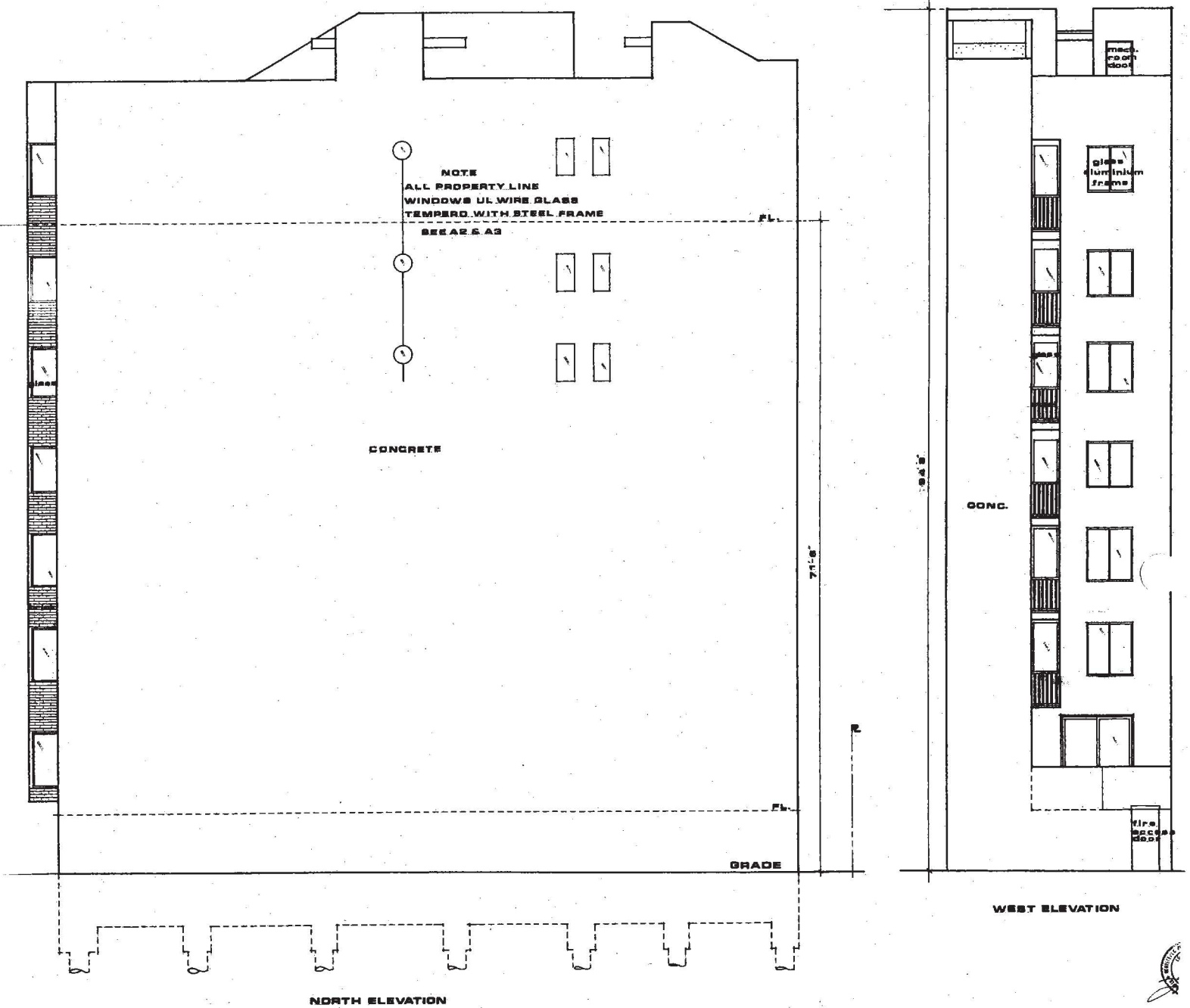


FIGURE 6 - North & West Exterior Elevation
(Source: Project Sponsor)

INITIAL STUDY CHECKLIST AND DISCUSSION

A. <u>COMPATIBILITY WITH EXISTING ZONING AND PLANS</u>		<u>Applicable</u>	<u>Discussed</u>
1)	Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	✓	✓
2)	Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	—	✓

The San Francisco Planning Code, which incorporates by reference the San Francisco Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. A permit to construct a new building (or to alter or demolish an existing one) may not be issued unless either a proposed project conforms to the City Planning Code, or an exception is granted pursuant to provisions of the City Planning Code. The plan check procedures of the Building and Planning Departments would ensure that the design of the structure and its uses comply with the requirements of the zoning district and the City.

The proposed project requires a variance allowing the stair tower which serves as a second means of egress to protrude into the required rear yard set back. A rear yard of approximately 21'-8" by 25'-0" (approximately 542 square feet) is required by code. The project sponsor would request a variance that would reduce the required rear yard square footage by approximately 150 square feet, leaving a total of approximately 392 square feet. There would also be a patio of approximately 243 square feet adjacent to the stair tower and on the roof of the ground-level parking garage. The project sponsor would also request a variance that would allow one of the two required off-street parking spaces be a compact space. The granting of these two variances and the placement of the open patio within the rear yard setback would not be considered significant environmental impacts.

The project site is in an RC-4 (Residential-Commercial Combined Districts, High Density) District and in an 80-130-T Height and Bulk District, which permits construction to a height of 80 to 130 feet. The height of the new building would comply with the 80 to 130-foot height limit. The height of the proposed building measured at the midpoint of the slope along Jones Street would be approximately 90 feet including a parapet of about four feet. The proposed elevator, stair penthouse and mechanical room would extend another 7 feet above the parapet for a total building height of approximately 104 feet.

Although the proposed project is within an 80-130-T Height and Bulk District, a conditional use permit is required under Section 253 of the Planning Code for projects exceeding 40 feet within a residential district. The project sponsor would apply for the conditional use permit. The granting of this conditional use permit would not be considered a significant environmental impact.

Environmental plans and policies are those, such as the *Bay Area Air Quality Plan*, which directly address physical 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. The proposed residential development at 611 Jones Street would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The current project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the General Plan are considered by decision makers independently of the

environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the City Planning Code to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project or legislation is consistent with the Priority Policies.

B. POTENTIAL ENVIRONMENTAL EFFECTS

All items on the Initial Study Checklist have been checked “No”, indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several of those Checklist items have also been checked “Discussed”, indicating that the Initial Study text includes discussion about those particular issues. For all of the items checked “No”, 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 Guidelines for Environmental Review, or the California Natural Diversity Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1) <u>Land Use</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Disrupt or divide the physical arrangement of an established community?	—	✓	✓
(b) Have any substantial impact upon the existing character of the vicinity?	—	✓	✓

There would be an increase in density but no change in land use on the site. The proposed project would demolish and replace a building containing one large residential unit with a building that would contain 7 residential units, 3 off street ground level parking spaces and a utility basement. The increase in density is not considered a significant impact for a variety of reasons. Residential activity is a permitted land use in the RC-4 (Residential-Commercial Combined Districts, High Density), and the proposed use and structure would not be substantially or demonstrably incompatible with the existing variety of the residential and commercial uses in the project area. Similarly, the proposed infill development would not disrupt or divide the physical arrangement of the neighborhood. The site is currently surrounded by residential developments with high densities.

The proposed project would not cause displacement of commercial/ retail uses on the site as the existing use is strictly residential.

2) <u>Visual Quality</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a) Have a substantial, demonstrable negative aesthetic effect?	—	✓	✓
(b) Substantially degrade or obstruct any scenic view or vista			

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|-----|---|---|---|---|
| | now observed from public areas? | — | ✓ | ✓ |
| (c) | Generate obtrusive light or glare substantially impacting other properties? | — | ✓ | ✓ |

The new building would be similar in height to buildings in the surrounding neighborhood, but would be four and three stories taller than adjacent buildings to the north and south respectively. The proposed project it would not have a substantial, demonstrable negative aesthetic effect within its urban setting because of the large diversity of nearby structures.

Though the project would alter views from private properties nearby from adjacent parcels, it would not degrade or obstruct any scenic view or vista now observed from a public area. Given the urban nature of the project setting, blockage of private views would not be considered a significant environmental effect. This project would not result in generating obtrusive light or glare because the proposed residential and commercial uses would not generate substantially more light or glare than do the existing commercial, and residential uses in the neighborhood.

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|-----|--|------------|-----------|------------------|
| 3) | <u>Population.</u> Could the project: | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
| (a) | Induce substantial growth or concentration of population? | — | ✓ | ✓ |
| (b) | Displace a large number of people (involving either housing or employment)? | — | ✓ | ✓ |
| (c) | Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply? | — | ✓ | ✓ |

The proposed addition of seven residential units would increase the population of the site by about 14 persons assuming about two persons per two-bedroom unit, not accounting for the occupants of the existing single-family residence on site. While potentially noticeable to immediately adjacent neighbors, this increase in population on the site would not substantially increase the existing area-wide population, since the area is a densely populated urban area with existing commercial and residential uses. The project would result in displacement of a small number of people, i.e., the existing occupants of the single family residence proposed for demolition. This project site does not contain any businesses; therefore, no employees would be displaced as a result of project implementation.

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| 4) | <u>Transportation/Circulation.</u> Could the project: | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
| (a) | Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system? | — | ✓ | ✓ |
| (b) | Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards? | — | ✓ | ✓ |
| (c) | Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity? | — | ✓ | ✓ |
| (d) | Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities? | — | ✓ | ✓ |

Overall, the project would generate an estimated 70 average daily person-trips spread among various modes of transportation, including about 12 in the p.m. peak hour. These trips would be distributed among various modes of transportation including private automobile, public transit, and walking/other modes. In this area of the city, a majority of these trips would be by transit or walking/other modes. However, even if a majority of the p.m. peak hour trips were by private vehicle, this increase p.m. peak hour would not be a significant traffic increase relative to the existing capacity of the local street system. The project would add a small increment to the cumulative long-term traffic increase on the local roadway network. The change in area traffic as a result of the project would be undetectable to most drivers.

The project generated peak hour project trips utilizing public transit would be distributed among the lines providing service to the vicinity of the project site. These lines include lines 2, 3, 4, 38, 38L, and line 27 which are within three blocks from the project site. Together, these lines provide approximately 12 transit vehicles in the p.m. peak hour. The 3 project transit trips spread among these 12 transit vehicles would not have a significant impact upon transit service.

Jones Street runs north and south with two lanes traffic for each direction and on-street parking on both sides of the street. The ground level parking spaces would be accessible Jones Street. Residents and businesses along Jones Street could experience minor increases in vehicular activity as a result of the proposed project; however, these would not be above levels which are common and generally accepted in urban areas. The streets surrounding the project block, Geary, Leavenworth and Post Streets, are considered local commercial streets (a street designated in the General Plan as a street that serves pedestrians from the general vicinity and may have parking and loading conflicts), and all are two-way local streets with parking on both sides of the street.

Parking demands generated by this proposed project would not be substantial and would not contribute to a significant change in the existing parking demand/supply ratio in the area. While the two off-street parking spaces proposed might not accommodate all residents, or visitors to the project site, the resulting parking demand would not substantially alter the existing parking conditions in the area.

Construction of the proposed project could potentially affect traffic and parking conditions in the vicinity; particularly along Jones Street. Construction workers would likely drive to and from the site. However, these effects, although a temporary inconvenience to local residents and workers, would not substantially change the capacity of the existing street system or considerably alter the existing parking conditions.

5)	<u>Noise</u> . Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Increase substantially the ambient noise levels for adjoining areas?	—	✓	✓
(b)	Violate Title 24 Noise Insulation Standards, if applicable?	—	✓	✓
(c)	Be substantially impacted by existing noise levels?	—	✓	✓

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (dBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works 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 the Department of Public Works authorizes a special permit for conducting the work during that period. During the construction period for the proposed project, construction noise and possibly vibration could be considered an annoyance by occupants of the nearby properties.

The Department of Building Inspection (DBI) is responsible for enforcing the Noise Ordinance for private construction projects during 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. 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 obliged to comply with the City's Noise Ordinance.

The noise generated by occupancy of the proposed project would not be considered a significant impact of the proposed project. Noise generated by residential development is common and generally accepted in urban areas. An approximate doubling of traffic volumes in the area would be necessary to produce an increase in ambient noise levels noticeable to most people. The project would not cause a doubling in traffic volumes and therefore would not cause a noticeable increase in the ambient noise level in the project vicinity.

Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects (including hotels, motels, and live/work developments). The Department of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet State standards regarding sound transmission.

6)	<u>Air Quality/Climate.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	—	✓	✓
(b)	Expose sensitive receptors to substantial pollutant concentrations?	—	✓	—
(c)	Permeate its vicinity with objectionable odors?	—	✓	—
(d)	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	—	✓	✓

The Bay Area Air Quality Management District (BAAQMD) has established thresholds for projects requiring its review for potential air quality impacts. These thresholds are based on the minimum size projects which the District considers capable of producing air quality problems due to vehicular emissions. The project would not exceed this minimum standard. Therefore, no significant air quality impacts due to vehicular emissions would be generated by the proposal. However, the limited soil movement for foundation excavation, excavation to support the basement of an adjacent property and site grading would create the potential for wind-blown dust to add to the particulate matter in the local atmosphere while open soil is exposed. In order to reduce or avoid potential impacts to air quality associated with project construction (i.e., dust generation), the project sponsor would implement Mitigation Measure 1 listed in the Mitigation Measures section of this Negative Declaration.

Section 295 of the City Planning Code was adopted in response to Proposition K (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and

one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. To determine whether this project would conform with Section 295, a shadow fan analysis was prepared by the Department of City Planning. A copy of the shadow fan analysis is available for review at the Department of City Planning, 1660 Mission Street (as part of case file number 2000.497)K. This analysis determined that the project shadow would not shade public areas subject to Section 295. Because of the proposed building height and the configuration of existing buildings in the vicinity, the net new shading which would result from the project's construction would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas.

7)	<u>Utilities/Public Services.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Breach published national, state or local standards relating to solid waste or litter control?	—	✓	—
(b)	Extend a sewer trunk line with capacity to serve new development?	—	✓	—
(c)	Substantially increase demand for schools, recreation or other public facilities?	—	✓	—
(d)	Require major expansion of power, water, or communications facilities?	—	✓	✓

The construction and use of the proposed residential project would increase demand for and use of public services and utilities on the site and increase water and energy consumption, but not in excess of amounts expected and provided for in this area.

8)	<u>Biology.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Substantially affect a rare or endangered species of animal or plant or the habitat of the species?	—	✓	✓
(b)	Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	—	✓	—
(c)	Require removal of substantial numbers of mature, scenic trees?	—	✓	—

This site is within a developed area of the City and does not provide for habitat for any rare or endangered plant or animal species. No other important biological resources are likely since the site has been disturbed by humans for many years.

9)	<u>Geology/Topography.</u> Could the project:	<u>Yes</u>	<u>No</u>	<u>Discussed</u>
(a)	Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction).	—	✓	✓
(b)	Change substantially the topography or any unique geologic or physical features of the site?	—	✓	—

The San Francisco General Plan Community Safety Element contains maps that show areas in the City subject to geologic hazards. The project site is not located in a Seismic Hazards Study Zone (SHSZ) area of potential liquefaction (Map 4) designated by the California Division of Mines and Geology. The proposed project site is located in an area subject to

moderate ground shaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3).

The project sponsor has provided a "Geotechnical Investigation" report prepared by a California-licensed geotechnical engineer (Trans Pacific Geotechnical Consultants, Inc., dated March 27, 2000) that is on file with the Department of City Planning and available for public review as part of the project file. This investigation reports that fill, consisting of very loose fine sand with charcoal and brick fragments, was encountered to a dept of 6 feet and 8 feet below the existing ground surface (at borings one and two respectively), the heterogeneous fill encountered near the ground surface will not provide satisfactory foundation support; the fill and the native soils of loose fine sand would be susceptible to settlement resulting from compression and densification from structural loads of the proposed building under seismic loading. Below the fill, loose fine sand was encountered the sand was underlain by stiff sandy clay.

The Investigation concludes that based on the field exploration programs, laboratory testing and engineering analysis it is our opinion, from a geotechnical engineering standpoint, that the proposed building may be constructed as planned. The Geotechnical Investigation Report includes seismic design recommendations for the foundation support including pile foundation(s), drilled piers, and the floor slab. Considerations are given for excavation, shoring, underpinning, indication pile program, pile driving operations, pier installations and backfilling. Recommendations are included in the report to be incorporated into the design and construction of the proposed building. The project sponsor has agreed to follow the recommendations of the report in construction of the project.

The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation design and whether additional background studies are required would be determined as part of the DBI review process. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. As these procedures are required under existing DBI rules, no geotechnical mitigation measures are needed to avoid a significant environmental impact through the environmental review process. In addition, any changes incorporated into the foundation design required to meet the San Francisco Building Code standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis.

The final building plans would be reviewed by the DBI. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for a proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from ground shaking and liquefaction. Therefore, potential damage to structures from geologic hazards on a project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code.

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| 10) | <u>Water.</u> Could the project: | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
| (a) | Substantially degrade water quality, or contaminate a public water supply? | — | ✓ | — |
| (b) | Substantially degrade or deplete ground water resources, or interfere substantially with groundwater recharge? | — | ✓ | — |
| (c) | Cause substantial flooding, erosion or siltation? | — | ✓ | — |
| 11) | <u>Energy/Natural Resources.</u> Could the project: | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
| (a) | Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner? | — | ✓ | — |

- (b) Have a substantial effect on the potential use, extraction, or depletion of a natural resource?

— ✓ —

12) Hazards. Could the project:

Yes No Discussed

- (a) Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plan populations in the area affected?
- (b) Interfere with emergency response plans or emergency evacuation plans?
- (c) Create a potentially substantial fire hazard?

— ✓ ✓

— ✓ —

— ✓ ✓

The Maher Ordinance is a San Francisco Regulation which requires certain environmental actions for various sites but those primarily "Bayward of the high-tide line." The site is not within the limits of the ordinance.

Lead-Based Paint

Lead paint may be found in the existing two-story building, constructed in the early 1900's and proposed for demolition as part of the project. Demolition must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than ten total square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the HUD Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the Department of Building Inspection, of the location of the project; the nature and approximate square footage of the painted surface being disturbed and/or removed; anticipated job start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property, approximate number of dwelling units, if any; the dates by which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if

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

These regulations and procedures by the San Francisco Building Code would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a level of insignificance.

Asbestos

Due to the age of the building located on the project site, which was constructed in the early 1900's and is proposed for demolition as part of the proposed project, asbestos-containing materials may be found within the existing structure on site which is proposed to be renovated or demolished as part of the project. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the names and addresses of operations and persons responsible; description and location of the structure to be demolished/alterd including size, age and prior use, and the approximate amount of friable asbestos; scheduled starting and completion dates of demolition or abatement; nature of planned work and methods to be employed; procedures to be employed to meet BAAQMD requirements; and the name and location of the waste disposal site to be used. The District randomly inspects asbestos removal operations. In addition, the District will inspect any removal operation concerning which a complaint has been received.

The local office of the State Occupational Safety and Health Administration (OSHA) must be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in 8CCR1529 and 8CCR341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing material. Asbestos removal contractors must be certified as such by the Contractors Licensing Board of the State of California. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services in Sacramento. The contractor and hauler of the material is required to file a Hazardous Waste Manifest which details the hauling of the material from the site and the disposal of it. Pursuant to California law, the Department of Building Inspection (DBI) would not issue the required permit until the applicant has complied with the notice requirements described above.

These regulations and procedures, already established as a part of the permit review process, would insure that any potential impacts due to asbestos would be reduced to a level of insignificance.

13) Cultural. Could the project:

Yes No Discussed

- (a) Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group;

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| | or a paleontological site except as a part of a scientific study? | — | ✓ | ✓ |
| (b) | Conflict with established recreational, educational, religious or scientific uses of the area? | — | ✓ | — |
| (c) | Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code? | — | ✓ | ✓ |

The existing residential building on the project site has not been officially designated as City landmark as part of a City-sponsored inventory of architecturally significant buildings (it did not receive a rating). It is not listed on the National Register of Historic Places, and is not subject to the provisions of Article 10 or 11 of the City Planning Code. No other structures in the immediate area have been identified for their potential architectural, historical, or cultural significance.

Excavation to a depth of approximately 8.5 feet below grade is proposed to shore up an existing retaining wall, and shafts extending to a depth of 25 feet or more would be drilled for the foundation piers. The project sponsor has agreed to implement Mitigation Measure No.2 to avoid adverse impacts on potential archaeological resources (See Mitigation Measures Section of this Negative Declaration).

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| C. | <u>OTHER.</u> Could the project: | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
| | Require approval and/or permits from City Departments other than Department of City Planning or Bureau of Building Inspection, or from Regional, State or Federal Agencies? | — | ✓ | ✓ |

The proposed project would not require any special authorizations from any other department or agencies. While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgement of the San Francisco Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.

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|----|--|------------|-----------|------------------|
| D. | <u>MITIGATION MEASURES</u> | <u>Yes</u> | <u>No</u> | <u>Discussed</u> |
| 1) | Could the project have significant effects if mitigation measures are not included in the project? | ✓ | — | ✓ |
| 2) | Are all mitigation measures necessary to eliminate significant effects included in the project? | ✓ | — | ✓ |

1. Construction Air Quality

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions and any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate

construction equipment so as to minimize exhaust emissions of particulate and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. Archaeological Resources

Should evidence of archaeological resources of potential significance be found during ground disturbance, the project sponsor would immediately notify the Environmental Review Officer (ERO) and would suspend any excavation which the ERO determined could damage such archaeological resources. Excavation or construction activities which might damage discovered cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the project sponsor would select an archaeologist to assist the Office of Environmental Review in determining the significance of the find. The archaeologist would prepare a draft report containing an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor.

Mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural materials. Finally, the archaeologist would prepare a draft report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Historical Resources Information System, Northwest Information Center.

E. MANDATORY FINDINGS OF SIGNIFICANCE

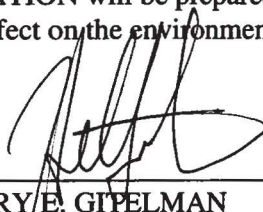
Yes No Discussed

- | | | | | |
|----|---|---|---|---|
| 1) | Does the project 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 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 pre-history? | — | ✓ | — |
| 2) | Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? | — | ✓ | — |
| 3) | Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.) | — | ✓ | — |
| 4) | Would the project cause substantial adverse effects on human beings, either directly or indirectly? | — | ✓ | — |

While local concerns or other planning considerations may be grounds for modification or denial of the proposal, in the independent judgement of the Department of City Planning, there is no substantial evidence that the project could have significant effect on the environment.

F. ON THE BASIS OF THIS INITIAL STUDY

- I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.
- ✓ I find that although the proposed project could have significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures numbers 1 & 2 in the discussion have been included as part of the proposed project. A 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.



HILLARY E. GIPELMAN
Environmental Review Officer
for

DATE: 2/24/01

Gerald G. Green
Director of Planning