



SAN FRANCISCO PLANNING DEPARTMENT

Certificate of Determination EXEMPTION FROM ENVIRONMENTAL REVIEW

Case No.: 2012.0262E
 Project Title: Geneva Car Barn and Powerhouse - 2301 San Jose Avenue
 Zoning/Plan Area: Public (P) District
 40-X Height and Bulk District
 Balboa Park Station Plan Area
 Block/Lot: 6972/036
 Lot Size: 117,804 square feet
 Project Sponsor: Nicole Avril, San Francisco Recreation and Park Department
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PROJECT DESCRIPTION:

The proposed project involves adaptive reuse of two contiguous structures on the site: the Geneva Office Building (12,916 square feet) and Power House (3,735 square feet), collectively referred to as the "Geneva Complex." The project sponsor would construct a 40-foot-tall, 19,892 square-foot (sf) youth arts education center, theater and community assembly space. The Geneva Office Building is a two-story-plus-basement, utilitarian building, and the Geneva Power House is a one-story (with mezzanine), industrial building.

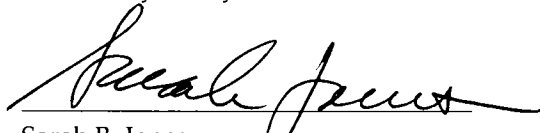
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EXEMPT STATUS:

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

DETERMINATION:

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


 Sarah B. Jones
 Environmental Review Officer

November 14, 2013
 Date

cc: Nicole Avril, Project Sponsor
 Michael Smith, Current Planning Division
 Dan Weaver, Friends of the Geneva Car Barn

Supervisor John Avalos, District 11
 Virna Byrd, M.D.F.
 Historic Preservation Distribution List

PROJECT DESCRIPTION (CONTINUED):**Project Location and Existing Conditions**

The project site (Assessor Block 6972, Lot 036) is located at 2301 San Jose Avenue on a 117,804 sf lot at the southeast corner of San Jose Avenue and Geneva Avenue on the block bounded by Geneva Avenue to the north, Delano Avenue to the east, Niagara Avenue to the south and San Jose Avenue to the west (Figure 1). Historically, the Geneva Complex served as both the administrative center of the San Francisco rail system (Office Building) and as the power source for all the rail cars (Powerhouse). The project site is also known or referred to as "The Geneva Car Barn and Powerhouse" and will be referred to as such here after.

The project site is on a lot that is 329 feet wide by 373 feet long and has two, contiguous, two-story buildings on the project site: a 40-foot-tall, 50-foot-wide, 12,916-square-foot office building that extends 129 feet along San Jose Avenue and a 30-foot-tall, 37-foot-wide, 3,735 -square-foot powerhouse (historical use) building that extends 92 feet along San Jose Avenue. The Geneva Office Building was constructed in 1901 and the Powerhouse was constructed between 1901 and 1903. At the north and south ends of the two buildings are two sets of train tracks that are used by Muni street cars to access the site. There are no curb cuts but automobile access to the site is provided through the train tracks on the south side of the two buildings. An eight-foot-tall metal fence exists along the perimeter of the project site. Trees are adjacent to the project site along Geneva Avenue in the public right of way. The project site is vacant and is owned by the San Francisco Recreation and Park Department. Based on United States Geological Survey data, the project site elevation is between 215 feet above mean sea level, with a gentle slope to the east. The project site is within a Public (P) Use District and 40-X Height and Bulk District.

Zoning districts in the project vicinity vary (Figure 2). Zoning near and around the project site consists of RH-1, NCT-1, NCT-2 and Public Use Districts. To the west, approximately 338 feet from the project site, is Interstate-280 (I-280) and the land adjacent to I-280 is zoned for Small-Scale Neighborhood Commercial Transit (NCT-2). Abutting the project site to the south and east are Residential-House One Family (RH-1) Use Districts. To the north and across San Jose Avenue from the site is a block consisting of Public (P), Neighborhood Commercial Transit Cluster (NCT-1) and Residential-House One Family (RH-1) Use Districts.

The Balboa Park BART Station, situated in a P Use District, is located at the northwest corner of San Jose and Geneva Avenues across the street from the project site. Other P Use Districts are located north of the project site, and include James Denman Middle School, and the Geneva Avenue Strip public open space. The RH-1 Use District (east, southeast and northeast of the project site) is made up of primarily single-family, one-story over garage houses. The NCT-1 Use District (north of the project site) is made up of primarily single-family, one-story over garage houses except for the corner of Geneva Avenue and San Jose Avenue where a three-story residential over commercial building is situated next to a single-story commercial building. Across the street, west of the project site, is a NCT-2 Use District that is currently a parking lot but would be developed to include residential/commercial uses in the future.

Figure 1

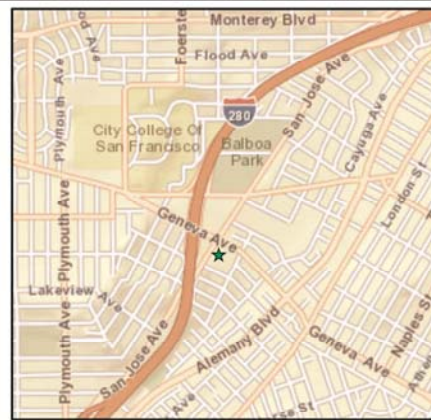
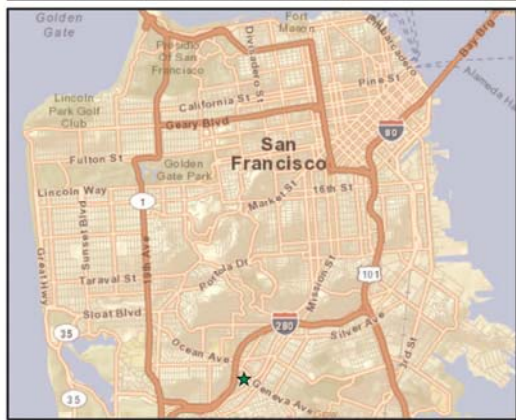


Figure 2



Zoning Districts

Public

 P Public

Residential, House

 RH-1 One Family

Neighborhood Commercial Transit

 NCT-1 Neighborhood Commercial Transit Cluster District

 NCT-2 Small-scale Neighborhood Commercial Transit District

Project Characteristics

The Geneva Office Building would contain the youth arts-related training facilities, a movie theater, administrative offices, training kitchen, restaurant and retail space on the ground floor. The Powerhouse would contain a community space and performing arts theater. Within the Office Building a third floor including two mezzanines would be constructed and add 2,400 sf. Within the Powerhouse a 550 sf would be added to serve the movie theater lobby. The basement would add 250sf for ancillary uses, i.e. bathrooms. These additional structures would add 3,200 sf and increase the overall square footage from 16,650 sf to 19,900 sf (Figures 3 and 4).

Significant historic features and finishes of the Geneva Office Building would be restored, an elevator and staircase would be added and all building systems would be brought up to code. This facility would be restored and the exterior massing and envelope will remain. All exterior work will be in accordance with the Secretary of the Interior's Standards.

Construction would last approximately 14-15 months with an anticipated date of occupancy in winter, 2015. Construction phases would occur simultaneously and include soil remediation, excavation, below-grade construction, exterior renovations and glazing, and interior renovations, construction and finishes. The estimated construction cost is \$21,000,000.

Project Approvals

The proposed project would require the following approvals, with the Recreation and Park Commission approval of the conceptual design as the Approval Action for the proposed project:

Recreation and Park Commission

- The project would require approval of the conceptual and schematic design.
- The project would require the approval of the Lease Disposition and Development Agreement between the Rec and Park Department and the Friends of the Geneva Car Barn.
- The project would require the approval of the lease.
- The Memorandum of Understanding (MOU) between the Rec and Park Department and San Francisco Municipal Transportation Authority would require approval.

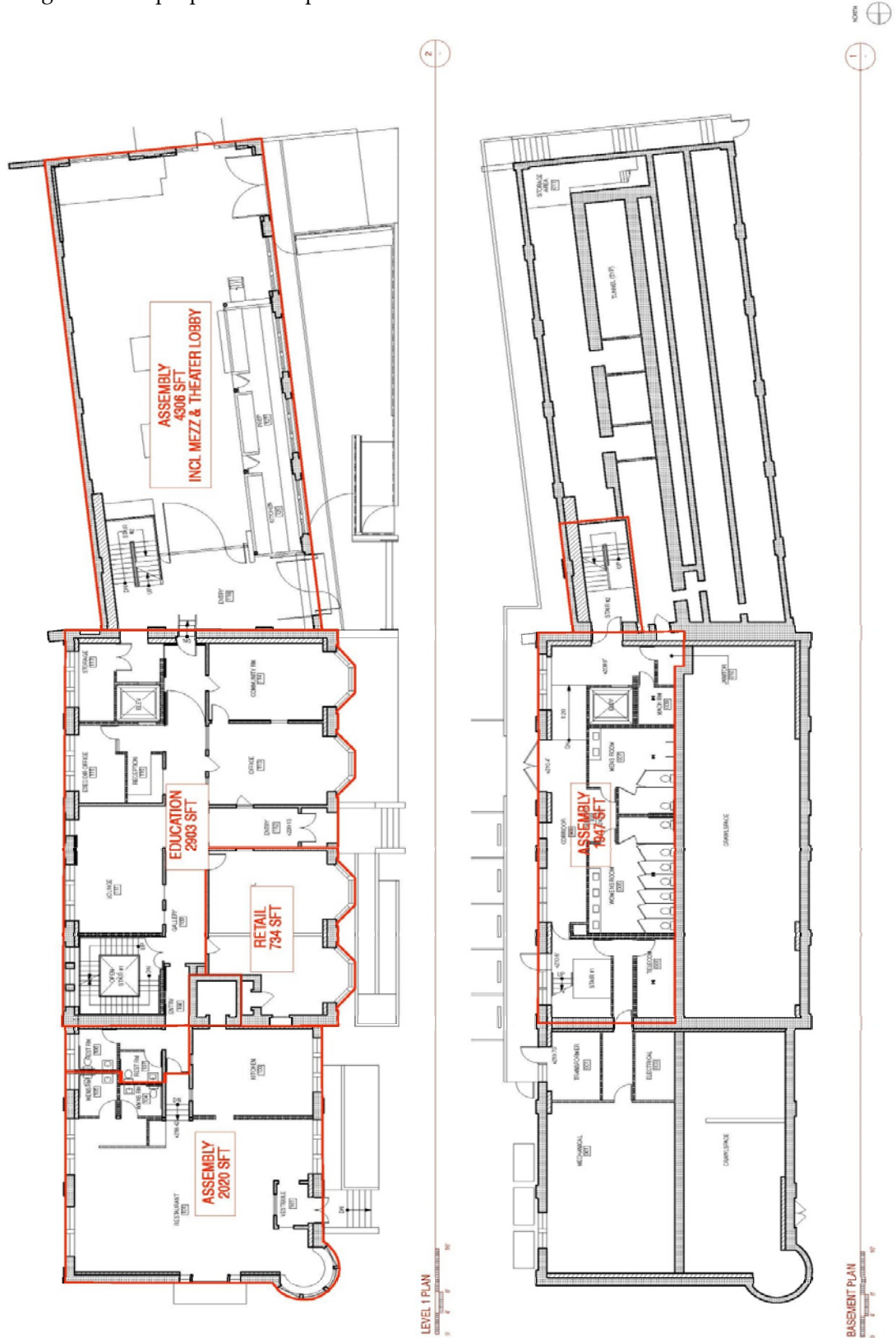
Planning Commission

- The project would require a Conditional Use authorization for the proposed restaurant pursuant to Section 234.2 of the Planning Code.
- A parking variance would be required to eliminate the parking requirement pursuant to Section 151 of the Planning Code.

Historic Preservation Commission

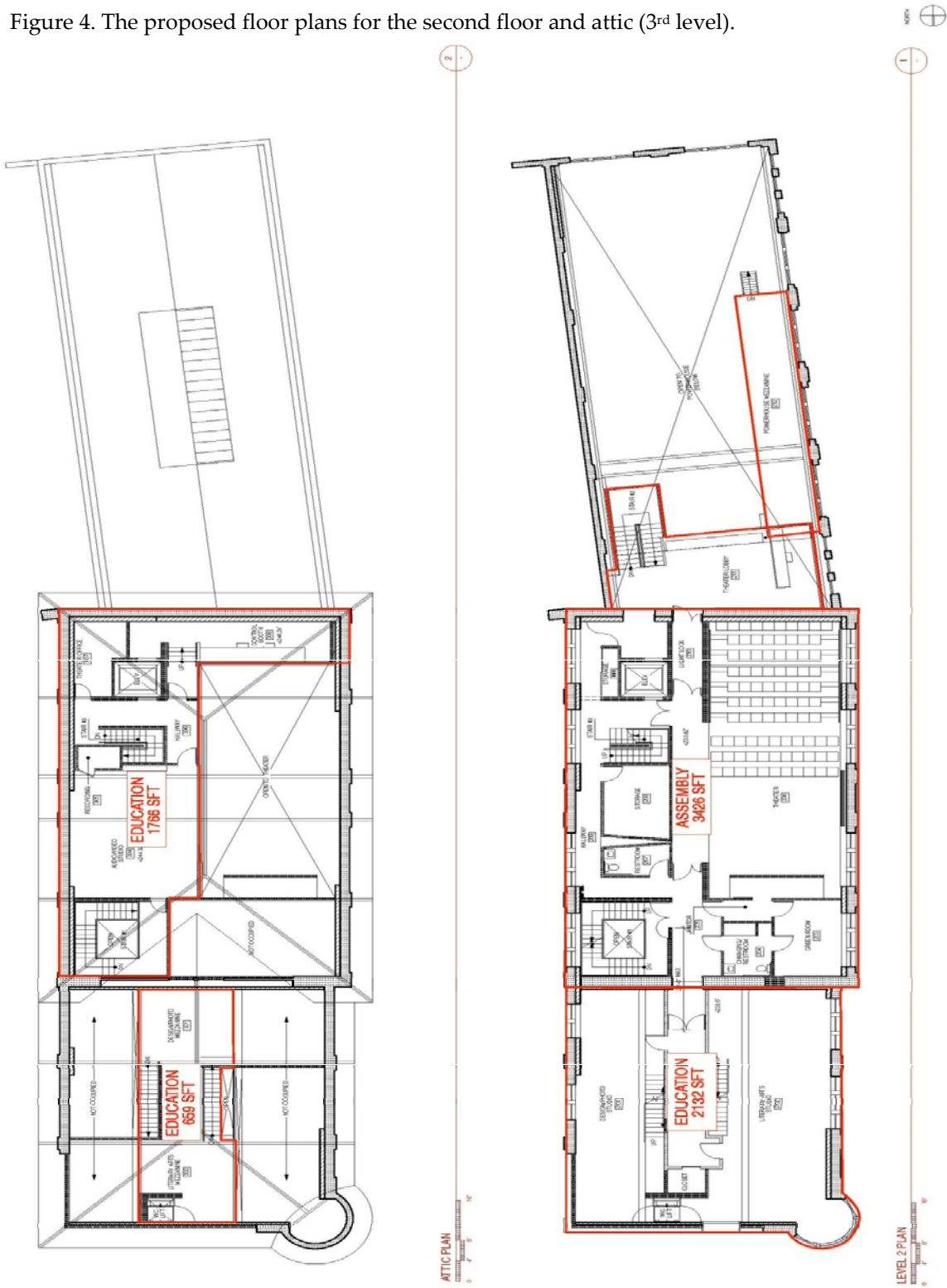
- Certificate of Appropriateness pursuant to Section 1006 of the Planning Code.

Figure 3. The proposed floor plans for the basement and first floor.



Created by: Aidlin Darling Design
10/30/13

Figure 4. The proposed floor plans for the second floor and attic (3rd level).



Created by: Aidlin Darling Design
10/30/13

REMARKS:

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

This Certificate of Determination (determination) evaluates the topics for which a significant impact is identified in the final programmatic EIR, the *Balboa Park Station Area Plan Final EIR*¹ (FEIR), and evaluates whether the proposed project would result in impacts that would contribute to the impact identified in the FEIR. Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the determination under each topic area. The Community Plan Exemption Checklist (Attachment A) identifies the potential environmental impacts of the proposed project and indicates whether such impacts are addressed in the *Balboa Park Station FEIR*.

This determination assesses the proposed project's potential to cause environmental impacts and concludes that the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the *Balboa Park Station Area Plan FEIR*. This determination does not identify new or additional information that would alter the conclusions of the *Balboa Park Station Area Plan FEIR*. This determination also identifies mitigation measures contained in the *Balboa Park Station Area Plan FEIR* that would be applicable to the proposed Geneva Car Barn and Powerhouse project. Relevant information pertaining to prior environmental review conducted for the *Balboa Park Station Area Plan* (Area Plan) is included below, along with an evaluation of potential environmental effects.

Background

After several years of analysis, community outreach, and public review, the *Balboa Park Station Area Plan* was adopted in April 7, 2009. The *Balboa Park Station Area Plan* was adopted in part to encourage and intensify mixed-use housing and neighborhood-serving retail development near transit. The *Balboa Park Station Area Plan* also included changes to existing height and bulk districts in some areas, including the project site.

During the *Balboa Park Station Area Plan* adoption phase, the Planning Commission held public hearings to consider the various aspects of the proposed area plans, and Planning Code and Zoning Map amendments. On December 4, 2008, the Planning Commission certified the *Balboa Park Station Area Plan FEIR* by Motion 17774 and adopted the Preferred Project for final recommendation to the Board of Supervisors.

¹ *Balboa Park Station Area Plan Final Environmental Impact Report*, Planning Department Case No. 2004.1059E, certified December 4, 2008. The FEIR is on file for public review at the Planning Department, 1650 Mission Street Suite 400 as part of Case No. 2004.1059E, or at: http://www.sf-planning.org/ftp/files/MEA/2004.1059E_Balboa_FEIR_Pt1.pdf.

On April 7, 2009 the Board of Supervisors approved the *Balboa Park Station Area Plan*, and the Mayor signed the legislation for the *Balboa Park Station Area Plan*. It was enacted on May 18, 2009. New zoning districts would encourage residential infill, maintain existing commercial uses, encourage new commercial uses and increase public transportation use.

The *Balboa Park Station Area Plan* FEIR is a comprehensive programmatic document that presents an analysis of the environmental effects of implementing the Balboa Park Station Rezoning and Area Plans, as well as the potential impacts of the proposed alternative scenarios. The *Balboa Park Station Area Plan* Draft EIR evaluated three alternatives, the Area Plan with Transportation Improvements, the Area Plan with No Transportation Improvements, and No Project. The Planning Commission adopted the Area Plan with Transportation Improvements as the Preferred Project after fully considering the environmental effects of the Preferred Project and the various scenarios discussed in the FEIR.

The *Balboa Park Station Area Plan* FEIR identified a significant and unavoidable impact to cultural architectural resources and transportation and circulation. The *Balboa Park Station Area Plan* FEIR included analyses of environmental issues including: land use; population, housing and employment (growth inducement); transportation and circulation; noise; air quality; shadow; archeological resources; historic architectural resources; greenhouse gas emissions; and water quality and hydrology. The Initial Study included analyses of visual resources; utilities and public resources; biological resources; geology; energy and natural resources and hazardous materials.

The Geneva Car Barn and Powerhouse are located in the Transit Station Area Subarea of the *Balboa Park Station Area Plan*, which retains the project site's P (Public) Use District zoning but changed the height district of the site from 105 feet to 40 feet. The Area Plan rezoned other areas of the Transit Station Area Subarea from a RH-1 (One-Family) and NC-2 (Small-Scale Neighborhood Commercial) Use District to a NCT (Neighborhood Commercial Transit) Use District.

Individual projects that could occur in the future under the *Balboa Park Station Area Plan* will undergo project-level environmental evaluation to determine if they would result in further impacts specific to the development proposal, the site, and the time of development and to assess whether additional environmental review would be required. This determination concludes that the proposed project is consistent with and was partially analyzed in the *Balboa Park Station Area Plan* FEIR. Further, this determination finds that the *Balboa Park Station Area Plan* FEIR adequately anticipated and described the impacts of the proposed project, and identified the applicable mitigation measures. Planning Department staff has determined that the proposed project is consistent with the *Balboa Park Station Area Plan* FEIR Plan and satisfies the requirements of the General Plan and the Planning Code.^{2,3} Therefore, no further CEQA evaluation for the Geneva Car Barn and Powerhouse project is necessary.

Potential Environmental Effects

The following discussion demonstrates that the Geneva Car Barn and Powerhouse project would not result in significant impacts beyond those analyzed and disclosed in the *Balboa Park Station Area Plan* FEIR, including project-specific impacts related to cultural resources, transportation and circulation, noise, air quality, and hazardous materials.

² Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 2301 San Jose Avenue - Geneva Car Barn. This document is on file and available for review as part of Case File No. 2012.0262E at the San Francisco Planning Department, 1650 Mission Street, Suite 400

³ Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Neighborhood Analysis, 2301 San Jose Avenue - Geneva Car Barn. This document is on file and available for review as part of Case File No. 2012.0262E at the San Francisco Planning Department, 1650 Mission Street, Suite 400

Cultural Resources

Archeological Resources

The *Balboa Park Station FEIR* identified potential archeological impacts due to the lack of survey and data collection required to identify the location of specific pre-historic and historic archaeological resources within the entire project area. Two archeological mitigation measures were proposed that would reduce impacts to archeological resources to a less-than-significant level. *Balboa Park Station Area Plan FEIR* Mitigation Measure AM-1 - Accidental Discovery: applies to projects involving activities including excavation, construction of foundations, soils improvement/densification, and installation of utilities or soils remediation resulting in soils disturbance/modification to a depth of 4 feet or greater below ground surface. Mitigation Measure AM-2 - Accidental Discovery: applies to any project involving any soils-disturbing activities greater than 10 feet in depth, including excavation, installation of foundations or utilities or soils remediation, and to any soils-disturbing project of any depth within the Phelan Loop and Kragen Auto Parts Sites, the east side of San Jose between Ocean and Geneva Avenues, and the Upper Yard Parcel.

The proposed project would require approximately four feet to ten feet of excavation and soil remediation. Therefore, Mitigation Measure AM-1 would apply to the proposed project.

The project would not require more than ten feet of excavation. Therefore, the project would not be subject to Mitigation Measure AM-2.

Finally, review by the San Francisco Planning Department Staff Archaeologist determined the proposed project would have “no effect to archaeological resources.”

With Project Mitigation Measures 1, the proposed project would not result in significant impacts that were not identified in the *Balboa Park Station Area Plan FEIR* related to archeological resources.

Project Mitigation Measure 1 – Accidental Discovery (Mitigation Measure AM-1 of the Balboa Park Station Area Plan FEIR). The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities contractor involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains

sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

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

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

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

Historical Architecture

The *Balboa Park Station Area Plan FEIR* anticipated that implementation of the Area Plan may result in the demolition of buildings identified as contributors to a historic district. The FEIR determined that a cumulative significant impact to historic resources would occur due to the loss of contributing buildings and the construction of considerably taller infill buildings in their place and on other sites within the potential district. The loss of specific buildings could eliminate the integrity of the potential district (i.e., its ability to convey its historic significance through survival of original features) such that potential the Ocean Avenue Neighborhood Commercial District could no longer be justified. The FEIR did not recommend any mitigation measures to address this impact. This unavoidable impact was addressed in a Statement of Overriding Considerations with Findings and adopted as part of the *Balboa Park Station Area Plan* approval on December 4, 2008.

The *Balboa Park Station Area Plan FEIR* identified the Geneva Office Building as a historic resource due to its inclusion in Article 10 of the San Francisco Planning Code, the City's landmarks preservation ordinance. The Geneva Office Building is San Francisco Designated Landmark no. 180.⁴ Accordingly, as part of the environmental review for the proposed Geneva Car Barn and Powerhouse project, San

⁴ The Geneva Office Building and not the Geneva Powerhouse is presumed to be a historical resource under CEQA as a locally designated resource under Article 10 of the Planning Code (City Landmark #180). The San Francisco Board of Supervisors made this designation with Ordinance Number 555-85.

Francisco Planning Department historical preservation staff evaluated the project's impact on historical resources. The following is a summary of the staff's analysis.⁵

The Geneva Car Barn and Powerhouse are not located within the potential Ocean Avenue Neighborhood Commercial Historic District or the potential Balboa Park Historic District. As such, the proposed project would not have a significant impact on the potential historic districts.

The FEIR analyzed the impact of the Area Plan on the Geneva Office Building. The FEIR indicated that the Area Plan does not include any specific development proposal for the project site. However, the Area Plan envisions rehabilitation and reuse of the landmark Geneva Office Building as a "primary activity generator for the station area." The Area Plan reduced the existing 105-foot height limit to 40 feet, which maintains the existing height of the Geneva Office Building and further ensures the building is preserved. This downzoning would reduce development pressures on the site by reducing the likelihood that the site would be redeveloped with a new building or addition that would be out of scale and character with the existing building. Any proposal for exterior alteration or demolition of the resource would require review under Article 10 of the Planning Code, and project-level analysis under CEQA to evaluate the significance of impacts on the historical resource.

The project site contains several structures including a metal building for train maintenance, constructed in 2009, a parking lot and a Muni car storage yard. The Geneva Office Building and Power House historically served as both the administrative center of the San Francisco rail system and as the power source for all the rail cars, respectively.

The first structure, the Geneva Office Building, is a two-story (plus basement), 12,916-sf utilitarian building, designed by the Reid Brothers Architects, and constructed in 1901. The building is reinforced concrete and brick, with a brick and wood trim exterior, built in the Roman-Renaissance Revival style. This building was also historically known as the S.F. & San Mateo Railroad Company Office Building. The S.F. & San Mateo Railroad Co., the first tenant of the building, is historically significant as a component of the electrical railway system in San Francisco at the turn of the century.

The second structure is the Geneva Power House, a two-story, 3,735-sf industrial building which was constructed sometime between 1901 and 1903. It is thought that the Reid Brothers Architects may have executed the design for this building; however, this is unconfirmed. The Geneva Power House contained the electrical transformers that powered San Francisco's electric rail cars. The Power House was significantly damaged in the earthquake of 1906, including collapse of the entire second story. The repairs to the Power House resulted in significant alterations to the building's original appearance. For this reason, the Geneva Office Building was designated by the Board of Supervisors as San Francisco Landmark No. 180, and the Power House was not included.

San Francisco Planning Department Historical Preservation staff determined that the proposed project would not have a significant adverse impact upon the Geneva Office Building such that the significance of the building would be materially impaired, nor would the proposed project cause a significant adverse impact to a California Register-eligible historic district. The proposed project would adaptively reuse the Geneva Office Building and the Geneva Power House. The exterior massing and building envelope would remain. The significant historic exterior features and finishes would be restored. Any additions to the historic building would not impair nor encroach upon the structural significance of the building.

⁵ Michael Smith, San Francisco Planning Department, Historic Resource Evaluation Response, January 11, 2013. This evaluation is available for review as part of Case file No. 2012.0262E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

Rehabilitation rather than replacement would be incorporated when possible. All rehabilitation and cleaning techniques would not damage the historical characteristics of the building. The project sponsor would conduct all work in accordance with the Secretary of the Interior's Standards.

In light of the above, the proposed project would not significantly impact San Francisco Designated Landmark no. 180.

Transportation and Circulation

The *Balboa Station Area Plan FEIR* anticipated that growth resulting from the zoning changes and transportation improvements could result in significant transportation and circulation impacts and identified mitigation measures. These impacts were found to be significant and unavoidable because cumulative traffic impacts at certain local intersections and the cumulative impacts on Muni K-Ingleside transit line could not be fully mitigated to less-than-significant levels. These impacts were addressed in a Statement of Overriding Considerations with Findings and adopted as part of the *Balboa Park Station Area Plan* approval on December 4, 2008.

The Balboa Park Station Area Plan FEIR proposed a mitigation measure to alter traffic signal timing for the Ocean Avenue/San Jose Avenue and Ocean Avenue/I-280 NB on-ramp intersections. In order to improve operating conditions to acceptable levels at the Ocean Avenue/I-280 NB on-ramp intersection, on-street parking would need to be removed from the westbound approach to the intersection in order to stripe an exclusive right-turn lane. Five seconds of green time would also need to be shifted from the westbound movement to the eastbound left-turn movement in order to accommodate the increased eastbound left-turn volume. Operating conditions at Ocean/San Jose Avenue intersection could improve by adding eight seconds of green time, which would need to be shifted from the north-south permitted phase to the east-west permitted phase to accommodate the increased east-west volume. Since implementing the proposed mitigation measures would involve the San Francisco Municipal Transportation Agency (SFMTA) assessment and approval it is uncertain that the measure is feasible to mitigate significant impacts to a less-than-significant level.

Trip Generation

Trip generation of the proposed project was calculated using information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review (SF Guidelines) developed by the San Francisco Planning Department.⁶ The proposed project would generate approximately 184 person trips (inbound and outbound) on a weekday daily basis during the PM peak hours of 5:00 to 6:00, consisting of 119 person trips by auto, 22 transit trips, and 43 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 64 vehicle trips (accounting for vehicle occupancy data for this Census Tract). Due to the project's location near major transit routes, this is likely a conservative estimate of vehicle trips.

Traffic

Intersection operating conditions are characterized by the concept of Level of Service (LOS), which ranges from A to F and provides a description of an intersection's performance based on traffic volumes, intersection capacity, and vehicle delays. LOS A represents free flow conditions, with little or no delay, while LOS F represents congested conditions, with extremely long delays; LOS D (moderately high delays) is considered the lowest acceptable level in San Francisco. Implementing the Area Plan would

⁶ CHS Consulting Group, *Transportation Memo for Geneva Car Barn and Powerhouse Trip Generation Study*, August 13, 2013. This document is available for review as part of Case file No. 2012.0262E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

impact the intersections discussed below because they would experience significant loss of service (LOS) levels, E-F.

The proposed project is located in the Transit Station Area Subarea, which the *Balboa Park Station Area Plan FEIR* included in the traffic analysis (existing and 2025 operating conditions) based on proposed development plan options. During weekday p.m. peak hour conditions under the 2025 Area Plan the LOS at the following intersections would deteriorate: Ocean Avenue/I-280 northbound (NB) on-ramp is anticipated to change from LOS C to LOS F; Ocean Avenue/San Jose Avenue intersection⁷ is anticipated to change from LOS C to LOS F; Geneva Avenue/I-280 northbound and southbound (SB) ramps intersection is anticipated to change from LOS C to LOS F; and Ocean Avenue/Geneva Avenue/Phelan Avenue intersection is anticipated to change from LOS B to LOS F. The intersection of Ocean Avenue and Junipero Serra Boulevard is anticipated to change from LOS D to F under the 2025 Area Plan. The proposed project would not contribute to the traffic-related impacts at this intersection because the two locations are 1.7 miles apart.

The signalized intersection at Ocean Avenue/I-280 NB on-ramp intersection (approximately one block to the north of the project site) during p.m. peak hour operates a LOS C under existing (baseline) conditions and implementing the Area Plan would deteriorate to LOS F. Additional vehicle trips from the proposed project are estimated to be an average of one vehicle per alternate signal cycle. This is a minimal contribution to the increased number of vehicles anticipated at this intersection. Therefore, the proposed project would not make a substantial contribution at this intersection and no mitigation measures would apply.

The signalized intersection at Ocean Avenue/San Jose Avenue (approximately one block to the north of the project site) during p.m. peak hour operates at LOS C under existing (baseline) conditions and implementing the Area Plan would deteriorate to LOS F under 2025 weekday p.m. peak hour operating conditions. Additional project-related trips are estimated to be an average of one vehicle per alternate signal cycle, but would not add substantial demand at the intersection. Therefore, the proposed project would not make a substantial contribution to the significant impact at this intersection and no mitigation measures would apply.

The signalized intersection at Geneva Avenue/I-280 northbound and southbound ramp intersection (one block away to the west of the project site) operates at LOS C under existing (baseline) conditions and implementing the Area Plan would cause the intersection to deteriorate to LOS F. The proposed project would contribute an average of one vehicle per alternate signal cycle. This would be a minimal contribution to the increased number of vehicles expected at this intersection. Therefore, the proposed project would not make a substantial contribution to the significant impact at this intersection and no mitigation measures would apply.

The signalized intersection at Ocean Avenue/Geneva Avenue/Phelan Avenue (four blocks northwest of the project site) currently operates at LOS B under existing (baseline) conditions and implementing the Area Plan would cause the intersection to deteriorate to LOS F. Changes to the intersection due to adding corner sidewalk bulbs, removing a channelized right-turn pocket and the elimination of a westbound vehicle travel lane from constructing a new segment of bicycle lane would contribute to the traffic congestion. The proposed project would contribute an average of one vehicle per alternate signal cycle. This is a minimal contribution to the increased number of vehicles anticipated at this intersection. Therefore, the proposed project would not make a substantial contribution to the significant impact of the Area Plan at this intersection and no mitigation measures would apply.

⁷ Ocean Avenue/San Jose Avenue would operate at LOS F with or without implementation of the Area Plan.

Given that the proposed project would add approximately 64 p.m. peak hour vehicle trips to surrounding intersections, it is not anticipated to substantially increase traffic volumes at these or other nearby intersections, nor substantially contribute to the average delay that would cause these intersections to deteriorate to unacceptable levels of service. The proposed project's contribution of 64 p.m. peak hour vehicle trips would not be a substantial proportion of the overall traffic volume or the new vehicle trips generated by the *Balboa Park Station Area Plan* projects, should they be approved. Therefore, the proposed project would not result in a project-specific traffic impact.

Freeway Ramp Operating Conditions

The Area Plan proposed changing to a single-point interchange, where there would be only one on- and off-ramp for each freeway mainline direction. The Geneva Avenue/I-280 NB on-ramp would be eliminated and the I-280 SB off-ramps to Geneva Avenue and Ocean Avenue would be combined into one off-ramp at Geneva Avenue. Overall, the revised freeway on-ramps are expected to operate at LOS D, with conditions similar to the current configuration. At the study off-ramps, with the proposed lane configurations, queues can be expected to spill back onto I-280, which would cause operations to deteriorate to LOS F, a significant impact on freeway mainline conditions. At the program level of analysis, feasible mitigation measures cannot be identified or developed to address the effects to mainline conditions as a result of the proposed consolidation of the off-ramps. Therefore, a Statement of Overriding Considerations related to the significant and unavoidable cumulative (2025) traffic impact was adopted as part of the EIR certification and project approval on December 4, 2008.

The proposed project would provide minimal contributions to the mainline traffic queues related to the Geneva Avenue/I-280 off-ramp. Therefore, the proposed project would not make a substantial contribution to the significant impact regarding the I-280 mainline operating conditions.

Transit

The *Balboa Park Station Area Plan FEIR* identified a significant and unavoidable cumulative impact relating to increases in transit ridership due to the Area Plan rezoning, population increase, and infill development. Implementation of the Area Plan would contribute about 6 percent to the future ridership on the K-Ingleside line at the maximum load point, increasing the already exceeded capacity utilization from 100 percent to 106 percent during the p.m. peak period. There is no mitigation measure proposed to address the impact related to increased ridership, and therefore, was found to be significant and unavoidable.

The proposed project is estimated to add 22 p.m. peak hour transit person trips occurring in the p.m. peak hour. The project site is served by other local and regional transit lines including BART, Muni Metro lines (J-Church and M-Oceanside) and Muni bus lines (8x-Bayshore Express, 8BX-Bayshore B Express, 26-Valencia, 29-Sunset, 43-Masonic, 49-Van Ness-Mission, 54-Felton, 88 BART Shuttle and 91-Owl) and therefore, the additional project-related P.M. peak hour transit trips would likely be accommodated on existing routes, and would result in a less-than-significant impact to transit services. For the above reasons, the proposed project would not result in transit-related peculiar impacts that were not identified and analyzed in the *Balboa Park Station Area Plan FEIR*.

In conclusion, the proposed project would not have peculiar transportation circulation impacts that were not evaluated and identified in the *Balboa Park Station Area Plan FEIR*.

Noise

The *Balboa Park Station Area Plan Initial Study* (IS) identified potential significant noise impacts from short-term and long-term construction-related activities. The *Balboa Park Station Area Plan FEIR* identified potential significant noise and vibration impacts related to exposing occupants of new residential development in close proximity to high traffic roadways such as I-280, Ocean, Geneva, San Jose and Phelan Avenue. The IS determined that compliance with San Francisco Noise Ordinance (Article 29 of the Police Code) would mitigate potential construction noise impacts to a less-than-significant level. Two mitigation measures, N-1 and N-2, were proposed in the *Balboa Park Station Area Plan FEIR*. Both mitigation measures are specific to new residential development related to implementation of the Area Plan.

Since the proposed project would not construct new dwelling units that could be exposed to excessive ambient noise levels or create new noise-generating uses the project would result in less-than-significant noise impacts and would not have peculiar impacts.

Air Quality

The *Balboa Park Station Area Plan IS* identified a significant construction-related air quality impact and determined that Mitigation Measure AQ-1, which specified construction dust control measures, would reduce the effects to a less-than-significant level. Subsequent to publication of the IS, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008). The intent of the Construction Dust Control Ordinance is to reduce the quantity of dust generated during site preparation, demolition, and construction work in order to protect the health of the general public and of on-site workers, minimize public nuisance complaints, and to avoid orders to stop work by the Department of Building Inspection. Construction activities from the proposed project would result in dust, primarily from ground-disturbing activities.

The project sponsor would be required to comply with the Construction Dust Control Ordinance, which would avoid any significant potential construction-related air quality impacts. As a result, the proposed project would not have significant impacts related to the generation of construction dust.

The *Balboa Station Area Plan FEIR* identified potentially significant air quality impacts related to exposing future new residential uses near roadways with elevated pollutant levels, diesel particulate matter and PM₁₀. These significant impacts would conflict with the applicable air quality plan at the time, the *Bay Area 2005 Ozone Strategy*. The *Balboa Station Area Plan FEIR* identified one mitigation measure that would reduce air quality impacts to less-than-significant levels.

The *Balboa Park Station Area Plan FEIR* determined that Mitigation Measure AQ-2 would reduce effects to a less-than-significant level. Mitigation Measure AQ-2 would not apply because the proposed project does not include residential units.

For the above reasons, significant air quality impacts would not result from the proposed project.

Hazardous Materials

The *Balboa Park Station Area Plan Initial Study* determined that during excavation, grading, and dewatering activities, hazardous materials could be encountered in the soil or groundwater, resulting in the potential exposure of workers, the public, and the environment to hazardous materials, which would be a significant impact.

Potential impacts from the proposed project would be the result of the exterior/interior renovations, excavation and change of use from industrial to institutional. The exterior/interior renovations would likely result in potential exposure of workers or the community to hazardous building materials during renovation and construction. The previous industrial use would require further investigation, soil remediation, and is subject to the Maher Ordinance due to the past industrial use and the change of use from industrial to institutional.

There are four mitigation measures from the IS but only two of the measures would apply because one measure addresses naturally occurring asbestos and the other is specific to the Kragen Auto Parts Site development project. The project site is not located on top of serpentine rock formations, which are the primary source of naturally occurring asbestos in San Francisco. In accordance with the *Balboa Park Station Area Plan FEIR* requirements, the project sponsor has agreed to implement Project Mitigation Measures 3 and 4, below.

Implementation of Project Mitigation Measure 3 would minimize worker, public, and environmental exposure to hazardous materials in the soil or groundwater during construction and would be less than significant.

Project Mitigation Measure 2 – Phase I, Environmental Site Assessment (Mitigation Measure HM-1 of the Balboa Park Station Area Plan FEIR). Development projects in the *Balboa Park Station Area Plan* Project Area that include excavation, shall prepare a site-specific Phase I Environmental Site Assessment for sites not subject to regulatory closure prior to development. The site assessment shall include visual inspection of the property; review of historical documents; and review of environmental databases to assess the potential for contamination from sources such as underground storage tanks, current and historical site operations, and migration from off-site sources. If the Phase I Environmental Site Assessment indicates that a release of hazardous materials could have affected soil or groundwater quality at the site, follow up investigations and possibly remediation shall be conducted in conformance with state and local laws, regulations, and guidelines.

Project Mitigation Measure 3 has been met due to the project site being located within the Maher zone, the historic industrial use at the site and the change of use from industrial to institutional. As such, 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 Environmental Site Assessment (ESA) that meets the requirements of Health Code Section 22.A.6.

The Geneva Car Barn and Powerhouse property is listed on various hazardous materials databases. The databases included the emissions inventory data (EMI), Resource Conservation and Recovery Act small quantity generator (RCRA SQG), facility and manifest data (HAZNET), historical hazardous waste and substance site (HIST CORTESE), leaking underground storage tank (LUST), facility index system (FINDS) and historical underground storage tank (HIST UST). An underground storage tanks (UST) existed on the project site.

The Phase I ESA prepared for the project⁸ identified several potentially recognized environmental conditions (REC's) in connection with the prior uses of the site and adjacent properties required

⁸ Ecology and Environment, Inc., Phase I Environmental Site Assessment for Geneva Car Barn and Powerhouse, 2301 San Jose Avenue, City and County of San Francisco, California, February 2012. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in File No. 2012.0262E.

assessment to determine potential presence at the site. Historically the office building was used by SFMTA for offices and boarding of transit agency workers. The powerhouse structure housed fuel oil powered electric generators that provided power for electric street cars. The southwest end of the powerhouse contained a former oil storage area that may be contaminated with petroleum oil, which could allow for vapor intrusion from aromatic volatile organic compounds into the powerhouse structure. Chlorinated volatile organic compounds (VOCs) in the breathing air of the office building and powerhouse used off-site may be present. In the powerhouse, the oil stains on the concrete floor suggest the possible presence of poly chlorinated biphenyls (PCB), which may also be found in fluorescent light ballasts and various electric components throughout both buildings. Mercury from old thermostats may be present in the office building. Lead based paint (LBP) and asbestos containing building materials (ACBM) may be present in both buildings.

The Phase I report concluded that a Phase II would be required. The Phase II required the development of a field sampling plan to conduct subsurface investigation of the project site.⁹

The Phase II determined the following information. Total petroleum hydrocarbons such as motor oil (TPH-mo) were detected at concentrations exceeding the project screening level in two samples collected from the ½ foot sampling taken from the asphalt pavement. No associated indications of contamination such as staining and odor were noted in the samples suggesting that due to the shallow samples obtained the TPH-mo is most likely associated with the asphalt pavement and not contamination. No further soil testing for TPH-mo is required.

Benzene, a VOC, was the only constituent of potential concern (COPC) from all the indoor air samples obtained that was above the screening levels. It was detected in all the indoor air samples. The source of the VOCs was found to be from an off-site source. No further assessment of VOCs in indoor air at the site is required.

Testing for mercury vapor concentrations determined that it was below the 3,000 ng/m³ screening level. This level is considered acceptable for occupancy of a structure in an occupational or commercial setting after a spill where mercury is not usually handled. The Agency for Toxic Substances and Disease Registry considers this concentration of mercury vapor to be safe and acceptable for indoor air where shorter exposure time typical of most work places provided no visible mercury is present after a spill has been cleaned up.

Lead and asbestos in paint and construction materials are present at concentrations that require special handling and/or disposal and specialized worker training disturbed during the renovation.

Concrete chip samples showed that concentrations of PCBs are below the project screening level of 50 mg/kg. This level is considered to be adequate when determining whether PCB-contaminated concrete will require handling and disposal. Since the land use will change from the original power plant, remediation is required in accordance with 40 CFR Part 761.

The potential presence of PCBs in fluorescent light ballasts and in various electrical components in the office building and in the basement of the powerhouse is a REC that would be addressed by a qualified contractor before renovation of the site.

Recommendations, in terms of pre-renovation requirements, based on review of current and historical laboratory analytical results presented in the Phase I and II reports were provided. Fluorescent light

⁹ Ecology and Environment, Inc., Field Sampling Plan for Targeted Brownfields Assessment of Geneva Car Barn and Powerhouse, 2301 San Jose Avenue, City and County of San Francisco, California, April 2012. A copy of this document is available for review at the Planning Department, 1650 Mission Street, Suite 400, in File No. 2012.0262E.

ballasts and electrical components throughout the office building and powerhouse would be collected and recycled or disposed of, based on whether or not they contain PCBs. Mercury-containing switches would be collected from wall thermostats in the office building by a contractor licensed and trained to handle and dispose of hazardous waste. LBP, ACM and lead-based material would be abated and waste material disposed of in accordance with all applicable regulations. Stained areas of concrete in the powerhouse would be cleaned and waste materials disposed of in accordance with 40 CFR Part 761.

A site mitigation plan (SMP) was prepared and presented mitigation measures recommending how to handle risks to the environment, to workers' and project site users' health and safety from the presence of metal and petroleum related contamination in the soil.

As of August 24, 2013, remediation of any subsurface contamination is required by ordinance under the authority provided in Health Code Article 22A (the Maher Ordinance), which is administered by the Department of Public Health (DPH). Similarly to Mitigation Measure HM-1 (Project Mitigation Measure 3) from the FEIR, 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. These steps are required to be completed prior to the issuance of any building permit. Therefore, Mitigation Measure HM-1 is now required by law, and would ensure that remediation of any subsurface soil contamination occurs, resulting in a less-than-significant impact with respect to hazardous materials. Since the project sponsor already complied with the Maher Ordinance, the proposed project would result in less-than-significant hazardous materials impacts from exposing construction workers, the public, and the environment to contaminated soil and groundwater.

Building renovation may lead to the exposure of workers and the public to PCBs and DEHP. Project Mitigation Measure 4 would minimize worker, public and environmental exposure to hazardous materials during construction. Implementation of Project Mitigation Measure 4 would reduce potential exposure to PCBs and DEHP to a less-than-significant level.

Project Mitigation Measure 3 - Hazardous Building Materials (Mitigation Measure HM-2 of the Balboa Park Station Area Plan FEIR. The project sponsors of future development in the Project Area that include demolition shall ensure that any equipment containing PCBs or DEHP, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation or demolition, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, such as asbestos-containing building materials, either before or during work, shall be abated according to applicable federal, state, and local laws.

Public Notice and Comment

A "Notification of Project Receiving Environmental Review" was mailed on July 27, 2013 to adjacent occupants and owners of properties within 300 feet of the project site.

The Planning Department received comments in response to the notice. Concerns raised include the absence of off-street parking for the project, potential light pollution effects from the type and amount of lighting for the new buildings, loitering in the surrounding neighborhoods, the type of uses and occupants using the new community space, changes to Muni train storage, access changes to Muni train yard due to the project, estimated construction time, hours of operation for construction, hours of operation for the new facility, and whether there will be a public hearing for the proposed project.

Concerns and issues raised in the public comments on the environmental review are discussed in the corresponding topical sections of this CPE. No significant, adverse environmental impacts from issues of concern have been identified. Comments that do not pertain to physical environmental issues and comments on the merits of the proposed project will be considered in the context of project approval or disapproval, independent of the environmental review process. While local concerns or other planning considerations may be grounds for modifying or denying the proposal, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment.

Conclusion

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

Attachment A

Community Plan Exemption Checklist

Case No.: 2012.0262E
Project Title: **Geneva Car Barn and Powerhouse - 2301 San Jose Avenue**
Zoning: Public (P) District
40-X Height and Bulk District
Balboa Park Station Plan Area
Block/Lot: 6972/036
Lot Size: 122,717 square feet
Plan Area: Balboa Park Station Plan Area
Project Sponsor: Nicole Avril, San Francisco Recreation and Park Department
(415) 305-8468
Staff Contact: Craig Jung – (415) 575-9126
craig.jung@sfgov.org

A. PROJECT DESCRIPTION

The proposed project involves adaptive reuse of two contiguous structures on the site; the Geneva Office Building (12,916 sf) and Power House (3,735 sf), collectively referred to as the “Geneva Complex.” Historically, the Geneva Complex served as both the administrative center of the San Francisco rail system (Office Building) and as the power source for all the rail cars (Powerhouse). The project sponsor would construct a 40 foot, 19,892 square-foot (sf) youth arts education center, theater and community assembly space. The Geneva Office Building, is a two-story (plus basement), utilitarian building, and the Geneva Power House is a one-story (with mezzanine), industrial building.

The Geneva Office Building would contain the youth arts-related training facilities, a movie theater, administrative offices, training kitchen, restaurant and retail space on the ground floor. The Powerhouse would contain a community space and performing arts theater. Within the Office Building a third floor including two mezzanines would be constructed and add 2,425 sf. Within the Powerhouse a 571 sf would be added to serve the movie theater lobby. The basement would add 245 sf for ancillary uses, i.e. bathrooms. These additional structures would add 3,241 sf and increase the overall square footage from 16,651 sf to 19,892 sf.

B. EVALUATION OF ENVIRONMENTAL EFFECTS

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

result in impacts that would contribute to the impact identified in the FEIR. If the analysis concludes that the proposed project would contribute to a significant impact identified in the FEIR, the item is checked "Proj. Contributes to Sig. Impact Identified in FEIR." Mitigation measures identified in the FEIR applicable to the proposed project are identified in the text of the Certificate of Determination under each topic area.

Items checked "Project Has Sig. Peculiar Impact" identify topics for which the proposed project would result in a significant impact that is peculiar to the proposed project, i.e., the impact is not identified as significant in the FEIR. This column is not applicable for the proposed project. Therefore, a separate Focused Initial Study or EIR is not required for the proposed project.

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

<u>Topics:</u>	<u>Sig. Impact Identified in FEIR</u>	<u>Project Contributes to Sig. Impact Identified in FEIR</u>	<u>Project Has Sig. Peculiar Impact</u>	<u>LTS/ No Impact</u>
1. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial impact upon the existing character of the vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in FEIR

The *Balboa Park Station Area Plan FEIR* determined that the rezoning and community plans would not result in a significant and unavoidable impact on land use. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project is consistent with the *Balboa Park Station Area Plan FEIR* and satisfies the requirements of the General Plan and the Planning Code.^{1,2} The proposed project would replace

¹ Adam Varat, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Citywide Planning and Policy Analysis, 2301 San Jose Avenue - Geneva Car Barn. This document is on file and available for review as part of Case File No. 2012.0262E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

the existing utilitarian buildings totaling 16,651 square feet with a 19,892-square-foot community building containing a theater, café, gallery, retail store, educational facilities, administrative offices and event space.

The project site is in a P (Public) District . The Area Plan reduced the height limit for the project site from 105 feet to 40 feet. The bulk limit changed from “E”, which set bulk controls over 65 feet, to the “X” bulk limit, which indicates that no bulk limits are applicable at this site. The proposed building is consistent with the height and bulk controls and the proposed uses are consistent with the P zoning controls of the site, all of which were analyzed in the *Balboa Park Station Area Plan FEIR*. The project would reuse two existing buildings at the site, and would not substantially impact the existing character of the vicinity and would not physically divide an established community.

No significant peculiar impacts to land use would result from the proposed project.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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"/>
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"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in FEIR/Initial Study

The *Balboa Park Station Area Plan Initial Study* (IS) determined that implementation of the Area Plan would not substantially degrade the visual character or quality of the area, have a substantial adverse effect on a scenic vista, substantially damage scenic resources that contribute to a scenic public setting, or create a new source of substantial light or glare which would

² Jeff Joslin, San Francisco Planning Department, Community Plan Exemption Eligibility Determination, Neighborhood Analysis, 2301 San Jose Avenue - Geneva Car Barn. This document is on file and available for review as part of Case File No. 2012.0262E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

adversely affect day or nighttime views in the area or which would substantially impact other people or properties. No mitigation measures were identified in the FEIR or IS.

No Peculiar Impacts

There are no scenic resources, natural or built, in the area of the project site. The area surrounding the project site is comprised of residential one-story-over-garage buildings or public transit facilities like the Balboa Park BART Station and the SF Muni train yard. Public vistas are dominated by the residential and public use buildings.

The Geneva Office Building is a two-story building approximately 40-foot-tall red brick building with a pitched roof. The Powerhouse is a 30-foot-tall two-story building that is part brick and part stucco. This building is vacant and the windows have been boarded up. The proposed project would make minimal exterior changes to the existing building that would be in accordance with the Secretary of the Interior’s standards for renovating a historic resource. The finished building would not increase the height and therefore would not degrade the existing visual character or quality of the site and its surroundings.

Views of the Geneva Car Barn are obstructed by the BART Station and cannot be seen from Balboa Park. While the newly renovated buildings would change the visual appearance of the site and immediate vicinity, they would not substantially degrade visual character or quality of the area. Furthermore, the proposed building would remain at 40 feet in height and would not obstruct longer-range views from various locations in the Plan Area and the City as a whole.

The proposed project would generate additional night lighting but not in amounts unusual in a developed urban area.

Given the information above, the proposed project would not affect or impair scenic vistas or resources in the area. The proposed project would have a less than significant impact to scenic resources, and therefore, would not create a peculiar impact regarding aesthetic resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in FEIR

The *Balboa Park Station Area Plan FEIR* concluded that the anticipated population and density increases would not result in significant adverse physical effects on the environment. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would not construct or demolish residential units, or promote population growth. No new roads, extensions of existing roads or other infrastructure would be constructed as a result of the proposed project. Therefore, the proposed project would not promote population growth, displacement of substantial numbers of existing housing units or create a demand for substantial amounts of new housing.

The *Balboa Park Station Area Plan FEIR* concluded that an increase in population from the Area Plan is expected to occur as a secondary effect of the proposed rezoning and that any population increase would not, in itself, result in adverse physical effects, but would serve to advance some key City policy objectives, such as providing housing in appropriate locations next to Ocean Avenue and promoting the City’s Transit First policies. It was anticipated that the rezoning would result in an increase in both housing development and population. The proposed project would not induce substantial population growth and any increase in population would be within the scope of the *Balboa Park Station Area Plan FEIR* analysis. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the *Balboa Park Station Area Plan FEIR* related to population and housing.

For the above reasons, the proposed project would not result in peculiar impacts to population and housing that were not identified in the *Balboa Park Station Area Plan FEIR*.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco <i>Planning Code</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Significant Impact Identified in FEIR

The *Balboa Park Station Area Plan FEIR* identified potentially significant archeological resource impacts related to the greater potential for the disturbance of soils below the existing surface. *Balboa Park Station Area Plan FEIR* anticipated that program implementation may result in demolition of buildings identified as historical resources, and found this impact to be significant and unavoidable. Mitigation measures were identified for archaeological resources.

No Peculiar Impacts

As discussed in the Certificate of Determination, the proposed project would not result in a peculiar impact with regard to archeological resources or historic architectural resources that were not identified and addressed in the *Balboa Park Station Area Plan FEIR* related to cultural resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impact Identified in FEIR

Full build-out of the Area Plan’s development program by 2025 can be expected to result in unavoidable significant impacts to public transit ridership capacity and level of service at various intersections within Project Area. The FEIR identified transportation and circulation mitigation measures.

No Peculiar Impacts

As discussed in the Certificate of Determination, the propose project would not result in peculiar impacts with regard to transit and traffic that were not identified and addressed in the *Balboa Park Station Area Plan FEIR*.

The proposed project is not located near an airport so traffic would not impair access to an airport that would result in substantial safety risks. Increased hazards from roadway changes would not be a component of the proposed project. Emergency access would not be impaired or inadequate for the new proposed facility. Therefore, the proposed project would not have peculiar impacts related to these topics.

Bicycle Impacts

In the vicinity of the project site, there are two major Citywide Bicycle Routes, #90 and #84, that stretch from Junipero Serra Boulevard to San Jose Avenue along Ocean Avenue. Both routes cover the extents of Area Plan boundaries from east to west.

The Area Plan proposes improvements to pedestrian safety such as consolidating the access points for the I-280 on/off ramps at Geneva Avenue, which could impair the flow of bicycle traffic and safety. Regardless the existing system would be adequate and safe enough to handle any additional bicycle capacity from the proposed project. Therefore, the proposed project would not result in significant impacts to bicycle safety.

For the above reasons, the proposed project would not result in bicycle-related peculiar impacts that were not identified in the *Balboa Park Station Area Plan FEIR*.

Pedestrian Conditions

The proposed project would not cause a substantial amount of conflict between pedestrian and vehicle traffic. Sidewalk and crosswalk widths near the project site are adequate to handle existing and future pedestrian volumes. No off-street parking is proposed so no new curb cuts will be required. Pedestrian activity would increase as a result of the proposed project, but not to

a degree that pedestrians could not be safely accommodated on local sidewalks. Overall, pedestrian conditions would continue to remain acceptable with the addition of the proposed use and programs. Therefore, no significant impacts to pedestrians would result from the proposed project. For the above reasons, the proposed project would not result in pedestrian-related peculiar impacts that were not identified in the *Balboa Park Station Area Plan FEIR*.

Parking

Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. While parking conditions change over time, a substantial deficit in parking caused by a project that creates hazardous conditions or significant delays to traffic, transit, bicycles or pedestrians could adversely affect the physical environment. Whether a deficit in parking creates such conditions will depend on the magnitude of the shortfall and the ability of drivers to change travel patterns or switch to other travel modes. If a substantial deficit in parking caused by a project creates hazardous conditions or significant delays in travel, such a condition could also result in secondary physical environmental impacts (e.g., air quality or noise impacts caused by congestion), depending on the project and its setting.

The absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service or other modes (walking and biking), would be in keeping with the City's "Transit First" policy and numerous San Francisco General Plan Policies, including those in the Transportation Element. The City's Transit First Policy, established in the City's Charter Article 8A, Section 8A.115, provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation."

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. The secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area, and thus choose to reach their destination by other modes (i.e. walking, biking, transit, taxi). If this occurs, any secondary environmental impacts that may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, would reasonably address potential secondary effects.

The parking demand for the new uses associated with the proposed project was determined based on the methodology presented in the *Transportation Guidelines*. On an average weekday, the demand for parking would be 26 spaces. The proposed project would provide no off-street spaces. Thus, as proposed, the project would have an unmet parking demand of 26 spaces. While the proposed off-street parking spaces would be less than the anticipated parking demand, the resulting parking deficit of 26 spaces would not result in a significant impact in this case. At this

location, the unmet parking demand could be accommodated within existing on-street and off-street parking spaces within a reasonable distance of the project vicinity. Additionally, the project site is well served by public transit and bicycle facilities. Therefore, any unmet parking demand associated with the project would not materially affect the overall parking conditions in the project vicinity such that hazardous conditions or significant delays are created.

It should be noted that the Planning Commission has the discretion to adjust the number of on-site parking spaces included in the proposed project, typically at the time that the project entitlements are sought. In many cases the Planning Commission does not support the parking ratio proposed by the project sponsor and the ratio is substantially reduced. In some cases, particularly when the proposed project is in a transit rich area, the Planning Commission does not support the provision of any off-street parking spaces.

This is, in part, owing to the fact that the parking spaces are not 'bundled' with the office units. In other words, employees would have the option to rent or purchase a parking space, but one would not be automatically provided with the office unit. Therefore, the provision of off-street parking is not a requirement for the development of the institutional project, and the office use of the proposed project would not be constrained by a lack of parking.

Here, if no off-street parking spaces were provided, the proposed project would have an unmet demand of 26 spaces. As mentioned above, the unmet parking demand of 26 spaces could be accommodated by existing facilities, as could the unmet demand of 26 spaces that could occur if no off-street parking is approved by the Planning Commission. Given that the unmet demand could be met by existing facilities and given that the proposed project site is well-served by transit and bicycle facilities, a reduction in the number of off-street parking spaces associated with the proposed project, even if no off-street spaces are provided, would not result in significant delays or hazardous conditions.

In summary, the proposed project would not result in a substantial parking deficit with or without the off-street parking currently proposed that would create hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians. Therefore, impacts related to parking would be less than significant.

The proposed project would not result in peculiar impacts that were not identified and evaluated in the FEIR.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 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 checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impact Identified in FEIR/Initial Study

The *Balboa Park Station Area Plan Initial Study* identified potential significant noise impacts from short-term and long-term construction-related activities. The *Balboa Park Station Area Plan FEIR* identified significant noise impacts resulting from short-term or long-term noise levels that could prove disruptive to occupants of new residential development uses in proximity to noisy roadways such as Ocean Avenue, Geneva Avenue and I-280. The FEIR and IS identified noise mitigation measures.

No Peculiar Impacts

The proposed project is not located near a public or private airport. Therefore, the topics that cover airports do not apply to the project. As discussed in the Certificate of Determination the proposed project would not result in peculiar impacts with regard vibration effects and permanent, temporary, existing and cumulative noise levels affecting residential use.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
7. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impact Identified in FEIR/Initial Study

The *Balboa Park Station Area Plan Initial Study* identified potentially significant air quality impacts related to construction activities that may cause wind-blown dust. The *Balboa Park Station Area Plan FEIR* identified potentially significant air quality impacts related to pollutant emissions; roadway-related air quality impacts on sensitive land uses; and the siting of uses that emit diesel particulate matter and toxic air contaminants as part of everyday operations. PM₁₀ levels would exceed the Bay Area Air Quality Management District project-specific significance threshold in 2025 due to implementation of the Area Plan. Elevated levels of a toxic air contaminant (TAC), diesel particulate matter (DPM), was identified as a significant impact in the FEIR, especially for new residential development that would be located within 500 feet of a freeway (I-280) or a roadway carrying 100,000 vehicles per day. The FEIR determined that mitigation measures would reduce potential air quality impacts to a less-than-significant level.

No Peculiar Impacts

As discussed in the Certificate of Determination the proposed project would not result in peculiar impacts with regard to construction- or operational-related air pollutant emissions nor would it conflict with the applicable air quality plan, the 2010 Clean Air Plan. Construction of new residential dwellings would not be a component of the proposed project. For the above reasons, the proposed project would not result in peculiar impacts that were not identified in the *Balboa Park Station Area Plan FEIR* related to air quality.

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

Background

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (Air Basin). BAAQMD is responsible for attaining and maintaining air quality in the Air Basin within federal and State air quality standards. Specifically, BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the Air Basin and to develop and implement strategies to attain the applicable Federal and State standards. The BAAQMD assists CEQA lead agencies in evaluating the air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin.

Subsequent to the *Balboa Station Area Plan FEIR*, the BAAQMD prepared guidelines which provided new methodologies for analyzing air quality impacts, including greenhouse gas (GHG) emissions. The following analysis is based on the findings in the *Balboa Station Area Plan FEIR* and incorporates BAAQMD’s methodology for analyzing GHG emissions, as well as other amendments to the CEQA Guidelines related to GHGs.

No Significant Impact Identified in the Initial Study

The *Balboa Station Area Plan FEIR* assessed the GHG emissions that could result from rezoning of the area under the three rezoning options. The *Balboa Station Area Plan* at full buildout is anticipated to result in GHG emissions on the order of 36,001 metric tons of CO₂E per year. The *Balboa Station Area Plan FEIR* concluded that the resulting GHG emissions from implementing the Area Plan would be less than significant. The *Balboa Station Area Plan FEIR* adequately addressed GHG emissions and the resulting emissions were determined to be less than significant. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The project sponsor proposes to adaptively reuse of two contiguous structures on the site; the Geneva Office Building and Power House. The proposed project would contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Construction of the proposed project is estimated at approximately 14-15 months. Project operations would generate both direct and indirect GHG emissions. Direct operational emissions include GHG emissions from vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations. The project site is located within Transit Station Area Subarea analyzed under the *Balboa Station Area Plan FEIR*.

As discussed above, the BAAQMD prepared new guidelines and methodologies for analyzing GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified GHG Reduction Strategy, as defined in the BAAQMD's studies. On August 12, 2010, the San Francisco Planning Department submitted a draft of San Francisco's Strategies to Address Greenhouse Gas Emissions to the BAAQMD.³ This document presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified GHG Reduction Strategy in compliance with the BAAQMD's studies.

The BAAQMD reviewed San Francisco's Strategies to Address Greenhouse Gas Emissions and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's studies and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB (Assembly Bill) 32 goals, and also serve as a model from which other communities can learn."⁴ San Francisco's collective policies and programs have resulted in a 14.5 percent reduction in GHG emissions compared to 1990 levels.⁵

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

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured success of reduced GHG emissions levels; (3) San Francisco has met and exceeded AB 32 GHG reduction goals for the year 2020; (4) current and probable future state and local GHG reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's Strategies to Address Greenhouse Gas Emissions meet BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not

³ San Francisco Planning Department, Strategies to Address Greenhouse Gas Emissions in San Francisco, 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

⁴ Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: <http://www.sfplanning.org/index.aspx?page=1570>. Accessed November 12, 2010.

⁵ 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.

contribute significantly to global climate change. The proposed project was determined to be consistent with San Francisco’s Strategies to Address Greenhouse Gas Emissions.⁶

Therefore, the proposed project would not result in any peculiar impacts that were not identified in the *Balboa Station Area Plan FEIR* related to GHG emissions.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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"/>
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in FEIR

The *Balboa Park Station Area Plan FEIR* determined that no significant impact related to shadow would occur from implementing the Area Plan. Existing public open spaces managed by the Recreation and Parks Department would not be significantly impacted by proposed Area Plan-related new projects. No mitigation measures were proposed in the FEIR.

Wind impacts are directly related to building design and articulation and the surrounding site conditions. *The Balboa Park Station Area Plan FEIR* determined the rezoning and community plans would not result in significant wind impacts because the Planning Department, in review of specific future projects, would continue to require analysis of wind impacts, where deemed necessary, to ensure that project-related wind impacts be minimized to a less-than-significant level. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The Geneva Car Barn and Powerhouse are 40 feet in the height. Typically, buildings that are less than 80 feet tall do not result in substantial changes to ground-level wind. Therefore, no additional analysis of wind impacts would be required. The proposed project would not have significant impacts from wind affecting public areas.

A shadow fan analysis was not prepared because the proposed project would not increase the height of the existing building. Therefore, no new shadows would be cast on existing Recreation and Park Department public open spaces, and would be considered a less-than-significant effect under CEQA.

⁶ Greenhouse Gas Emission Checklist completed by Nicole Avril, Recreation and Parks Department. June 26, 2013. This document is available for review as part of Case file No. 2012.0262E at the San Francisco Planning Department, 1650 Mission Street, Suite 400.

In light of the above, the project would not result in peculiar impacts with regard to wind and shadow impacts.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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"/>
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"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in the FEIR/Initial Study

The *Balboa Park Station Area Plan Initial Study* concluded that the anticipated Area Plan-related population increase would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities. As a result, the FEIR/IS found no significant impact to recreational resources or the physical environment, which required no mitigation measures.

No Peculiar Impacts

The proposed project would not affect recreational facilities in the area. Balboa Park is nearby but the project would not utilize the park on a daily or regular basis. No additional recreational facilities or the expansion of recreational facilities would be required that may have an adverse physical effect on the environment due to the proposed project. Existing recreational resources would not be physically degraded due to the project. All the proposed activities and events pertaining to the new facility would use the proposed site and not require the use of existing recreational facilities, existing neighborhood parks and existing recreational resources. Therefore, there would be no significant impact to recreational facilities, existing parks and recreational resources.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in the FEIR/Initial Study

The *Balboa Park Station Area Plan Initial Study* determined that the anticipated population increase would not result in a significant impact to the provision of water, wastewater collection and treatment, and solid waste collection and disposal. No mitigation measures were identified in the FEIR/IS.

No Peculiar Impacts

The proposed project would adaptively reuse the Geneva Car Barn and Powerhouse. As discussed in the Population and Housing section above, the proposed use would not increase population beyond what was anticipated in the FEIR. The proposed project would not require an extraordinary amount of service systems or utilities that were not anticipated in the *Balboa Park Station Area Plan FEIR*. Therefore, the proposed project would not have peculiar impacts to utilities and service systems that were not identified in the FEIR.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS No Impact</i>
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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 type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

No Significant Impact Identified in the FEIR/Initial Study

The *Balboa Park Station Area Plan IS* determined that the anticipated increase in population would not result in a significant impact to public services, which includes fire protection, police protection, and public schools. No mitigation measures were identified in the FEIR/IS. Parks and recreation are discussed under Topic 10 of the CPE Checklist.

No Peculiar Impacts

The proposed project would adaptively reuse the Geneva Car Barn and Powerhouse. As discussed in the Population and Housing section above, the proposed use would not increase population beyond what was anticipated in the FEIR. The proposed project site is currently served by fire, police, schools, solid waste collection, recreational facilities, water, gas, electricity, and telecommunications. The proposed project would not require the addition or physically alter government facilities as existing government facilities would accommodate the new proposed uses and facility. Therefore, the proposed project would not result in peculiar impacts not discussed or identified in the FEIR.

<u>Topics:</u>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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**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"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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"/>
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"/>
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"/>
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"/>
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 checked="" type="checkbox"/>

No Significant Impact Identified in the FEIR/Initial Study

The Balboa Park Station Project Area is primarily an urban environment void of contiguous natural open spaces that could support large populations of flora and fauna. There are no wetlands, riparian corridors or large natural areas that could support the migration of fish or wildlife species with the exception of trees that support avian species. No Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan exist for the Project Area. Therefore, the IS determined that implementing the Area Plan would have no significant impacts to biological resources. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project is located in an area that is completely built out. There are no natural areas that could support large populations of plants and wildlife, especially threatened or sensitive species. No rare, threatened or endangered species are known to exist in the project site or immediate vicinity. The project site is in a developed urban area and does not support or provide habitat for any rare or endangered plant or wildlife species and is completely covered by impervious surfaces. There are trees on the site but they would not be removed for the proposed project. Therefore, the proposed project would not substantially affect plant or animal habitats. The proposed project would have less-than-significant impacts on biological resources and would not have peculiar impacts.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
14. GEOLOGY AND SOILS—				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in the FEIR/Initial Study

The *Balboa Park Station Area Plan IS* determined that implementing the Area Plan would not lead to significant impacts related to geology and soils. No mitigation measure were identified the *Balboa Park Station Area Plan FEIR*.

No Peculiar Impacts

The existing buildings have been located there for over 100 years. The existing buildings were damaged during the 1906 and Loma Prieta earthquakes. The buildings would be seismically retrofitted as part of the proposed project. Alquist-Priolo Earthquake Fault Zones are not located

in San Francisco. The proposed project would not be particularly susceptible to seismic events from being located on top of or in close proximity to known active faults. There are no areas of potential liquefaction mapped within the project site. The site is not located on soils that are unstable or subject to landslides, lateral spreading, subsidence, liquefaction or collapse. The site is not located on expansive soil. The existing topography will not be altered because the project will use the existing structures so no major grading or excavation would be required. Construction of the project would not lead to substantial soil loss or erosion.

The proposed project would be subject to the permitting requirements of DBI to ensure compliance with applicable laws and regulations. As part of this permitting process, the final building plans would be reviewed by DBI. In reviewing building plans, DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include geologic maps of San Francisco as well as the building inspectors' working knowledge of areas of special geologic concern. If the need were indicated by available information, DBI would require that a site-specific geotechnical investigation be conducted and a report be prepared by a California-licensed geotechnical engineer prior to construction. The report would include design and structural requirements to address geologic and seismic hazards identified at the site. Therefore, potential damage to the Geneva Car Barn and Powerhouse from geologic hazards would be addressed as part of the DBI requirement of geotechnical investigation, report, and review of the building permit application. DBI implementation of the Building Code, and the required implementation of the measures recommended in the geotechnical report to address geologic and seismic hazards would be incorporated into the proposed project.

For the above reasons, the proposed project would not result in peculiar geologic and seismic impacts.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

No Significant Impact Identified in FEIR/Initial Study

The *Balboa Park Station Area Plan FEIR* determined that the anticipated population growth would not exceed the amount of growth from implementing the Area Plan. As a result, the Area Plan would not result in an unexpected increase in sanitary sewage flows or stormwater runoff to the combined sewer system. The IS did not identify significant impacts related to hydrology and water quality. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

The proposed project would not have significant water quality impacts related to supply, demand, substantially altering drainage patterns, increasing substantial amounts of runoff or degrading water quality. Currently the Geneva Car Barn is not occupied or in use and the site itself is completely covered with impervious surfaces. Since the Geneva Car Barn is currently tied in to the existing water and sewer system there would be sufficient infrastructure to support the

proposed use. Run-off from the site would remain as it currently is using the same stormwater drains and system.

The project site is not located in a 100-year floodplain. So flows would not be redirected from the project site. People would not be placed in hazardous situations from being located in a floodplain. Since the project is not located near hillsides there is no threat of exposing and endangering people to mudflows. The project site is approximately three miles from the Bay and Pacific Ocean. It is highly unlikely people at the site would be exposed or endangered by tsunamis or seiches.

Therefore, the proposed project would have less than significant and no peculiar impacts to water quality and hydrology.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 checked="" 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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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 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 checked="" type="checkbox"/>

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impact Identified in the FEIR/Initial Study

The *Balboa Park Station Area Plan Initial Study* determined that Area Plan implementation would create potential significant impacts related to building demolition and construction as well as infrastructure and transportation improvements. During excavation, grading, and dewatering activities, hazardous materials could be encountered in the soil or groundwater, resulting in the potential exposure of workers, the public, and the environment to hazardous materials. The FEIR/IS found that implementation of four mitigation measures would reduce significant hazardous material impacts to a less-than-significant level.

No Peculiar Impacts

The Project Area is not located near a private airstrip or airport so these checklist topics do not apply. Implementing the proposed project would not interfere with emergency response plans or emergency evacuation plans and would not create potentially substantial fire hazards.

As discussed in the Certificate of Determination the proposed project would not result in peculiar impacts related to hazardous materials, although it would contribute to the significant hazardous material impacts identified in the *Balboa Park Station Area Plan Initial Study*.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</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 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 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 type="checkbox"/>	<input checked="" type="checkbox"/>

No Significant Impact Identified in the EIR/Initial Study

The *Balboa Park Station Area Plan* would encourage commercial and residential development that would not result in use of large amounts of fuel, water, or energy. Newly renovated and

constructed buildings would meet current State and local standards regarding energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. The project area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. The Area Plan would promote the use of public transportation and alternative transportation. Therefore, FEIR/IS determined that Area Plan implementation would have a less-than-significant impact on energy and natural resources and no mitigation measures were identified.

No Peculiar Impacts

The proposed project would use energy produced in regional power plants using hydropower and natural gas, oil, coal, and nuclear fuels. Substantial quantities of other non-renewable natural resources would not be required for the proposed project. Fuel or water would not be used in an atypical or wasteful manner by the proposed project. Access to and from the site would be provided primarily by public transportation or alternative transportation. Therefore, the proposed project would not have a significant effect on the use, extraction, or depletion of a natural resource and this topic will not be discussed further in the CPE.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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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 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 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 checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
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 checked="" type="checkbox"/>

No Significant Impact Identified in the FEIR/Initial Study

The *Balboa Park Station Area Plan Initial Study* determined that there are no farmlands or forests in the Project Area. No mitigation measures were identified in the FEIR.

No Peculiar Impacts

Currently the project site is completely covered in concrete and asphalt and no agricultural or timber resources are located on the site. The proposed project would not have peculiar impacts that were not evaluated in the *Balboa Park Station Area Plan FEIR*.

<i>Topics:</i>	<i>Sig. Impact Identified in FEIR</i>	<i>Project Contributes to Sig. Impact Identified in FEIR</i>	<i>Project Has Sig. Peculiar Impact</i>	<i>LTS/ No Impact</i>
19. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Significant Impact Identified in FEIR

The *Balboa Park Station Area Plan FEIR* identified significant impacts related to transportation, cultural resources, noise, and air quality. Mitigation measures reduced all impacts to less than significant, with the exception of those related to cultural architectural resources (potential Ocean

Avenue Neighborhood Commercial District), transportation (traffic impacts at five intersections, freeway mainline impacts, bicycle-related traffic impacts at one intersection and transit impacts on one Muni line).

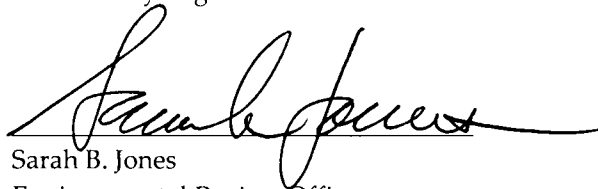
No Peculiar Impacts

The proposed project would include the adaptive reuse of an existing building from industrial to institutional and commercial. As discussed in this document, the proposed project would not result in new, peculiar environmental effects, or effects of greater severity than were already analyzed and disclosed in the *Balboa Park Station Area Plan FEIR*.

C. DETERMINATION

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

- The proposed project qualifies for consideration of a Community Plan exemption based on the applicable General Plan and zoning requirements; **AND**
- All potentially significant individual or cumulative impacts of the proposed project were identified in the applicable programmatic EIR (PEIR) for the Plan Area, and all applicable mitigation measures have been or incorporated into the proposed project or will be required in approval of the project.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above, but that this impact can be reduced to a less-than-significant level in this case because revisions in the project have been made by or agreed to by the project proponent. A focused Initial Study and MITIGATED NEGATIVE DECLARATION is required, analyzing the effects that remain to be addressed.
- The proposed project may have a potentially significant impact not identified in the PEIR for the topic area(s) identified above. An ENVIRONMENTAL IMPACT REPORT is required, analyzing the effects that remain to be addressed.



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

DATE November 14, 2013