



SAN FRANCISCO PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

Case No.: 2016-007877ENV
Project Address: 235 Valencia Street
Zoning: NCT-3 (Moderate Scale Neighborhood Commercial Transit) District
50-X Height and Bulk District
Block/Lot: 3532/019B
Lot Size: 9,000 square feet
Plan Area: Market and Octavia Area Plan
Project Sponsor: Craig Hamburg, DDG 235 Valencia Realty LLC, (415) 692-5054,
cnh@ddgpartners.com
Staff Contact: Jennifer McKellar, (415) 575-8754,
Jennifer.Mckellar@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION

The project site is located at the southeast corner of Valencia Street and Clinton Park, on a block bound by Duboce Avenue to the north, Mission Street to the east, 14th Street to the south, and Valencia Street to the west in the Mission neighborhood of San Francisco. The site is within the Market-Octavia Area Plan.

The block is partially or fully bisected by two north-south streets, Stevenson and Woodward, and one east-west street, Clinton Park. The project site consists of a single, 9,000-square-foot rectangular lot that has frontage along Valencia, Clinton Park, and Stevenson streets. A vacant, one-story, 9,210-square-foot commercial building currently occupies the lot. The existing building was constructed in 1924 and was formerly used as a motorcycle shop and, more recently, as an automobile repair shop.

The proposed project would demolish the existing building and construct a new five-story, 50-foot-tall (55-foot-tall at the section containing the ground-floor active commercial use), approximately 33,268-sf mixed-use building with 40 dwelling units and two ground-floor commercial units totaling 5,188 square feet. The residential units would be accessed from a lobby fronting Valencia Street. One of the commercial units would be accessed from both Valencia Street and Clinton Park, the other would be accessed from Clinton Park. The residential mix would include 18 studio units, two one-bedroom units, 18 two-bedroom units and two three-bedroom units.

No off-street vehicle parking is proposed; however, 41 class 1 bicycle parking spaces would be provided on the ground floor of the new building (40 residential and one commercial). In addition, five class 2 spaces would be provided on the Clinton Park and Valencia Street sidewalks (two residential and three commercial). About 4,166 square feet of usable open space would be provided in the form of a private deck on the fourth floor and common terraces on the fourth, fifth and roof levels.

The project also proposes improvements to Clinton Park, including a sidewalk bulbout beginning at the corner of Valencia Street and Clinton Park and pavers, seating and landscaping along Clinton Park to create a "living alley" to identify and honor the legacy of Hap Jones, the former owner of the site. The three existing curb cuts (one on Valencia Street and two on Clinton Park) would be removed and replaced with a 40-foot-wide commercial loading zone at the terminus of Clinton Park.

The proposed project would be supported by a new mat slab foundation that may require drilled piers for shoring and underpinning. Construction of the proposed new building and associated street improvements would occur over a 16-month period and require excavation over the entire site to a maximum depth of 2.5 feet below ground surface and remove approximately 834 cubic yards of soil.

PROJECT SETTING

As described above, the project site fronts Valencia Street, Clinton Park and Stevenson Street. Valencia Street is a three-lane, two-way, north/south street with bicycle lanes oriented in both directions. Clinton Park and Stevenson Street are single-lane alleys running west and north, respectively. Parallel parking is permitted on both sides of Valencia Street, the west side of Clinton Park and the east side of Stevenson Street. The project site is located within a half mile of the 16th Street & Mission (Bay Area Rapid Transit) BART transit stop and within a quarter mile of several local San Francisco Municipal Transportation Agency (Muni) transit lines, including 14-Mission, 14R-Mission Rapid, 49-Van Ness/Mission, 55-16th Street, F-Market & Wharves, J-Church, KT-K-Ingleside/T-Third Street, L-Owl, M-Ocean View and N-Judah.

The project vicinity is characterized by a mix of one- to five-story buildings containing residential, retail, entertainment, institutional and production, distribution and repair (PDR) uses. The buildings are predominately mixed-use residential buildings with commercial uses on the ground floor. Numerous restaurants, bars, and other retail and services establishments are located within a few blocks of the project site. Nearby institutions include San Francisco Friends School, situated directly opposite the project site on Valencia Street and Annunciation Greek Orthodox Cathedral, situated directly south of the project site. The San Francisco Armory is located two blocks southwest of the project site. There is limited public open space in the immediate vicinity; however, Page and Laguna Mini-Park and Koshland Park are located within one-quarter mile of the project site and numerous open space areas, including Mission Dolores Park, Alamo Square and Duboce Park, are located within one mile of the project site.

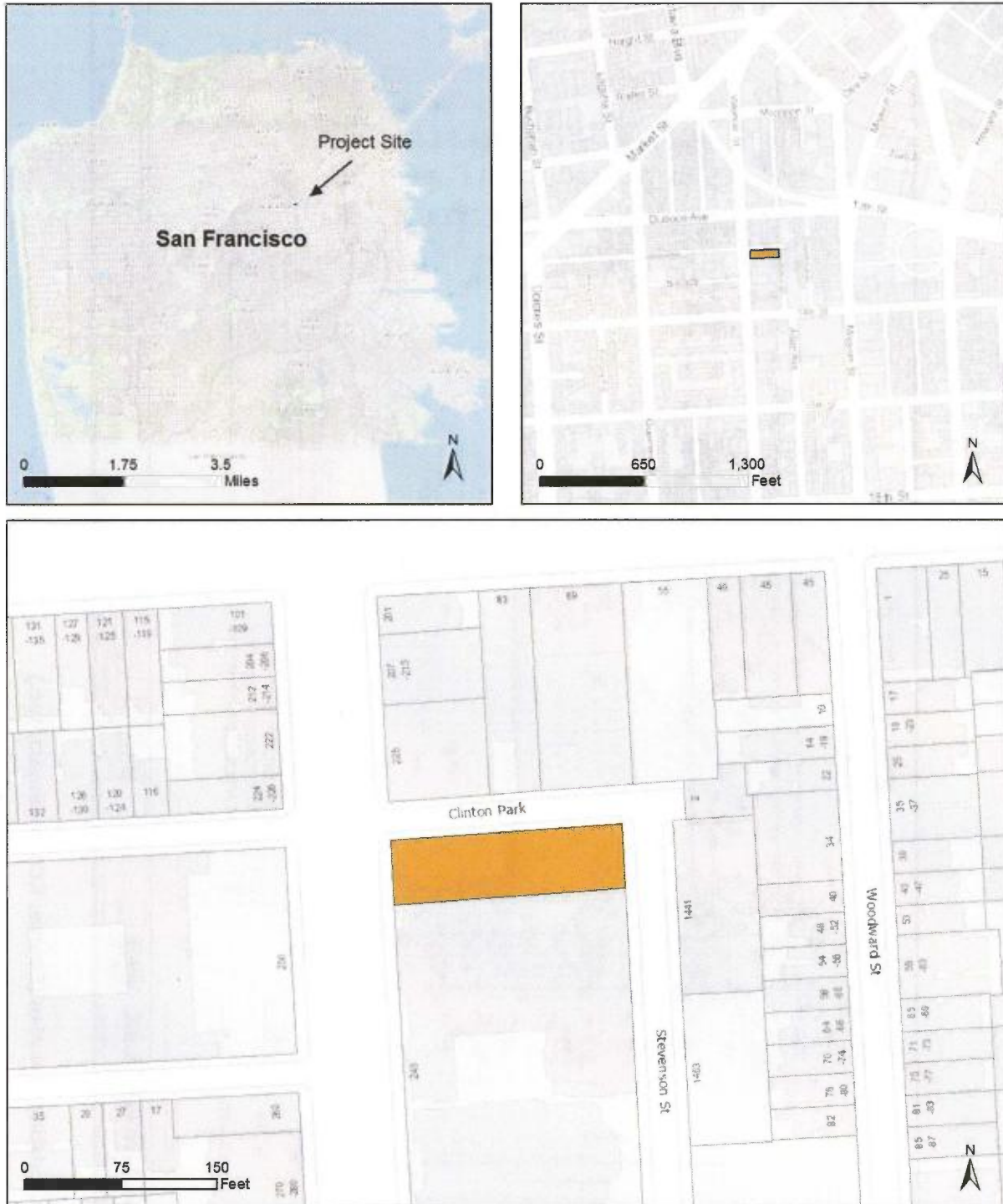


Figure 1. Site location (Source: San Francisco Planning Department)

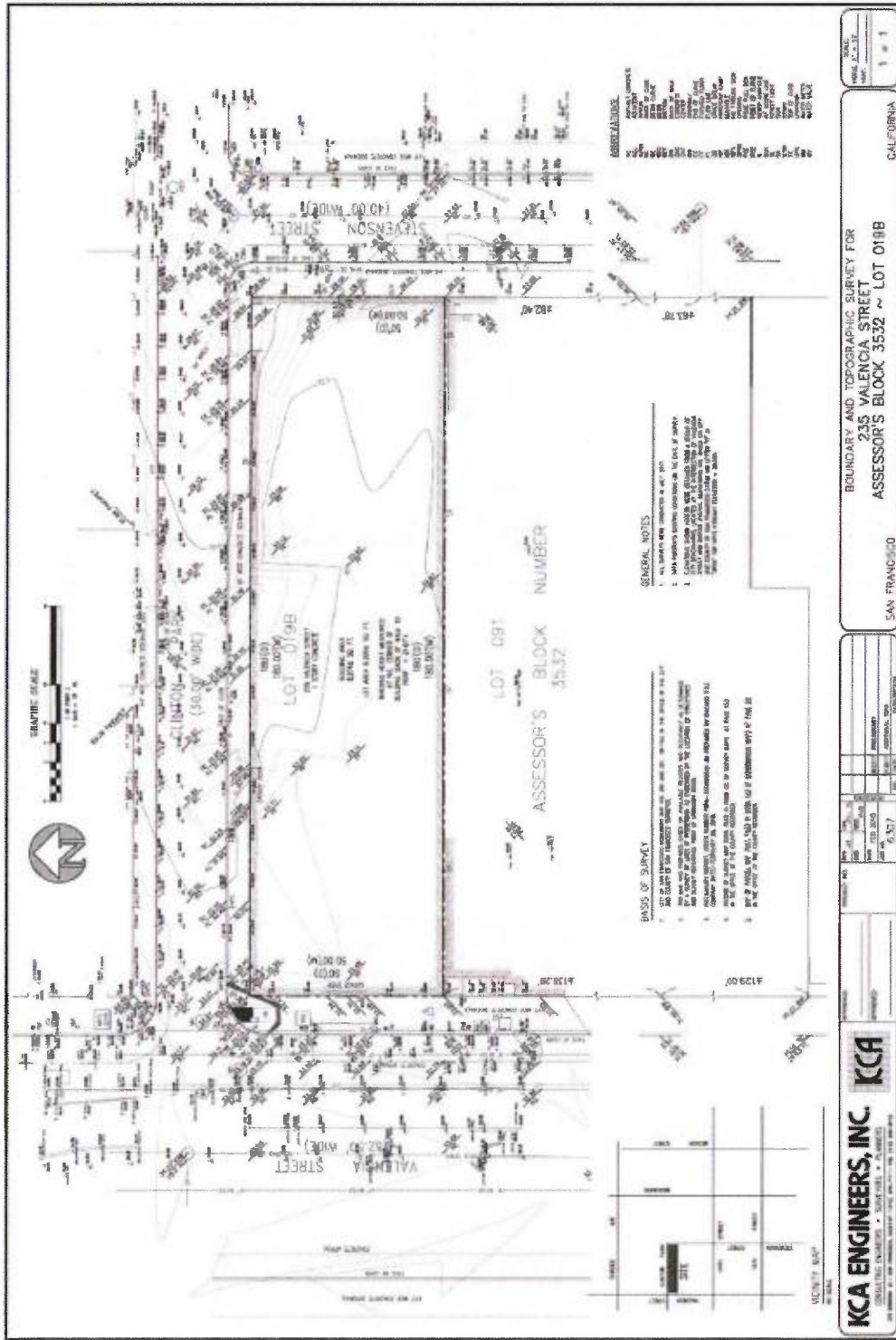


Figure 2. Existing plot plan (Source: KCA Engineers, Inc.)

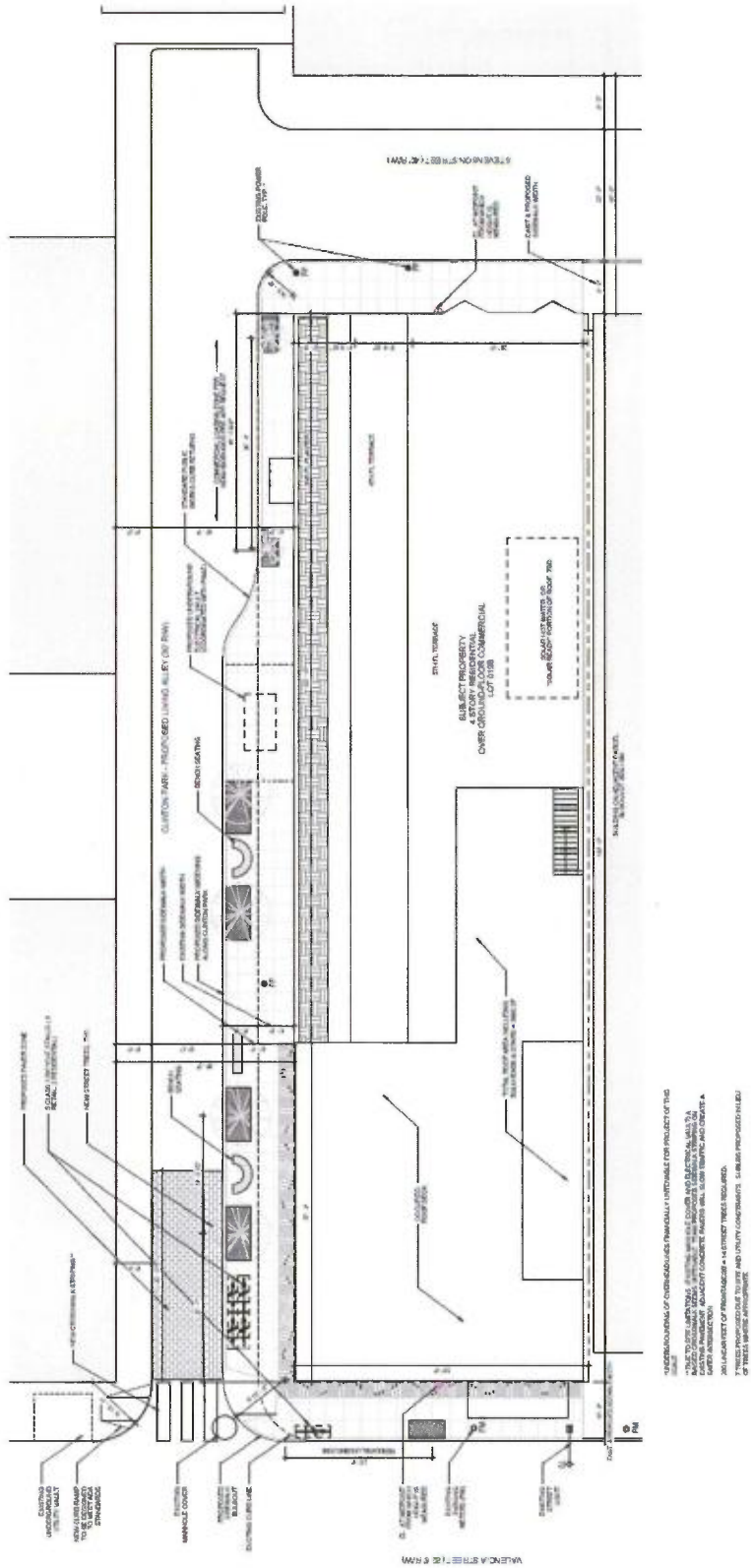


Figure 3. Proposed plot plan (Source: Heller Manus Architects)

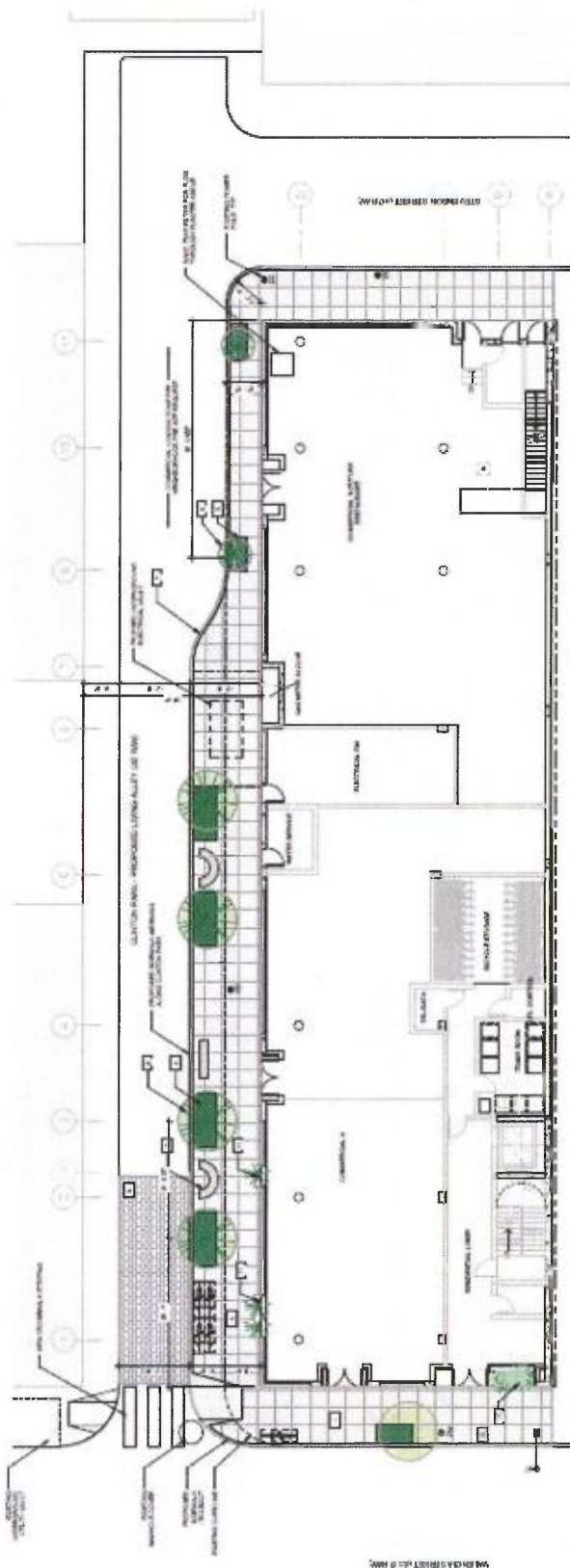


Figure 4. Ground floor plan (Source: Heller Manus Architects)

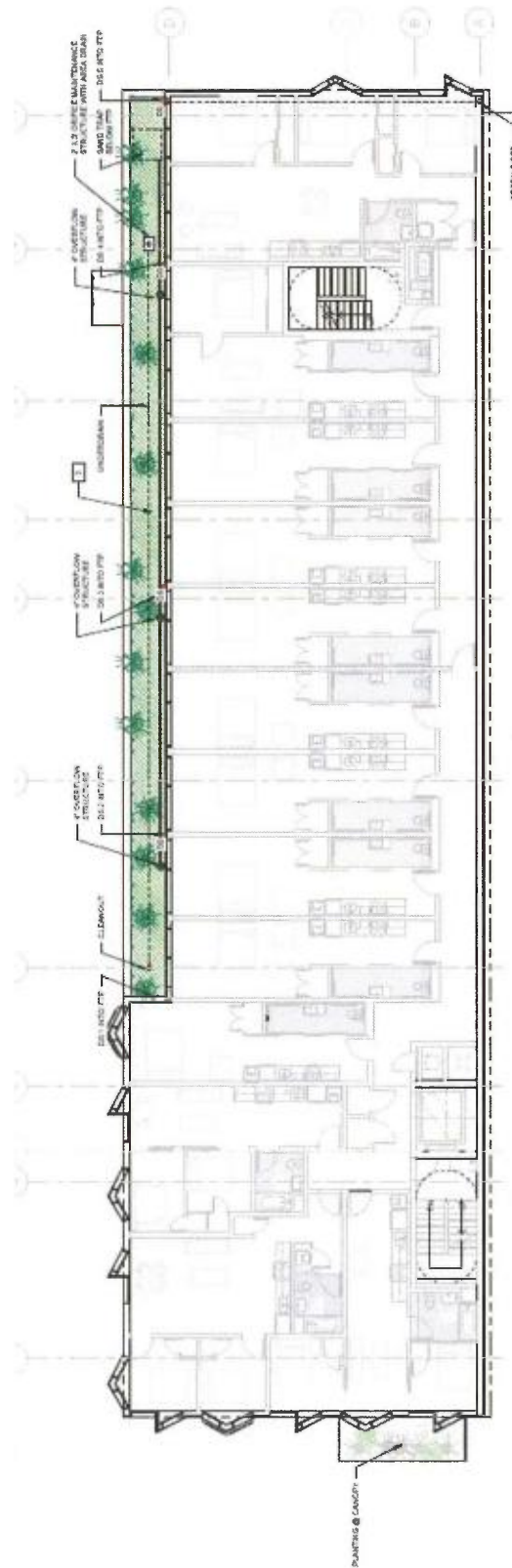


Figure 5. Second floor plan (Source: Heller Manus Architects)

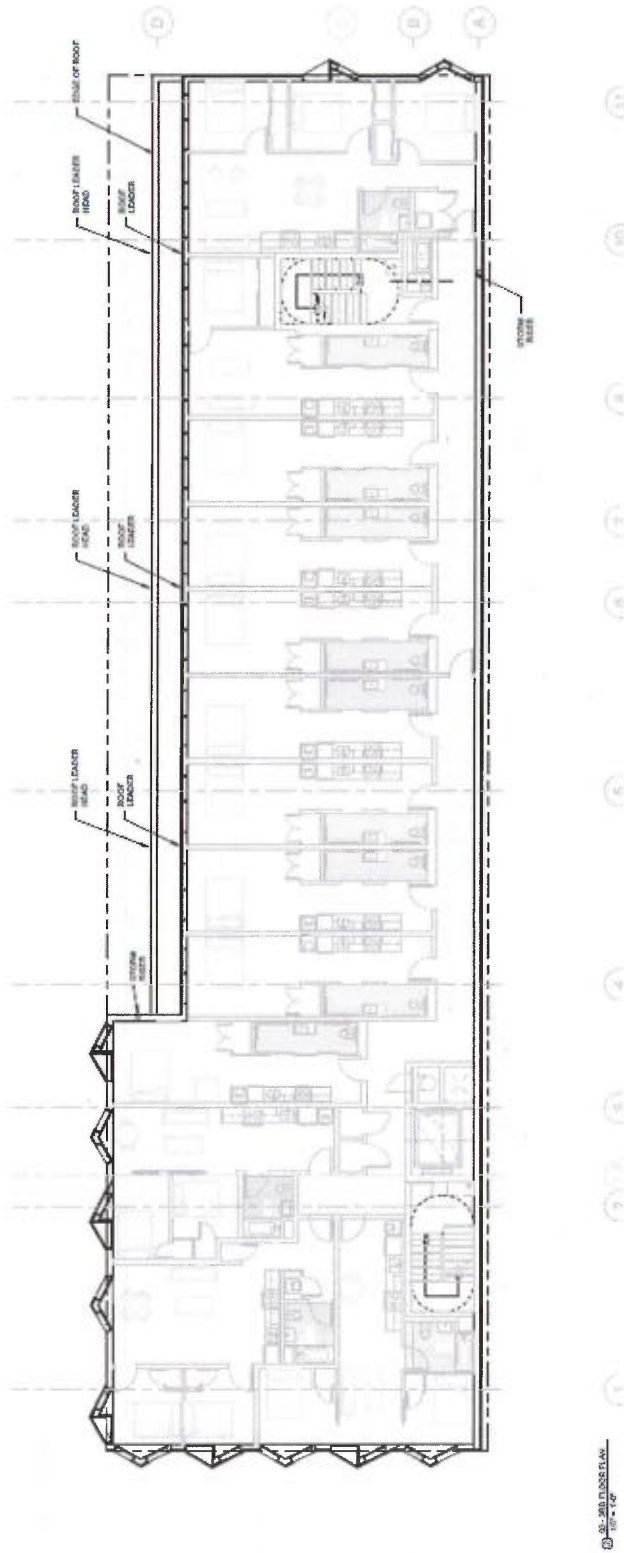
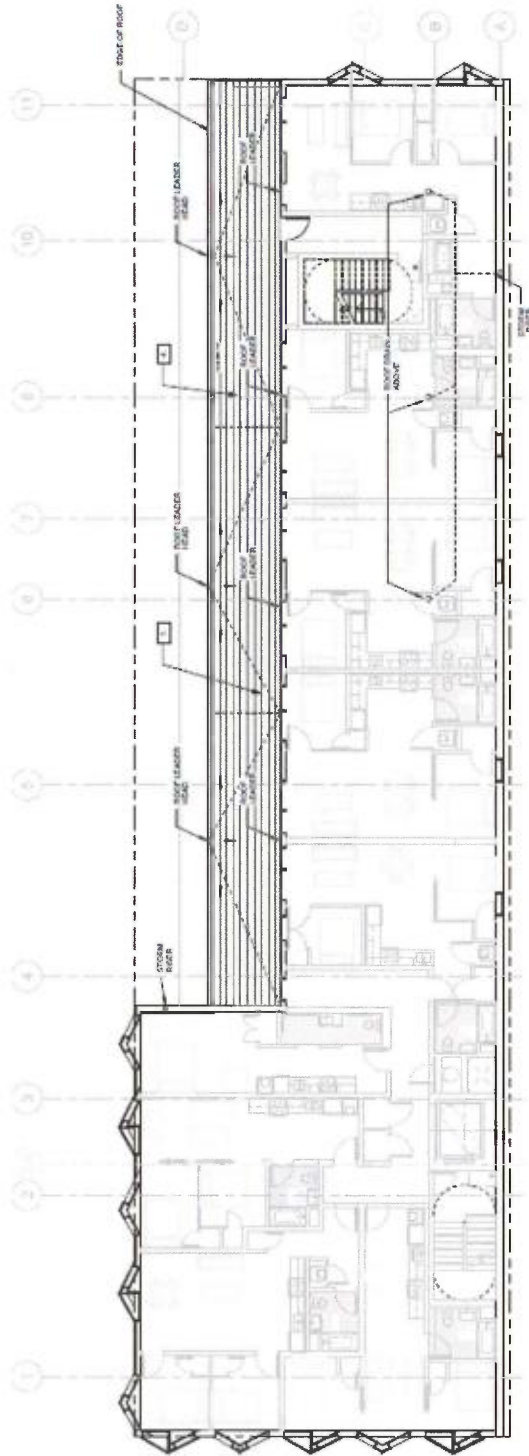


Figure 6. Third floor plan (Source: Heller Manus Architects)



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Figure 7. Fourth floor plan (Source: Heller Manus Architects)

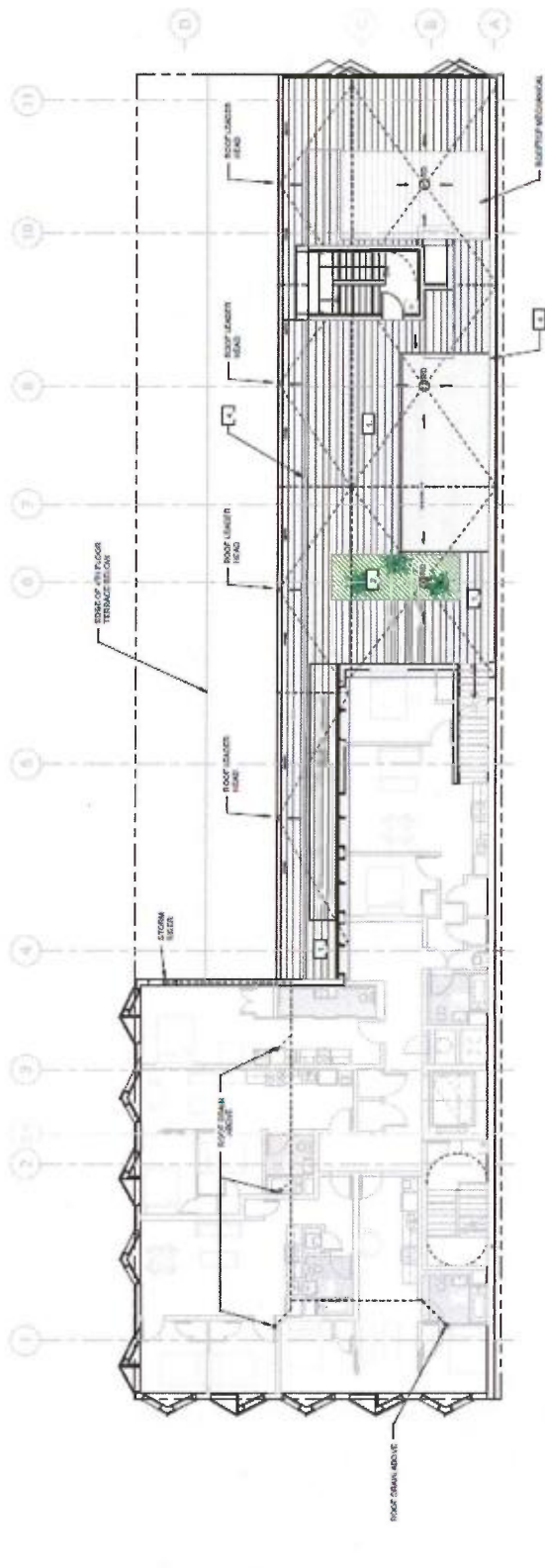


Figure 8. Fifth floor plan (Source: Heller Manus Architects)

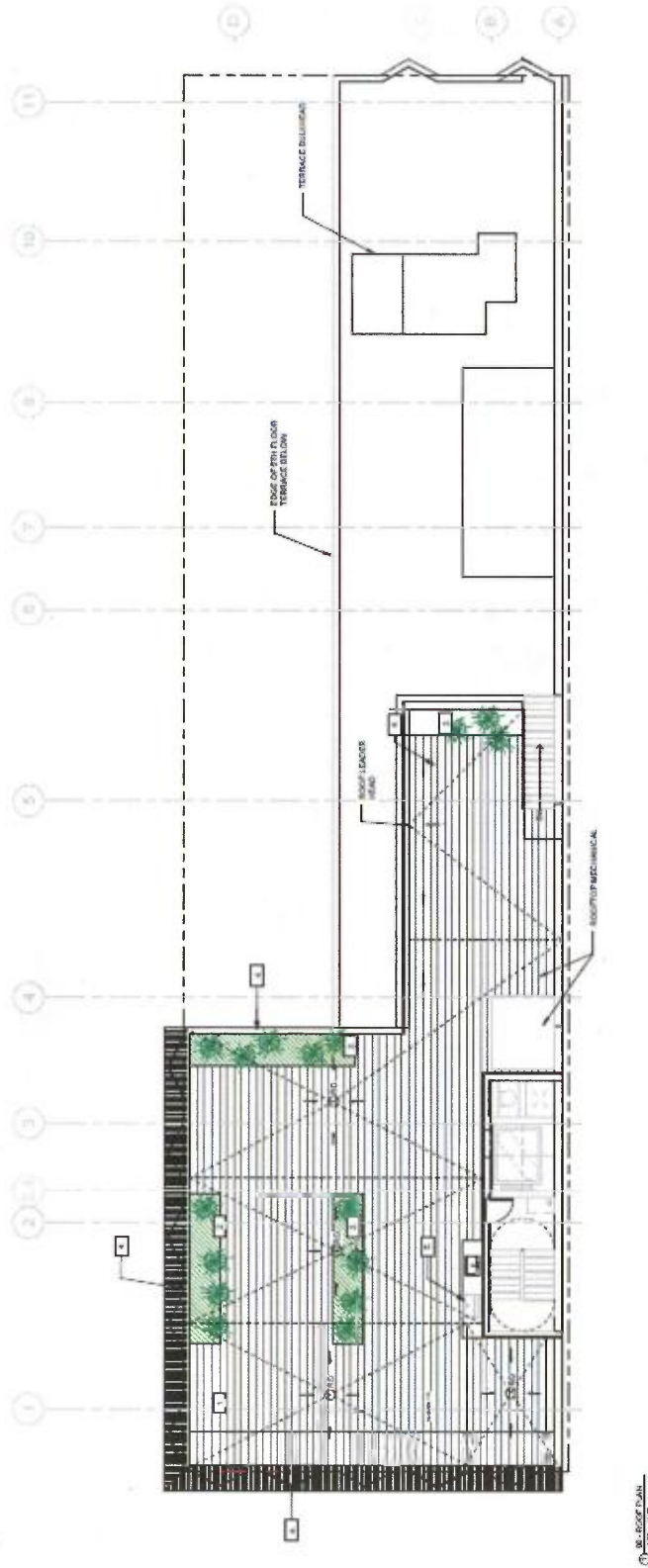


Figure 9. Roof plan (Source: Heller Manus Architects)



Figure 10. North elevation (Source: Heller Manus Architects)

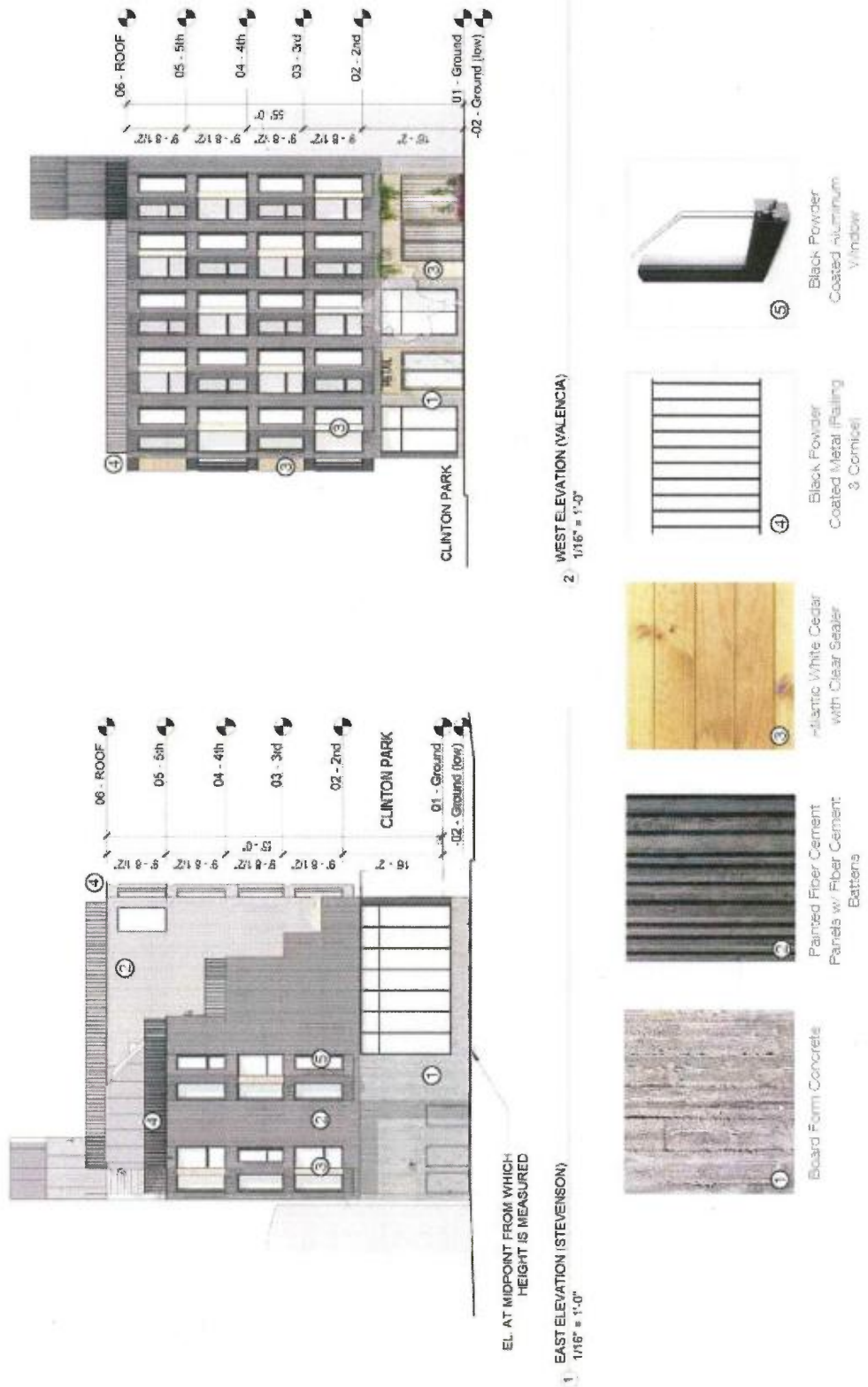


Figure 11. East and west elevations (Source: Heller Manus Architects)



Figure 12. East/west building section (Source: Heller Manus Architects)

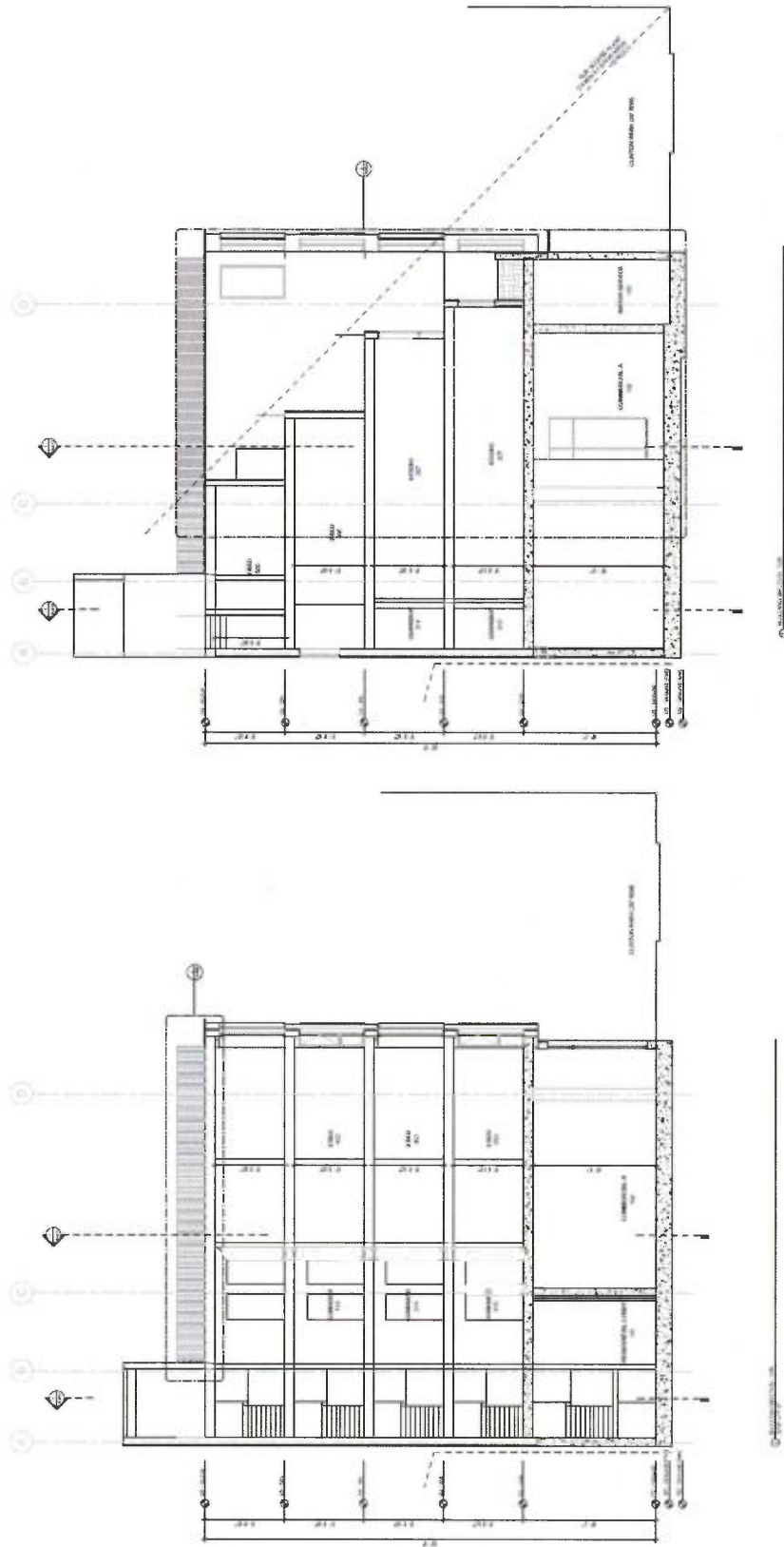


Figure 13. North/south sections (Source: Heller Manus Architects)

PROJECT APPROVALS

The proposed 235 Valencia Street project would require the following approvals:

- **Rear Yard Modification.** The proposed project would require a rear yard modification approved by the Zoning Administrator to waive the rear yard requirement prescribed in Planning Code section 134(a)(1)(C).
- **Demolition and building permits.** The proposed project would require approval of demolition and building permits from the Department of Building Inspection (DBI).

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the proposed project are addressed in the programmatic environmental impact report for the Market and Octavia Neighborhood Plan (Market and Octavia PEIR).¹ The initial study considers whether the proposed project would result in significant impacts that: (1) are peculiar to the project or project site; (2) were not identified as significant project-level, cumulative, or off-site effects in the PEIR; or (3) are previously identified significant effects, which as a result of substantial new information that was not known at the time that the Market and Octavia PEIR was certified, are determined to have a more severe adverse impact than discussed in the PEIR. Such impacts, if any, will be evaluated in a project-specific, focused mitigated negative declaration or environmental impact report. If no such impacts are identified, no additional environmental review shall be required for the project beyond that provided in the Market and Octavia PEIR and this project-specific initial study in accordance with CEQA section 21083.3 and CEQA Guidelines section 15183.

Mitigation measures identified in the PEIR are discussed under each topic area, and measures that are applicable to the proposed project are provided under the Mitigation Measures section at the end of this checklist.

The Market and Octavia PEIR identified significant impacts related to shadow, wind, archeology, transportation, air quality, hazardous materials, and geology. Mitigation measures were identified for these impacts and reduced all of these impacts to less-than-significant levels with the exception of those related to shadow and transportation. Shadow impacts were identified on two open spaces: the War Memorial Open Space and United Nations Plaza. Project-level, program-level and cumulative traffic impacts were identified at nine intersections; project-level and cumulative transit impacts on the 21 Hayes Muni line were also identified.

The proposed project would include construction of a new five-story, 55-foot-tall, mixed-use building with 40 dwelling units, 5,188 square feet of ground-floor commercial space, no off-street parking and 41 class 1 and five class 2 bicycle parking spaces. The project would also provide usable open space through 4,166 square feet of common terraces and a private deck. As discussed below in this initial study, the proposed project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Market and Octavia PEIR.

¹ San Francisco Planning Department, Market and Octavia Neighborhood Plan Final Environmental Impact Report (PEIR), Planning Department Case No. 2003.0347E, State Clearinghouse No. 2004012118, certified April 5, 2007, <http://www.sf-planning.org/index.aspx?page=1893>, accessed July 17, 2017.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Market and Octavia PEIR in 2007, several new policies, regulations, statutes, and funding measures have been adopted, passed, or are underway that affect the physical environment and/or environmental review methodology for projects in the Market and Octavia neighborhood plan area. As discussed in each topic area referenced below, these policies, regulations, statutes, and funding measures have implemented or will implement mitigation measures or further reduce less-than-significant impacts identified in the PEIR. These include:

- State legislation amending CEQA to eliminate consideration of aesthetics and parking impacts for infill projects in transit priority areas, effective January 2014.
- State legislation amending CEQA and San Francisco Planning Commission resolution replacing level of service (LOS) analysis of automobile delay with vehicle miles traveled (VMT) analysis, effective March 2016 (see "Automobile Delay and Vehicle Miles Traveled" heading below).
- San Francisco Bicycle Plan update adoption in June 2009, Better Streets Plan adoption in 2010, Transit Effectiveness Project (aka "Muni Forward") adoption in March 2014, Vision Zero adoption by various City agencies in 2014, Proposition A and B passage in November 2014, and the Transportation Sustainability Program (see initial study Transportation section).
- San Francisco ordinance establishing Noise Regulations Related to Residential Uses near Places of Entertainment effective June 2015 (see initial study Noise section).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see initial study Air Quality section).
- San Francisco Clean and Safe Parks Bond passage in November 2012 and San Francisco Recreation and Open Space Element of the General Plan adoption in April 2014 (see initial study Recreation section).
- Urban Water Management Plan adoption in 2011 and Sewer System Improvement Program process (see initial study Utilities and Service Systems section).
- Article 22A of the Health Code amendments effective August 2013 (see initial study Hazardous Materials section).

Aesthetics and Parking

In accordance with CEQA Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above three criteria and thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.² Project elevations are included in the project description.

Automobile Delay and Vehicle Miles Traveled

In addition, CEQA Section 21099(b)(1) requires that the State Office of Planning and Research (OPR) develop revisions to the CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” CEQA Section 21099(b)(2) states that upon certification of the revised guidelines for determining transportation impacts pursuant to Section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment under CEQA.

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*³ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as transit, walking, and bicycling.) Therefore, impacts and mitigation measures from the Market and Octavia PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures D1, Traffic Mitigation Measure for Hayes and Gough Streets Intersection (LOS C to LOS F PM peak hour); D2, Traffic Mitigation Measure for Hayes and Franklin Streets Intersection (LOS D to LOS F PM peak hour); D3, Traffic Mitigation Measure for Laguna/Market/Hermann/Guerrero Streets Intersection (LOS D to LOS E PM peak hour); D4, Traffic Mitigation Measure for Market/Sanchez/Fifteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour); D5, Traffic Mitigation Measure for Market/Church/Fourteenth Streets Intersection (LOS E to LOS E with increased delay PM peak hour); D6, Traffic Mitigation Measure for Mission Street/Otis Street/South Van Ness Avenue Intersection (LOS F to LOS F with increased delay PM peak hour); and D7, Traffic Mitigation Measure for Hayes Street/Van Ness Avenue Intersection (LOS F to LOS F with increased delay PM peak hour). Instead, a VMT analysis is provided in the Transportation section.

² San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 235 Valencia Street, October 3, 2017*. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of Case File No. 2016-007877ENV.

³ State Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA: Implementing Senate Bill 743* (Steinberg, 2013), January 20, 2016, http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf, accessed October 3, 2017.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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"/>

The Market and Octavia PEIR determined that implementation of the neighborhood plan would not result in significant impacts on land use and land use planning, and therefore, identified no mitigation measures. The PEIR also determined that implementation of the plan would not physically divide or disrupt an established community.

The proposed project would demolish an existing vacant, one-story, 9,210-square-foot commercial building and construct a new five-story, 50- to 55-foot-tall, approximately 33,268-square-foot mixed-use building with 40 dwelling units and 5,188 sf of ground-floor commercial space. The proposed project is within the scope of development projected under the Market and Octavia Neighborhood Plan.

The Citywide Planning and Current Planning divisions of the planning department have determined that the proposed project is consistent with the land use objectives of the San Francisco General Plan as well as the zoning designations of the NCT-3 Moderate Scale Neighborhood Commercial Transit District and 50-X Height and Bulk District.^{4,5} The Market and Octavia Area Plan,⁶ described in the San Francisco General Plan, is designed to encourage transit-oriented, moderate-scale, mixed-use, infill development near transit services in South of Market (SoMa) West and in areas immediately adjacent to downtown and along the Market Street corridor. The NCT-3 district permits dwelling units with no density limitations, but requires that 40 percent of all dwelling units contain two or more bedrooms; it also permits commercial uses up to 5,999 square feet (per use) at a floor area ratio (FAR) of 3.6 to 1. The 50-X Height and Bulk District permits buildings up to 50 feet in height with no bulk restrictions.

The proposed project would construct 40 dwelling units, including 20 units (50 percent) with two or more bedrooms, 5,188 square feet of ground-floor commercial space with a FAR of 0.6 to 1,⁷ no off-street vehicle parking and 41 class 1 and five class 2 bicycle parking spaces within one-quarter mile of numerous existing major transit stops and within one-half mile of the Bay Area Rapid Transit (BART) 16th

⁴ San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Citywide Planning and Policy Analysis*, 235 Valencia Street, March 23, 2017.

⁵ San Francisco Planning Department, *Community Plan Evaluation Eligibility Determination, Current Planning Analysis*, 235 Valencia Street, April 13, 2017.

⁶ The Market and Octavia Area Plan, described in the San Francisco General Plan, grew out of the Market and Octavia Neighborhood Plan. The San Francisco General Plan is available at http://www.sf-planning.org/ftp/General_Plan/index.htm, accessed July 17, 2017.

⁷ Floor area ratio (FAR) = gross building area (commercial use only) ÷ lot area = 5,188 square feet ÷ 9,000 square feet = 0.6

Street & Mission transit stop. The proposed project would not exceed the 50-foot height limit, except for the additional five-foot height bonus applied to the ground-floor active use, which is permitted under Planning Code section 263.20, and the rooftop features allowed under Planning Code section 260(b). In addition, the project complies with Planning Code section 261.1 (Additional Height Limits for Narrow Streets and Alleys), including meeting the sun access plane requirement on the Clinton Park frontage.

As described above, the project vicinity is characterized by a mix of one- to five-story buildings containing residential, retail, entertainment, institutional and production, distribution and repair (PDR) uses. The existing area buildings are predominately mixed-use residential buildings with commercial uses on the ground floor. The proposed project would construct a five-story mixed-use residential building with two commercial units on the ground floor. Therefore, the proposed project would be consistent with the existing character of the neighborhood.

Since the proposed project would be consistent with the development density established in the Market and Octavia Neighborhood Plan, implementation of the proposed project would not result in significant impacts that were not identified in the Market and Octavia PEIR related to land use and land use planning, and no mitigation measures are necessary.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
2. 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"/>
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"/>

One goal of the Market and Octavia neighborhood plan is to implement citywide policies to increase the supply of high-density housing in neighborhoods having sufficient transit facilities, neighborhood-oriented uses, and infill development sites. The Market and Octavia PEIR analyzed a projected increase of 7,620 residents in the plan area by the year 2025 and determined that this anticipated growth would not result in significant adverse physical effects on the environment. Therefore, no mitigation measures were identified in the PEIR.

The proposed project would demolish an existing vacant, 9,210-square-foot former auto repair shop and construct a new five-story, 50-foot-tall (55-foot-tall at the section containing the ground-floor active commercial use), approximately 33,268-square-foot mixed-use building with 40 dwelling units and two ground-floor commercial units totaling 5,188 square feet. The addition of 40 new dwelling units to the area's housing stock are within the scope of the population and housing growth anticipated under the

Market and Octavia neighborhood plan and would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Market and Octavia PEIR. The project’s contribution to indirect effects on the physical environment attributable to population growth are evaluated in this initial study under land use, transportation and circulation, noise, air quality, greenhouse gas emissions, recreation, utilities and service systems, and public services.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
3. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Historic Architectural Resources

Pursuant to CEQA Guidelines Sections 15064.5(a)(1) and 15064.5(a)(2), historical resources are buildings or structures that are listed, or are eligible for listing, in the California Register of Historical Resources or are identified in a local register of historical resources, such as articles 10 and 11 of the San Francisco Planning Code. The Market and Octavia PEIR noted that, although development would be allowed in the plan area, the implementation of urban design guidelines and other rules, such as evaluation under CEQA, would reduce the overall impact on historic architectural resources to a less-than-significant level. Therefore, no mitigation measures were identified.

The subject property was evaluated in the Inner Mission North Historic Resource Survey, which was adopted by the Historic Preservation Commission (HPC) on May 18, 2011. At that time, the property was awarded a California Historic Resource Status Code (CHRS) of “6L” or “determined ineligible for local listing or designation through local government review process, but may warrant special consideration in local planning.” In December 2015, the Planning Department received a community-sponsored Application for Article 10 Landmark Designation for the subject property. On April 6, 2016, at its regular meeting, the HPC found the subject property ineligible for local listing as an article 10 individual landmark based on planning staff recommendation. However, based on new information provided by the applicant and current property owner, the HPC found that the subject property warranted reconsideration for California Register (CR) eligibility as an individual property under Criterion B, “Persons” for its association with motorcyclist Loren “Hap” Jones and motorcycling in San Francisco and

the Bay Area. The HPC adopted a motion of intent to deny nomination of 235 Valencia Street as an article 10 individual landmark, but to change its CHRS to “3CS” or “appears eligible for CR as an individual property through survey evaluation.” On May 4, 2016, at its regular meeting, the HPC adopted the motion to deny landmark nomination to the subject property, but after hearing and closing public comment, the HPC continued consideration of a CHRS change to October 16, 2016, at which point the motion was denied.^{8,9} As a result, the subject property retains its “6L” rating and is, therefore, not considered a historic resource.

Therefore, the proposed project would not result in a significant impact on historic architectural resources that were not identified in the Market and Octavia PEIR and no historic resource mitigation measures would apply to the proposed project.

Archeological Resources

The Market and Octavia PEIR determined that implementation of the area plan could result in significant impacts on archeological resources and identified four mitigation measures that would reduce these potential impacts to a less than significant level. Eastern Neighborhoods PEIR Mitigation Measure C1: Soil-Disturbing Activities in Archeologically Documented Properties, applies to properties for which a final archeological research design and treatment plan is on file at the Northwest Information Center and the Planning Department.¹⁰ Mitigation Measure C2: General Soil-Disturbing Activities, applies to any project that would disturb soils beyond a depth of four feet and that is located on a property for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA.¹¹ Mitigation measure C2 requires that a Preliminary Archeological Sensitivity Study be prepared by a qualified consultant. Mitigation Measure C3: Soil-Disturbing Activities in Public Street and Open Space Improvements, applies to improvements to public streets and open spaces if those improvements disturb soils below a depth of four feet below ground surface, and requires an Archeological Monitoring Program.¹² Mitigation Measure C4: Soil-Disturbing Activities in the Mission Dolores Archeological District, applies to properties in the Mission Dolores Archeological District.¹³ It requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology, as well as an archeological monitoring program and archeological data recovery program if appropriate.

The project site has not been archeologically documented, nor is it located in the Mission Dolores Archeological District. In addition, the proposed new building and associated street improvements would require excavation of the entire project site to a maximum depth of 2.5 feet below ground surface (less than four feet below ground surface). For these reasons, Market and Octavia mitigation measures

⁸ Ferguson, Shannon, Preservation Planner, San Francisco Planning Department, letter to Historic Preservation Commission, October 19, 2016.

⁹ San Francisco Historic Preservation Commission, Meeting Minutes, Wednesday, October 19, 2016, 12:30 p.m. Regular Hearing, <http://sf-planning.org/meeting/historic-preservation-commission-october-19-2016-minutes>, accessed September 28, 2017.

¹⁰ Mitigation Measure C1 is Mitigation Measure 5.6.A1 in the Market and Octavia PEIR.

¹¹ Mitigation Measure C2 is Mitigation Measure 5.6.A2 in the Market and Octavia PEIR.

¹² Mitigation Measure C3 is Mitigation Measure 5.6.A3 in the Market and Octavia PEIR.

¹³ Mitigation Measure C4 is Mitigation Measure 5.6.A4 in the Market and Octavia PEIR.

C1, C2, C3 and C4 do not apply to the proposed project. Therefore, the proposed project would not result in significant impacts on archeological resources that were not identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
4. TRANSPORTATION AND CIRCULATION—Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 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"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, initial study checklist topic 4c is not applicable to the proposed project.

The Market and Octavia PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, emergency access, or construction. The PEIR states that, in general, the analyses of pedestrian, bicycle, loading, emergency access, and construction transportation impacts are specific to individual development projects, and that project-specific analyses would need to be conducted for future development projects under the Market and Octavia Neighborhood Plan.

Accordingly, the planning department conducted project-level analysis of the pedestrian, bicycle, loading, and construction transportation impacts of the proposed project.^{14,15,16} Based on this project-level

¹⁴ San Francisco Planning Department, *Transportation Study Determination Request: 235 Valencia Street, San Francisco, California*, February 2, 2017.

review, the department determined that the proposed project would not have significant impacts that are peculiar to the project or the project site.

The Market and Octavia PEIR anticipated that growth resulting from future projects within the Plan area could result in a significant impact on the 21-Hayes Muni route during the weekday p.m. hour, and identified one transit-specific transportation mitigation measure, which is described in the Transit subsection below. Even with mitigation, however, it was anticipated that the significant adverse cumulative impacts on transit lines could not be reduced to a less than significant level. Thus, the impact was found to be significant and unavoidable.

As discussed above under "SB 743," in response to state legislation that called for removing automobile delay from CEQA analysis, the Planning Commission adopted resolution 19579 replacing automobile delay with a vehicle miles traveled (VMT) metric for analyzing the transportation impacts of a project. Therefore, impacts and mitigation measures from the Market and Octavia PEIR associated with automobile delay are not discussed in this initial study.

The Market and Octavia PEIR did not evaluate VMT. Therefore, the VMT analysis presented below evaluates the project's transportation effects using the VMT metric.

Vehicle Miles Traveled (VMT) Analysis

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower VMT ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZ). Transportation analysis zones are used in transportation planning models for transportation analysis and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas like the Hunters Point Shipyard.

The San Francisco County Transportation Authority uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day. The transportation authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For retail uses, the transportation authority uses trip-based analysis,

¹⁵ San Francisco Planning Department, *Street Design Advisory Team Memorandum: 235 Valencia Street, San Francisco, California*, March 23, 2017.

¹⁶ San Francisco Planning Department, *Transportation Calculations for 235 Valencia Street, San Francisco, California*, October 3, 2017.

which counts VMT from individual trips to and from the project (as opposed to entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{17,18}

For residential development, the existing regional average daily VMT per capita is 17.2.¹⁹ For retail development, regional average daily retail VMT per employee is 14.9.²⁰ Average daily VMT for both land uses is projected to decrease in future 2040 cumulative conditions. Table 1 shows the estimated average daily vehicle miles associated with the transportation analysis zone in which the project site is located, 236.

Table 1. Average Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 236	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 236
Residential	17.2	14.6	4.3	16.1	13.7	3.6
Retail	14.9	12.6	8.8	14.6	12.4	9.0

A project would have a significant effect on the environment if it would cause substantial additional VMT. The State Office of Planning and Research’s (OPR) *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (“proposed transportation impact guidelines”) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (*map-based screening, small projects, and proximity to transit stations*), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-based screening is used to determine if a project site is located within a transportation analysis zone that exhibits low levels of VMT; small projects are projects that would generate fewer than 100 vehicle trips per day; and

¹⁷ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

¹⁸ San Francisco Planning Department, *Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A*, March 3, 2016.

¹⁹ Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

²⁰ Retail travel is not explicitly captured in SF-CHAMP, rather, there is a generic “Other” purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the “Other” purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of “Other” purpose travel.

the proximity to transit stations criterion includes projects that are within a half mile of an existing major transit stop, have a floor area ratio of greater than or equal to 0.75, vehicle parking that is less than or equal to that required or allowed by the planning code without conditional use authorization, and are consistent with the applicable sustainable communities strategy.

As Table 1 shows, the project site meets the map-based screening criterion; it is located in a TAZ that exhibits low levels of VMT. Specifically, the existing and future (2040) residential VMT levels for TAZ 236, at 4.3 and 3.6, respectively, are more than 70 percent below the corresponding existing and future (2040) thresholds (Bay Area Regional Average less 15 percent). In addition, the existing and future (2040) retail VMT levels for TAZ 236, at 8.8 and 9.0, respectively, are more than 27 percent below the corresponding existing and future (2040) thresholds (Bay Area Regional Average less 15 percent). The proposed project also meets the proximity to transit stations screening criterion, which further indicates that it would not generate substantial additional VMT.^{21,22} Therefore, the proposed project would not cause substantial additional VMT and impacts would be less-than-significant.

Induced Automobile Travel Analysis

A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's proposed transportation impact guidelines includes a list of transportation project types that would not likely lead to a substantial or measurable increase in VMT. If a project fits within the general types of projects (including combinations of types), then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required.

The proposed project is not a transportation project. However, the proposed project would include features that would alter the transportation network. Specifically, the proposed project would remove three existing curb cuts and introduce a sidewalk bulbout and street pavers starting at the intersection of Clinton Park and Valencia Street and continuing along a portion of the south side of Clinton Park. The proposed project would also introduce an approximately 40-foot-wide loading zone at the terminus of Clinton Park at Stevenson Street. However, these features fit within the general types of projects that would not substantially induce automobile travel.²³ Furthermore, as noted above, the project site meets the proximity to transit stations screening criterion, which indicates the proposed project's residential and retail uses would not cause substantial additional VMT.

Therefore, the proposed project would not cause substantial additional VMT related to induced automobile travel and, thus, would not result in significant transportation impacts individually or under cumulative conditions.

Trip Generation

The proposed project would demolish an existing 9,210-square-foot building and construct an approximately 33,268-sf mixed-use building with 40 dwelling units and two ground-floor commercial units totaling 5,188 square feet. No off-street vehicle parking is proposed; however, 41 class 1 bicycle

²¹ San Francisco Planning Department, *Transportation Calculations for 235 Valencia Street, San Francisco, California*, October 3, 2017.

²² San Francisco Planning Department. *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 235 Valencia Street, San Francisco, California*, October 3, 2017.

²³ *Ibid.*

parking spaces would be provided on the ground floor of the new building and five class 2 spaces would be provided on the Clinton Park and Valencia Street sidewalks.

Localized trip generation for the proposed project was calculated using a trip-based analysis and information in the 2002 *Transportation Impacts Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.²⁴ The proposed project would generate an estimated 1,128 person trips (inbound and outbound) on a weekday daily basis, consisting of 605 person trips by auto, 235 transit trips, 224 walk trips and 64 trips by other modes. During the p.m. peak hour, the proposed project would generate an estimated 131 person trips, consisting of 63 person trips by auto (41 vehicle trips accounting for vehicle occupancy data for this Census Tract), 33 transit trips, 25 walk trips and 10 trips by other modes.

Transit

The project site is located within a half mile of the 16th Street & Mission (Bay Area Rapid Transit) BART transit stop and within a quarter mile of several local San Francisco Municipal Transportation Agency (Muni) transit lines, including 14-Mission, 14R-Mission Rapid, 49-Van Ness/Mission, 55-16th Street, F-Market & Wharves, J-Church, KT-K-Ingleside/T-Third Street, L-Owl, M-Ocean View and N-Judah. The proposed project would be expected to generate 235 daily transit trips, including 33 during the p.m. peak hour. Given the wide availability of nearby transit, the addition of 33 p.m. peak hour transit trips would be accommodated by existing capacity. As such, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts on transit service would result.

The Market and Octavia PEIR identified significant and unavoidable cumulative impacts relating to transit delays affecting the 21-Hayes Muni route. These delays would result from changes to the configuration of Hayes Street, which were designed to enhance local vehicle circulation. The 21-Hayes route does not run near the project site, and as stated above, the project site is well served by other transit lines. Therefore, the proposed project would not contribute considerably to this significant cumulative transit impact.

For the above reasons, the proposed project would not result in significant impacts that were not identified in the Market and Octavia PEIR related to transportation and circulation and would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Market and Octavia PEIR.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
5. NOISE—Would the project:				
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

²⁴ San Francisco Planning Department, *Transportation Calculations for 235 Valencia Street, San Francisco, California*, October 3, 2017.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area, within two miles of a public airport, or in the vicinity of a private airstrip. Therefore, topics 12e and 12f from the CEQA Guidelines, Appendix G are not applicable.

The Market and Octavia PEIR noted that the background noise levels in San Francisco are elevated primarily due to traffic noise and that some streets, such as Market Street, have higher background noise levels. The PEIR determined that implementation of the plan would not result in significant noise impacts during construction activities. The PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the plan would be less than significant. No mitigation measures related to noise were identified in the Market and Octavia PEIR.

Construction Noise

The PEIR identified an increase in the ambient noise levels during construction, dependent on the types of construction activities and construction schedules, and noise from increased traffic associated with construction truck trips along access routes to development sites. The PEIR determined that compliance with the San Francisco Noise Ordinance (Noise Ordinance), codified as article 29 of the San Francisco Police Code, would reduce construction impacts to less-than-significant levels.

All construction activities for the proposed project (approximately 16 months) would be subject to the San Francisco Noise Ordinance. Construction noise is regulated by the noise ordinance, which requires construction work to be conducted in the following manner: (1) noise levels of construction equipment, other than impact tools, must not exceed 80 dBA at a distance of 100 feet from the source (the equipment generating the noise); (2) impact tools must have intake and exhaust mufflers that are approved by the Director of Public Works (PW) or the Director of the Department of Building Inspection (DBI) to best accomplish maximum noise reduction; and (3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 dBA, the work must not be conducted between 8:00

p.m. and 7:00 a.m. unless the Director of PW authorizes a special permit for conducting the work during that period.

DBI is responsible for enforcing the noise ordinance for private construction projects during normal business hours (8:00 a.m. to 5:00 p.m.). The police department is responsible for enforcing the noise ordinance during all other hours. Nonetheless, during the construction period for the proposed project of approximately 16 months, occupants of the nearby properties could be disturbed by construction noise. Times may occur when noise could interfere with indoor activities in nearby residences and other businesses near the project site. The increase in noise in the project area during project construction would not be considered a significant impact of the proposed project, because the construction noise would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the noise ordinance, which would reduce construction noise impacts to a less-than-significant level.

Furthermore, the proposed project would be supported by a new mat slab foundation that would employ drilled piers for shoring and underpinning, if required. Therefore, construction of the proposed project would not require the use of any equipment that would produce excessive vibration or noise (e.g., pile drivers).

Operational Noise

The PEIR noted that plan-related land use changes would have the potential to create secondary noise impacts associated with projects' fixed-location heating, ventilating, or air-conditioning equipment and other localized noise-generating activities. The PEIR determined that existing ambient noise levels in the plan area would generally mask noise from new on-site equipment. Therefore, the increase in noise levels from operation of equipment would be less than significant.

The proposed project would be subject to the following interior noise standards, which are described for informational purposes. The California Building Standards Code (Title 24) establishes uniform noise insulation standards. The Title 24 acoustical requirement for residential structures is incorporated into Section 1207 of the San Francisco Building Code and requires these structures be designed to prevent the intrusion of exterior noise so that the noise level with windows closed, attributable to exterior sources, shall not exceed 45 dBA in any habitable room. Title 24 allows the project sponsor to choose between a prescriptive or performance-based acoustical requirement for non-residential uses. Both compliance methods require wall, floor/ceiling, and window assemblies to meet certain sound transmission class or outdoor-indoor sound transmission class ratings to ensure that adequate interior noise standards are achieved. In compliance with Title 24, DBI would review the final building plans to ensure that the building wall, floor/ceiling, and window assemblies meet Title 24 acoustical requirements. If determined necessary by DBI, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

Additionally, the proposed project would be subject to the Noise Regulations Relating to Residential Uses near Places of Entertainment (Ordinance 70-15, effective June 19, 2015). The intent of these regulations is to address noise conflicts between residential uses in noise critical areas, such as in proximity to highways and other high-volume roadways, railroads, rapid transit lines, airports, nighttime entertainment venues or industrial areas. In accordance with the adopted regulations, residential structures to be located where the day-night average sound level (Ldn) or community noise equivalent level (CNEL) exceeds 60 decibels shall require an acoustical analysis with the application of a building permit showing that the proposed design would limit exterior noise to 45 decibels in any habitable room.

Furthermore, the regulations require the Planning Department and Planning Commission to consider the compatibility of uses when approving residential uses adjacent to or near existing permitted places of entertainment and take all reasonably available means through the City's design review and approval processes to ensure that the design of new residential development projects take into account the needs and interests of both the places of entertainment and the future residents of the new development.

For these reasons, the proposed project would not result in significant project-specific or cumulative noise or vibration impacts beyond that identified in the Market and Octavia PEIR.

<i>Topics:</i>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
6. AIR QUALITY—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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input 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"/>

The Market and Octavia PEIR identified potentially significant air quality impacts resulting from temporary exposure to elevated levels of fugitive dust and diesel particulate matter (DPM) during construction of development projects under the area plan. The PEIR identified two mitigation measures that would reduce these air quality impacts to less-than-significant levels. Market and Octavia PEIR Mitigation Measures E1 and E2 address air quality impacts during construction. All other air quality impacts were found to be less than significant.

Construction Dust Control

Market and Octavia PEIR Mitigation Measure E1: Construction Mitigation Measure for Particulate Emissions, requires individual projects involving construction activities to include dust control measures and to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants. The San Francisco Board of Supervisors subsequently 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 fugitive 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 DBI. Project-related construction activities would result in construction dust, primarily from ground-disturbing activities. In compliance with the Construction Dust Control Ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping and other measures.

The regulations and procedures set forth by the San Francisco Dust Control Ordinance would ensure that construction dust impacts would not be significant. These requirements supersede the dust control provisions of PEIR Mitigation Measure E1. Therefore, PEIR Mitigation Measure E1: Construction Mitigation Measure for Particulate Emissions related to dust control is no longer necessary to reduce construction-related dust impacts of the proposed project. Therefore, the proposed project would not result in significant impacts related to construction dust that were not identified in the Market and Octavia PEIR and no mitigation is required.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, sulfur dioxide, and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The BAAQMD's *CEQA Air Quality Guidelines* (Air Quality Guidelines) provide screening criteria²⁵ for determining whether a project's criteria air pollutant emissions would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. Pursuant to the Air Quality Guidelines, projects that meet the screening criteria do not have a significant impact related to criteria air pollutants. Criteria air pollutant emissions during construction and operation of the proposed project would meet the Air Quality Guidelines screening criteria. Specifically, the proposed project, at 40 dwelling units and two commercial units totaling 5,188 square feet, would fall below the construction (240 dwelling units) and operational (494 dwelling units) screening criteria for a mid-rise apartment building, as well as the construction (277,000 square feet) and operational (greater than 8,000 square feet) criteria for all applicable commercial uses (e.g., restaurant, supermarkets, discount store). Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

Health Risk

Since certification of the PEIR, the San Francisco Board of Supervisors approved amendments to the San Francisco Building and Health Codes, referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance 224-14, amended December 8, 2014)(article 38). The Air Pollutant Exposure Zone, as defined in article 38, consists of areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative *fine particulate matter* ($PM_{2.5}$)²⁶ concentration, cumulative excess cancer risk, and incorporate health vulnerability factors and proximity to freeways. For sensitive use projects within the zone, such as the proposed project, the ordinance requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health (DPH) that achieves protection from $PM_{2.5}$

²⁵ Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, updated May 2011, pp. 3-2 to 3-3, May 2011.

²⁶ Fine inhalable particles with diameters that are generally 2.5 micrometers or smaller

equivalent to that associated with a Minimum Efficiency Reporting Value 13 filtration. DBI will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal. In compliance with article 38, the project sponsor has submitted an initial application to DPH.²⁷

Construction

The project site is located within an identified Air Pollutant Exposure Zone; therefore, the ambient health risk to sensitive receptors from air pollutants is considered substantial. The proposed project would require heavy-duty off-road diesel vehicles and equipment during 16 months of the anticipated 16-month construction period. Thus, Project Mitigation Measure 1: Construction Air Quality has been identified to implement the Market and Octavia PEIR Mitigation Measure E2 related to construction emissions exhaust by requiring construction equipment engines meeting higher emissions standards (lower emissions). Project Mitigation Measure 1: Construction Air Quality would reduce diesel particulate matter exhaust from construction equipment by 89 to 94 percent compared to uncontrolled construction equipment.²⁸ Therefore, impacts related to construction health risks would be less than significant through implementation of Project Mitigation Measure 1: Construction Air Quality. The full text of Project Mitigation Measure 1: Construction Air Quality is provided in the Mitigation Measures Section below.

Siting New Sources

The proposed project would not include any sources that would emit diesel particulate matter or other toxic air contaminants, such as a backup diesel generator or a boiler. Therefore, impacts related to siting new sources of pollutants would be less than significant.

Conclusion

As discussed above, the proposed project has enrolled in the article 38 program. In addition, the proposed project would be subject to the provisions of the construction dust control ordinance and would be required to implement Project Mitigation Measure 1, which would reduce construction-related air quality impacts to a less-than-significant level. Therefore, the proposed project would not result in significant air quality impacts beyond those identified in the Market and Octavia PEIR.

²⁷ San Francisco Department of Public Health, *Application for Article 38 Compliance Assessment: 235 Valencia Street, San Francisco, California*, January 26, 2017.

²⁸ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's *Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition* has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
7. 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"/>

The State CEQA Guidelines were amended in 2010 to require an analysis of a project’s greenhouse gas (GHG) emissions on the environment. The Market and Octavia PEIR was certified in 2007, before the amendment of the State CEQA Guidelines and, therefore, the PEIR did not analyze the effects of GHG emissions.

The BAAQMD has prepared guidelines and methodologies for analyzing the impact of GHG emissions. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project’s GHG emissions and allow for projects that are consistent with an adopted GHG reduction strategy to conclude that the project’s GHG impact is less than significant. The following analysis is based on BAAQMD and CEQA guidelines for analyzing GHG emissions. As discussed below, the proposed project would not result in any new significant impacts related to GHG emissions.

San Francisco’s *Strategies to Address Greenhouse Gas Emissions*²⁹ presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco’s GHG reduction strategy in compliance with the BAAQMD and CEQA guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2015 compared to 1990 levels,³⁰ exceeding the year 2020 reduction goals outlined in the BAAQMD’s *2010 Clean Air Plan*,³¹ Executive Order S-3-05³², and Assembly Bill 32 (also known as the Global Warming Solutions Act).^{33,34} In addition, San Francisco’s GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under Executive Orders S-3-05,³⁵ B-30-15,^{36,37} and Senate Bill (SB) 32.^{38,39} Therefore, projects that are consistent with San Francisco’s

²⁹ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, November 2010, http://sfmea.sfplanning.org/GHG_Reduction_Strategy.pdf, accessed March 3, 2016.

³⁰ SF Environment, *San Francisco’s 2015 Greenhouse Gas Emissions*, June 2017, <https://sfenvironment.org/carbon-footprint>, accessed June 30, 2016.

³¹ Bay Area Air Quality Management District, *Clean Air Plan*, April 2017, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed June 30, 2017.

³² Office of the Governor, *Executive Order S-3-05*, June 1, 2005, <https://www.gov.ca.gov/news.php?id=1861>, accessed March 3, 2016.

³³ California Legislative Information, *Assembly Bill 32*, September 27, 2006, http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed March 3, 2016.

³⁴ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

³⁵ Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million MTCO₂E); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E).

GHG Reduction Strategy would not result in GHG emissions that would have a significant effect on the environment and would not conflict with state, regional, and local GHG reduction plans and regulations.

The project site is occupied by a vacant, 9,210-square-foot, one-story commercial building. The proposed project would increase the intensity of use of the site by 40 dwelling units and approximately 5,188 square feet of commercial space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's Emergency Ride Home Program, Transportation Sustainability Fee and bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance and water conservation and irrigation ordinances, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁴⁰

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, thereby reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁴¹ and reducing the energy required to produce new materials.

Compliance with the City's Street Tree Planting requirements would serve to increase carbon sequestration. Other regulations, including the Wood Burning Fireplace Ordinance would reduce emissions of black carbon. Regulations requiring low-emitting finishes would reduce volatile organic

³⁶ Office of the Governor, *Executive Order B-30-15*, April 29, 2015, <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by the year 2030.

³⁷ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

³⁸ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

³⁹ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

⁴⁰ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁴¹ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

compounds (VOCs).⁴² Thus, the proposed project would be consistent with San Francisco's GHG reduction strategy.⁴³

Therefore, the proposed project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations, and the proposed project's contribution to GHG emissions would not be cumulatively considerable or generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. For these reasons, the proposed project would not result in significant GHG emissions that were not identified in the Market and Octavia PEIR and no mitigation measures are necessary.

⁴² While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁴³ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist: 235 Valencia Street, San Francisco, California*, October 3, 2017.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
8. 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"/>

Wind

The Market and Octavia PEIR determined that new construction developed under the Area Plan, including new buildings and additions to existing buildings, could result in significant impacts related to ground-level winds. PEIR Mitigation Measure B1: Buildings in Excess of 85 Feet in Height, and PEIR Mitigation Measure B2: All New Construction, identified in the PEIR, require individual project sponsors to minimize the wind effects of new buildings developed under the Area Plan through site and building design measures. The Market and Octavia PEIR concluded that implementation of PEIR Mitigation Measures B1 and B2, in combination with existing planning code requirements, would reduce both project-level and cumulative wind impacts to less-than-significant levels.

PEIR Mitigation Measure B1 would not apply to the proposed project because the proposed new building would not exceed a height of 85 feet. PEIR Mitigation Measure B2 would apply to the proposed project because it would involve new construction. Thus, Project Mitigation Measure 2: All New Construction has been identified to implement Market and Octavia PEIR Mitigation Measure B2, which minimizes the wind effects of new buildings by requiring that all new construction not result in an exceedance of the pedestrian comfort and wind hazard criteria.⁴⁴

To determine compliance with Project Mitigation Measure 2, a wind assessment was prepared by a qualified wind consultant for the proposed project.⁴⁵ The assessment made the following determinations. The project site is sheltered from the prevailing wind directions (northwest through west) by existing three- to five-story structures located uphill of the project site. As a result, only the upper portions of the proposed building would rise above the existing adjacent structures and be exposed to winds. In addition, the proposed project would place the highest portions of the proposed structure at the west end of the site, which would also exhibit a complex geometry (highly modulated and irregular) above the first floor. The north face of the building (along Clinton Park) would also be geometrically complex, with setbacks from Clinton Park at the second, third, fourth and fifth levels. Furthermore, the orientation of the proposed building would reflect the shape of the project site. The long axis of the proposed building would be oriented east-west, which would minimize the amount of wind intercepted by the structure for the prevailing wind directions and also minimize the potential for generation of accelerated ground level

⁴⁴ PEIR Mitigation Measure B2 specifies that wind speeds must not exceed 7 miles per hour (mph) in public seating areas and 11 mph in areas of substantial pedestrian use more than 10 percent of the time between 7:00 a.m. and 6:00 p.m. In addition, it requires that wind speeds must not exceed the hazard level of 26 mph for a single hour of the year.

⁴⁵ Ballanti, Donald, *Wind and Comfort Analysis of the Proposed 235 Valencia Street Project, San Francisco*, October 9, 2017.

winds. For these reasons, the wind assessment concluded that the proposed project would not have the potential to cause significant changes to the wind environment in pedestrian areas adjacent or near the site.

The wind assessment also included a review of current and completed Planning Department applications to identify any potential cumulative development near the project site. This review identified one current application for construction of a project at 198 Valencia Street. The 198 Valencia Street project is located on the northwest corner of the intersection of Valencia Street and Duboce Avenue, a full block north of the project site. The wind assessment concluded that the 198 Valencia Street project is not upwind of the proposed 235 Valencia Street project and is too distant to have any cumulative effects at the project site.

Based on the above findings, the assessment further concluded that wind tunnel testing would not be required for the proposed project. Therefore, the project sponsor has fulfilled the requirements of Project Mitigation Measure 2 (PEIR Mitigation Measure B2), which would ensure that the project-level and cumulative wind impacts of the proposed project would not be significant.

Shadow

Planning code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to planning code section 295.

The Market and Octavia PEIR analyzed shadow impacts on nearby existing and proposed open spaces under the jurisdiction of the San Francisco Recreation and Park Commission as well as those that are not (the War Memorial Open Space and United Nations Plaza). The Market and Octavia PEIR determined that implementation of the area plan would not result in a significant shadow impact on Section 295 open spaces at the program or project level but identified potentially significant shadow impacts on non-Section 295 open spaces. PEIR Mitigation Measure A1: Parks and Open Space not Subject to Section 295, would reduce, but may not eliminate significant shadow impacts on the War Memorial open space and United Nations Plaza. The PEIR determined that shadow impacts on non-Section 295 open spaces could be significant and unavoidable.

The proposed project would construct a 50-foot-tall building (55-foot-tall at the section containing the ground-floor active commercial use). Since a portion of the building would exceed 50 feet, PEIR Mitigation Measure A1: Parks and Open Space not Subject to Section 295 would apply to the proposed project. Thus, Project Mitigation Measure 3: Parks and Open Space not Subject to Section 295 has been identified to implement PEIR Mitigation Measure A1. To determine compliance with Project Mitigation Measure 3, the Planning Department prepared a preliminary shadow fan analysis to assess the potential shadow impacts of the proposed project. The analysis determined that the proposed project would not cast any new shadow on nearby parks and publically accessible open spaces.⁴⁶ Therefore, the project sponsor has fulfilled the requirements of Project Mitigation Measure 3 (PEIR Mitigation Measure A1).

⁴⁶ San Francisco Planning Department, *Preliminary Shadow Fan Analysis: 235 Valencia Street, San Francisco, California*, September 28, 2017.

At times, the proposed project would shade portions of nearby streets, sidewalks and private property within the project vicinity. However, shadows upon streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby property may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

For the above reasons, the proposed project would not result in significant project-specific or cumulative shadow impacts that were not identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
9. 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"/>

The Market and Octavia PEIR concluded that implementation of the area plan would not result in substantial or accelerated deterioration of existing recreational resources or require the construction or expansion of recreational facilities that may have an adverse effect on the environment. No mitigation measures related to recreational resources were identified in the Market and Octavia PEIR.

Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond, providing the Recreation and Park Department an additional \$195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. An update of the Recreation and Open Space Element (ROSE) of the *General Plan* was adopted in April 2014. The amended ROSE provides a 20-year vision for open spaces in the City. It includes information and policies about accessing, acquiring, funding, and managing open spaces in San Francisco. The amended ROSE identifies locations where proposed open space connections should be built, specifically streets appropriate for potential “living alleys.” In addition, the amended ROSE identifies the role of both the *Better Streets Plan* and the Green Connections Network in open space and recreation. Green Connections are streets and paths that connect people to parks, open spaces, and the waterfront while enhancing the ecology of the street environment. Two routes identified within the Green Connections Network cross the Market and Octavia Plan Area: Marina Green to Dolores Park (Route 15) and Bay to Beach (Route 4).

Furthermore, the planning code requires a specified amount of new usable open space (either private or common) for each new residential unit. Some developments are also required to provide privately owned, publicly accessible open spaces. The planning code open space requirements would help offset some of the additional open space needs generated by increases to residential population in the project

area. The proposed project would provide 4,166 square feet of usable open space in the form of a private deck on the fourth floor and common terraces on the fourth, fifth and roof levels for the 40 residential units. The proposed project would also create a "living alley" on Clinton Park, which would further increase the amount of usable open space available to the residential and commercial occupants of the proposed new building as well as to those of neighboring buildings. As a result, the proposed project would not substantially increase demand for, or use of, Page and Laguna Mini-Park, Koshland Park, Mission Dolores Park, Franklin Square, Alamo Square Park, or other neighborhood parks and open spaces, to the level where there would be a substantial physical deterioration of recreation facilities.

Furthermore, the proposed project would be consistent with the development density projected under the Market and Octavia Neighborhood Plan. Therefore, the proposed project would not result in any significant project-specific or cumulative impacts on recreation beyond those analyzed in the Market and Octavia PEIR.

Topics:	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
10. 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"/>

The Market and Octavia PEIR determined that the anticipated increase in population under the area plan 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 PEIR.

Since certification of the PEIR, the San Francisco Public Utilities Commission (SFPUC) adopted the 2015 Urban Water Management Plan (UWMP) in June 2016.⁴⁷ The Urban Water Management Plan includes city-wide demand projections to the year 2035, compares available water supplies to meet demand and presents water demand management measures to reduce long-term water demand. Additionally, the Urban Water Management Plan includes a discussion of the conservation requirement set forth in Senate Bill 7 (passed in November 2009) mandating a statewide 20% reduction in per capita water use by 2020. The Urban Water Management Plan also includes a quantification of the SFPUC's water use reduction targets and a plan for meeting these objectives. Furthermore, the Urban Water Management Plan projects sufficient water supply in normal years and a supply shortfall during prolonged droughts. Plans are in place to institute varying degrees of water conservation and rationing as needed in response to severe droughts.

The SFPUC is also in the process of implementing the Sewer System Improvement Program, which is a 20-year, multi-billion-dollar citywide upgrade to the City's sewer and stormwater infrastructure to ensure a reliable and seismically safe system. The program includes planned improvements that will serve development in the Market and Octavia Neighborhood Plan area, including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Wiggle Neighborhood Green Corridor.⁴⁸

As the proposed project is consistent with the development density established under the Market and Octavia Neighborhood Plan, there would be no additional impacts on utilities and service systems beyond those analyzed in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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11. 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"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

The Market and Octavia PEIR determined that the anticipated increase in population under the area plan would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered public services, including fire protection, police protection, and public schools. No mitigation measures were identified in the PEIR.

⁴⁷ SFPUC, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016.

⁴⁸ SFPUC, Green Infrastructure Projects, June 2017, <http://sfwater.org/index.aspx?page=671>, accessed October 3, 2017.

As the proposed project is consistent with the development density established under the Market and Octavia Neighborhood Plan, the project would not result in new or substantially more severe impacts on the physical environment associated with the provision of public services beyond those analyzed in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
12. 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"/>
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"/>

As discussed in the Market and Octavia PEIR, the Market and Octavia plan area is in a developed urban environment that does not provide native natural habitat for any rare or endangered plant or animal species. There are no riparian corridors, estuaries, marshes, or wetlands in the Plan Area that could be affected by the development anticipated under the Area Plan. In addition, development envisioned under the Market and Octavia Neighborhood Plan would not substantially interfere with the movement of any resident or migratory wildlife species. For these reasons, the PEIR concluded that implementation of the Area Plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is located within the Market and Octavia plan area and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the proposed project would not result in significant impacts to biological resources not identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
13. 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

The Market and Octavia PEIR did not identify any significant operational impacts related to geology, soils, and seismicity. Although the PEIR concluded that implementation of the area plan would indirectly increase the population that would be exposed to geologic hazards such as earthquakes, seismic ground shaking, liquefaction, and landslides, the PEIR noted that new development is generally safer than comparable older development due to improvements in building codes and construction techniques. Compliance with applicable codes and recommendations made in project-specific geotechnical analyses

would not eliminate earthquake risks, but would reduce them to acceptable levels given the seismically active characteristics of the Bay Area.

The Market and Octavia PEIR identified a potential significant impact related to soil erosion during construction. The PEIR found that implementation of Mitigation Measure G1: Construction-Related Soils Mitigation Measure, which consists of construction best management practices (BMPs) to prevent erosion and discharge of soil sediments into the storm drain system, would reduce any potential impacts to less-than-significant levels.

Subsequent to the certification of the Market and Octavia PEIR, the Board of Supervisors amended the San Francisco Public Works Code, adding section 146, Construction Site Runoff Control,⁴⁹ which requires all construction sites, regardless of size to implement BMPs to prevent construction site runoff discharges into the City's combined stormwater/sewer system. Construction sites that disturb 5,000 square feet or more of ground surface are required to apply for a Construction Site Runoff Control Permit from the SFPUC and submit an erosion and sediment control plan that includes BMPs to prevent stormwater runoff and soil erosion during construction.

Because the proposed project would involve land-disturbing activities, the construction contractor is required to implement BMPs in compliance with these regulations. PEIR Mitigation Measure G1, Construction-Related Soils Mitigation Measure, is no longer necessary to reduce any potential impacts of surface runoff and sedimentation. Compliance with these requirements would ensure that the proposed project would not have a significant effect related to soil erosion that was not identified in the Market and Octavia PEIR.

A geotechnical investigation was prepared for the proposed project.⁵⁰ The investigation included a reconnaissance of the project site and vicinity; sampling, logging and testing of materials recovered from one test boring extended to 27 feet below ground surface; a review of published geotechnical and geologic data applicable to the project area; geotechnical and engineering analyses; and preparation of a summary report. The subsurface investigation determined that the project site is underlain by about three feet of very loose, poorly graded sand fill, followed by a layer of loose to medium dense, poorly graded sand. At about 20 feet below grade to the maximum depth explored (27 feet), the site is underlain by medium dense, poorly graded sand with clay. Groundwater was observed at a depth of 21 feet below ground surface. The project site was also determined to be located within a liquefaction zone, but not within an area of potential earthquake-induced landslide hazards.

Based on these findings, the geotechnical report concludes that construction of the proposed project is feasible on the project site, provided the project sponsor implements all of the recommendations provided in the report. Due to the site's potential for liquefaction, the report recommends that the proposed project be supported on a mat slab foundation, with drilled, cast-in-place, reinforced concrete piers for shoring and underpinning, if required. During excavation, temporary underpinning and temporary slopes would also be required. The report further concludes that the risk of damage to the proposed improvements due to faults, liquefaction, lateral spreading, densification and landslides would

⁴⁹ Added by Ordinance No. 260-13, File No. 103814, Effective December 14, 2013.

⁵⁰ Gruen, H. Allen, *Geotechnical Investigation: Planned Development at 235 Valencia Street, San Francisco, California*, September 13, 2015.

be low and that compliance with the San Francisco Building Code would reduce the risk of damage from earthquake shaking.

The project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. The Department of Building Inspection will review the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific soils report(s) through the building permit application process, as needed. The building department's requirement for a geotechnical report and review of the building permit application pursuant to their implementation of the building code would ensure that the proposed project would have no significant impacts related to soils, seismic or other geological hazards.

For these reasons, the proposed project would not result in a significant effect related to seismic and geologic hazards. Therefore, the proposed project would not result in significant impacts related to geology and soils that were not identified in the Market and Octavia PEIR, and no mitigation measures are necessary.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
14. 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"/>
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 or 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"/>

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
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"/>

The Market and Octavia PEIR determined that the anticipated increase in population would not result in a significant impact on hydrology and water quality, including the combined sewer system and the potential for combined sewer outflows. No mitigation measures were identified in the PEIR.

The project site, which is occupied by a one-story commercial building, is completely covered by impervious surfaces. The proposed project would cover most of the project site, except for an approximately 735-square-foot flow-through planter on the second floor. As a result, the proposed project would decrease the amount of impervious surface coverage.

Therefore, implementation of the proposed project would not substantially change existing surface runoff and drainage patterns, and would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding, erosion, or siltation. The rate or amount of surface runoff would not increase to the point that it would exceed the capacity of existing or planned stormwater drainage systems. Furthermore, the proposed project would be constructed in compliance with all applicable federal, state, and local regulations governing water quality and discharges into surface and underground bodies of water. Runoff from the project site would drain into the City's combined stormwater/sewer system, ensuring that such runoff is properly treated at the Southeast Water Pollution Control Plant before being discharged into the San Francisco Bay. As a result, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

Development in the City and County of San Francisco must account for flooding potential. Areas located on fill or bay mud can subside to a point at which the sewers do not drain freely during a storm (and sometimes during dry weather) and there can be backups or flooding near these streets and sewers. The proposed project falls within an area in the City prone to flooding during storms, especially where ground stories are located below an elevation of 0.0 City Datum or, more importantly, below the hydraulic grade line or water level of the sewer.

The City has implemented a review process to avoid flooding problems caused by the relative elevation of the structure to the hydraulic grade line in the sewers. Applicants for building permits for either new construction, change of use (Planning) or change of occupancy (Building Inspection), or for major alterations or enlargements are referred to the SFPUC for a determination of whether the project would result in ground-level flooding during storms. The side sewer connection permits for these projects need to be reviewed and approved by the SFPUC at the beginning of the review process for all permit

applications submitted to the Planning Department, the Department of Building Inspection, or the Redevelopment Agency. The SFPUC and/or its delegate (SFDPW, Hydraulics Section) will review the permit application and comment on the proposed application and the potential for flooding during wet weather. The SFPUC will receive and return the application within a two-week period from date of receipt. The permit applicant shall refer to PUC requirements for information required for the review of projects in flood-prone areas. Requirements may include provision of a pump station for the sewage flow, raised elevation of entryways, and/or special sidewalk construction and the provision of deep gutters.

As required, the sponsor for the proposed project would coordinate a review with SFPUC in order to determine if the project would result in ground-level flooding during storms and will incorporate any required design measures, as applicable. Therefore, the project would result in less-than-significant impact on wastewater systems.

Therefore, the proposed project would not result in any significant impacts related to hydrology and water quality that were not identified in the Market and Octavia PEIR.

<u>Topics:</u>	<i>Significant Impact Peculiar to Project or Project Site</i>	<i>Significant Impact not Identified in PEIR</i>	<i>Significant Impact due to Substantial New Information</i>	<i>No Significant Impact not Previously Identified in PEIR</i>
15. HAZARDS AND HAZARDOUS MATERIALS—Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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"/>

Topics:	Significant Impact Peculiar to Project or Project Site	Significant Impact not Identified in PEIR	Significant Impact due to Substantial New Information	No Significant Impact not Previously Identified in PEIR
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"/>

The Market and Octavia PEIR found that impacts related to hazards and hazardous materials would primarily originate from construction-related activities. Demolition or renovation of existing buildings could result in exposure to hazardous building materials such as asbestos, lead, mercury or polychlorinated biphenyls (PCBs). In addition, the discovery of contaminated soils and groundwater at a construction site could result in exposure to hazardous materials during construction. The PEIR identified a significant impact associated with soil disturbance during construction for sites in areas of naturally occurring asbestos. The PEIR found that compliance with existing regulations and implementation of Mitigation Measure F1: Program- or Project-Level Mitigation Measures for Hazardous Materials, which would require implementation of construction best management practices to reduce dust emissions and tracking of contaminated soils beyond the site boundaries by way of construction vehicles' tires, would reduce impacts associated with construction-related hazardous materials to less-than-significant levels.

As discussed under topic 6, Air Quality, subsequent to the certification of the Market and Octavia PEIR, the San Francisco Board of Supervisors adopted the Construction Dust Control Ordinance. The regulations and procedures set forth by the construction dust control ordinance would ensure that construction dust impacts would not be significant. In addition, construction activities in areas containing naturally occurring asbestos are subject to regulation under the State Asbestos Airborne Toxic Control Measures (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, which is implemented in San Francisco by the BAAQMD. Compliance with the state asbestos ATCM would ensure that the proposed project would not create a significant hazard to the public or the environment from the release of naturally occurring asbestos. Furthermore, the project site is not located in an area of known or suspected naturally occurring asbestos.⁵¹ As such, mandatory compliance with the abovementioned regulations would negate the need for PEIR Mitigation Measure F1 to reduce the construction-related impacts from the release of dust and hazardous materials. Therefore, PEIR Mitigation Measure F1 does not apply to the proposed project.

Hazardous Building Materials

The Market and Octavia PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials which could expose workers or the community to hazardous building materials if improperly handled. The proposed project would demolish a building that was constructed prior to 1980. Therefore, it is likely that the existing building contains hazardous materials, such as asbestos and lead-based paints. Hazardous building materials addressed in the PEIR include asbestos and lead-based paints. The BAAQMD regulates the demolition and renovation of buildings that may contain asbestos; this includes being notified of all demolitions and renovations that remove 100 square feet or more of asbestos as well as

⁵¹ San Francisco Planning Department, *EP_ArcMap GIS, Serpentine map layer*, September 28, 2017.