SAN FRANCISCO
PLANNING DEPARTMENT

Initial Study – Community Plan Evaluation

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Case No.:	**2017-000094ENV**
Project Address:	**856 Capp Street**
Zoning:	RTO-M (Residential Transit Oriented-Mission) Use District Calle 24 Special Use District 40-X Height and Bulk District
Block/Lot:	3642/042
Lot Size:	6,370 square feet
Plan Area:	Eastern Neighborhoods Area Plan (Mission Plan Subarea)
Project Sponsor:	Tara Sullivan, Reuben, Junius & Rose, LLP (415) 567-9000
Staff Contact:	Jeanie Poling - (415) 575-9072, jeanie.poling@sfgov.org

PROJECT DESCRIPTION

The project site is on the west side of Capp Street on the block surrounded by 23rd, Mission, 24th, and Capp streets in the Mission Plan subarea of the Eastern Neighborhoods Plan Area. The project site contains a one-story 3,659-square-foot vacant church building and a 222-square-foot detached accessory structure (earthquake shack) at the rear of the lot. The project sponsor proposes to construct a four-story horizontal rear addition to the main building, resulting in a 14,383-gross-square-foot building with nine residences (four one-bedroom units and five two-bedroom units) and no institutional use. The earthquake shack would be restored and relocated within the rear yard. No vehicle parking is proposed. The building height would measure 40 feet to the roof, and a stair penthouse would reach a height of 50 feet.

The residences would consist of four one-bedroom units and five two-bedroom units distributed on the four levels. Private open space would be provided in the form of private decks and patios and the rear yard. The proposed building would be supported by a mat slab foundation. An existing curb cut would be removed, and the project would include the planting of two street trees and three trees in the front setback of the project site. During the 13-month construction period, the project would involve approximately 300 cubic yards of excavation to a maximum depth of 2 feet. Construction equipment would include delivery vehicles and small hand-operated equipment required for standard wood frame construction. Project construction would not involve pile driving or the use of a crane.

Project figures are in Attachment A. Figure 1 shows the project location. Figures 2 through 11 show project plans and elevations.

PROJECT APPROVAL

The project at 856 Capp Street would require a building permit from the San Francisco Department of Building Inspection (the building department) for the proposed new construction on the project site. The project is subject to notification under San Francisco Planning Code section 311 and requires a variance from rear yard (section 134) and dwelling unit exposure (section 140) requirements of the planning code.

If discretionary review before the Planning Commission is requested, the discretionary review decision constitutes the *approval action* for the project. If no discretionary review is requested, the issuance of the building permit constitutes the approval action for the project. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

EVALUATION OF ENVIRONMENTAL EFFECTS

This initial study evaluates whether the environmental impacts of the project are addressed in the programmatic environmental impact report for the Eastern Neighborhoods Rezoning and Area Plans (Eastern Neighborhoods PEIR).[1] The initial study considers whether the 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 Eastern Neighborhoods 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 Eastern Neighborhoods 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 project are provided under the Mitigation Measures section at the end of this checklist.

The Eastern Neighborhoods PEIR identified significant impacts related to land use, transportation, cultural resources, shadow, noise, air quality, and hazardous materials. Additionally, the PEIR identified significant cumulative impacts related to land use, transportation, and cultural resources. Mitigation measures were identified for the above impacts and reduced all impacts to less-than-significant except for those related to land use (cumulative impacts on Production, Distribution, and Repair (PDR) use), transportation (program-level and cumulative traffic impacts at nine intersections; program-level and cumulative transit impacts on seven Muni lines), cultural resources (cumulative impacts from demolition of historical resources), and shadow (program-level impacts on parks).

As discussed below in this initial study, the project would not result in new, significant environmental effects, or effects of greater severity than were already analyzed and disclosed in the Eastern Neighborhoods PEIR.

CHANGES IN THE REGULATORY ENVIRONMENT

Since the certification of the Eastern Neighborhoods PEIR in 2008, 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 Eastern Neighborhoods plan

[1] San Francisco Planning Department, Eastern Neighborhoods Rezoning and Area Plans Final Environmental Impact Report (PEIR), Planning Department Case No. 2004.0160E, State Clearinghouse No. 2005032048, certified August 7, 2008, *http://www.sf-planning.org/index.aspx?page=1893*, accessed December 17, 2018.

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 (see Aesthetics and Parking).
- 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 Aesthetics and Parking).
- 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 Transportation and Circulation).
- San Francisco ordinances establishing Construction Dust Control, effective July 2008, and Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, amended December 2014 (see Air Quality).
- 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 Recreation).
- Urban Water Management Plan adoption in 2015 (see Utilities and Service Systems).
- Article 22A of the San Francisco Health Code amendments effective August 2013 (see Hazardous Materials).

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 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 Attachment A (see Figure 8: Front (East) Elevation).

[2] San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 856 Capp Street, October 29, 2018. 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. 2017-00094ENV.

Automobile Delay and Vehicle Miles Traveled

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." 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] and in November 2017, OPR published a technical advisory recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric.[4] 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, however, that 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 Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist, including PEIR Mitigation Measures E-1: Traffic Signal Installation, E-2: Intelligent Traffic Management, E-3: Enhanced Funding, and E-4: Intelligent Traffic Management. Instead, a VMT and induced automobile travel impact analysis is provided in the Transportation section.

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[3] Office of Planning and Research, Revised Proposal on Updated to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, January 20, 2016, *http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf*, accessed December 17, 2018.

[4] Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA, November 2017, *http://opr.ca.gov/docs/20171127_Transportation_Analysis_TA_Nov_2017.pdf*, accessed December 17, 2018.

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
1. LAND USE AND LAND USE PLANNING—Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Have a substantial impact upon the existing character of the vicinity?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that adoption of the rezoning and area plans would result in an unavoidable significant impact on land use due to the cumulative loss of PDR. The project would not remove any existing PDR uses and therefore would not contribute to any impact related to loss of PDR uses that was identified in the Eastern Neighborhoods PEIR. In addition, the project site was zoned Residential, Mixed District (RM-1) prior to the rezoning of Eastern Neighborhoods, which did not allow PDR uses, and the rezoning of the project site did not contribute to the significant impact.

The Eastern Neighborhoods PEIR determined that implementation of the area plans would not create any new physical barriers in the Eastern Neighborhoods because the rezoning and area plans do not provide for any new major roadways, such as freeways that would disrupt or divide the plan area or individual neighborhoods or subareas.

The Citywide Planning division of the planning department determined that the project is consistent with the height, bulk, density, and land uses in the Mission Area Plan, which was adopted by the board of supervisors in 2008 and calls for maximizing housing development potential in keeping with the neighborhood character. The residential unit mix (one- and two-bedroom units) is consistent with the Mission Area Plan's objective that new residential developments satisfy an array of housing needs. The project also meets the Mission Area Plan's bicycle network objective by providing nine bicycle parking spaces and no vehicle parking spaces on site.

The project is within the RTO-M (Residential Transit Oriented-Mission) District with a height and bulk district designation of 40-X, which permits buildings up to 40 feet in height with no bulk restrictions. The Current Planning division of the planning department determined that the proposed nine dwelling units, 44 percent of which are two-bedroom units, is consistent with the zoning district's unit mix requirement that at least 40 percent of all dwelling units contain two or more bedrooms. The project would not exceed the applicable 40-foot height limit, except for certain rooftop features such as stair penthouses that are allowed by the planning code. As proposed, the project is permitted in the RTO-M District and is consistent with the development density as envisioned in the Mission Area Plan.[5]

[5] San Francisco Planning Department, Community Plan Evaluation Eligibility Determination, Current Planning Analysis, 856 Capp Street, November 26, 2018.

Because the project is consistent with the development density established in the Eastern Neighborhoods Rezoning and Area Plans, implementation of the project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to land use and land use planning, and no mitigation measures are necessary. In addition, the project would not combine with other projects to result in cumulative land use impacts that were not identified in the Eastern Neighborhoods PEIR.

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*
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)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

One of the objectives of the Eastern Neighborhoods Rezoning and Area Plans is to identify appropriate locations for housing in the City's industrially zoned land to meet the citywide demand for additional housing. The PEIR assessed how the rezoning actions would affect housing supply and location options for businesses in the Eastern Neighborhoods and compared these outcomes to what would otherwise be expected without the rezoning, assuming a continuation of development trends and ad hoc land use changes (such as allowing housing within industrial zones through conditional use authorization on a case-by-case basis, site-specific rezoning to permit housing, and other similar case-by-case approaches). The PEIR concluded that adoption of the rezoning and area plans "would induce substantial growth and concentration of population in San Francisco." The PEIR states that the increase in population expected to occur as a result of the proposed rezoning and adoption of the area plans would not, in itself, result in adverse physical effects, and would serve to advance key City policy objectives, such as providing housing in appropriate locations next to Downtown and other employment generators and furthering the City's transit first policies. It was anticipated that the rezoning would result in an increase in both housing development and population in all of the area plan neighborhoods. The Eastern Neighborhoods PEIR determined that the anticipated increase in population and density would not directly result in significant adverse physical effects on the environment. However, the PEIR identified significant cumulative impacts on the physical environment that would result indirectly from growth afforded under the rezoning and area plans, including impacts on land use, transportation, air quality, and noise. The PEIR contains detailed analyses of these secondary effects under each of the relevant resource topics and identifies mitigation measures to address significant impacts where feasible.

The PEIR determined that implementation of the rezoning and area plans would not have a significant impact from the direct displacement of existing residents, and that each of the rezoning options considered in the PEIR would result in less displacement as a result of unmet housing demand than would be expected under the No Project scenario because the addition of new housing would provide some relief to housing market pressure without directly displacing existing residents. However, the PEIR also noted that residential displacement is not solely a function of housing supply, and that adoption of the rezoning and area plans could result in indirect secondary effects on neighborhood character through gentrification that could displace some residents. The PEIR disclosed that the rezoned districts could transition to higher-value housing, which could result in gentrification and displacement of lower-income households and stated moreover that lower-income residents of the Eastern Neighborhoods, who also disproportionally live in crowded conditions and in rental units, are among the most vulnerable to displacement resulting from neighborhood change.

Pursuant to CEQA Guidelines sections 15131 and 15064(e), economic and social effects such as gentrification and displacement are only considered under CEQA where these effects would cause substantial adverse physical impacts on the environment. Only where economic or social effects have resulted in adverse physical changes in the environment, such as "blight" or "urban decay" have courts upheld environmental analysis that consider such effects. But without such a connection to an adverse physical change, consideration of social or economic impacts "shall not be considered a significant effect" per CEQA Guidelines section 15382. While the Eastern Neighborhoods PEIR disclosed that adoption of the Eastern Neighborhoods Rezoning and Area Plans could contribute to gentrification and displacement, it did not determine that these potential socioeconomic effects would result in significant adverse physical impacts on the environment.

The 856 Capp Street project would expand and convert an existing vacant church building into nine new residential units. These direct effects of the project on population and housing would not result in new or substantially more severe significant impacts on the physical environment beyond those identified in the Eastern Neighborhoods 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:	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
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*?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

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 Eastern Neighborhoods PEIR determined that future development facilitated through the changes in use districts and height limits under the Eastern Neighborhoods Rezoning and Area Plans could have substantial adverse changes on the significance of both individual historical resources and on historical districts within the plan area. The PEIR determined that approximately 32 percent of the known or potential historical resources in the plan area could potentially be affected under the preferred alternative. The Eastern Neighborhoods PEIR found this impact to be significant and unavoidable. This impact was addressed in a Statement of Overriding Considerations with findings and adopted as part of the Eastern Neighborhoods Rezoning and Area Plans approval on January 19, 2009.

Eligibility for listing in the California Register is determined by one of four criteria: Criterion 1 (event) is assigned to resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history. Criterion 2 (persons) are resources that are associated with the lives of persons important to history. Criterion 3 (architecture) is assigned to resources that embody the distinctive characteristics of a type, period, region, or represent the work of a master, or possess high artistic values. Criterion 4 (information potential) are resources or sites that may yield information important to the prehistory or history of the local area, California, or the nation.

The project site contains two buildings that the planning department has identified as historic resources under CEQA: a one-story church at the front of the lot, and an earthquake shack in the rear of the lot. The church building was identified as a historic resource in the South Mission Historic Resource Survey, and

the earthquake shack was identified in the September 2017 historical resource evaluation prepared for the project.[6]

Both the church and the earthquake shack are significant under Criterion 1 for their association with the relocation and consolidation of ethnic and religious communities in the Mission District and the reconstruction of the city after the earthquake and fire of 1906. None of the owners or occupants have been identified as important to history (Criterion 2). Both buildings are also significant under Criterion 3 (architecture). The property is not significant under Criterion 4, as this significance criterion typically applies to rare construction types when involving the built environment, and the buildings are not rare construction types. The surrounding area was not identified as a historic district in the South Mission Historic Resource Survey.

Per CEQA Guidelines section 15064(b), a project would have a significant effect on the environment if it would cause a substantial adverse change in the significance of a historical resource through demolition, relocation, or alteration such that the significance of the historical resource would be materially impaired. The significance of a historical resource is materially impaired when the project demolishes or materially alters in an adverse manner those physical characteristics that convey its historical significance, or that account for or convey its significance for inclusion in a local register of historic resources. Generally, a project that meets the Secretary of the Interior's Standards for the Treatment of Historic Properties would not materially impair a historic resource.

The proposed project also includes the restoration and relocation of the existing earthquake shack at rear of the lot. Planning preservation staff reviewed the proposed project for compatibility with the historic resource and has determined that the proposed project would meet the secretary's standards and would not materially impair the identified historic resource.

The proposed project includes the partial demolition of a non-historic addition at the rear of the church building, and construction of a four-story, horizontal addition to the church that would be set back approximately 25 feet from the front building wall. The proposal also includes the restoration and relocation of the existing earthquake shack at the rear of the lot. Planning department preservation staff reviewed the design of the project for compatibility with the historic resource and determined that the project meets the Secretary's Standards for Rehabilitation of Historic Properties and would not materially impair the identified historic resource.[7]

For these reasons, the project would not result in significant impacts on historic architectural resources that were not identified in the Eastern Neighborhoods PEIR.

Similarly, the project site is not within a historic district and thus would not result in cumulative impacts on historic architectural resources that were not identified in the PEIR.

Calle 24 Latino Cultural District

The project site is within the La Calle 24 Latino Cultural District. The cultural district was established through adoption of Resolution No. 168-14 on May 20, 2014 by the San Francisco Board of Supervisors. The boundaries of the cultural district encompass the area bound by Mission Street to the west, Potrero

[6] Tim Kelley Consulting, 856 Capp Street Historical Resource Evaluation Part 1 & 2, September 2017.
[7] San Francisco Planning Department, 856 Capp Street Preservation Team Review Form, September 9, 2018.

Street to the east, 22nd Street to the north and Cesar Chavez Street to the south, including the 24th Street commercial corridor from Bartlett Street to Potrero Avenue. La Raza Park (also known as Potrero del Sol Park), Precita Park, and the Mission Cultural Center are all located in the cultural district.

The Calle 24 Latino Cultural District Report on the Community Planning Process[8] defines a cultural district as a region and community linked together by similar cultural or heritage assets and offering a visitor experiences that showcase those resources. The report identifies cultural assets and art within the cultural district, falling under the following themes: Cultural Events; Arts and Culture - Installations and Public Art, Organizations and Venues, and Retail; Religion; Services and Non-Profits; Food and Culinary Arts; and Parks. While these themes inform the identification of historic resources for the purposes of CEQA, the cultural district is not a historic district and, as such, it is not a historic resource as defined by CEQA.

Unlike historic districts that are locally designated or listed on the national or state registers, the cultural district was not established through a formal survey by a consultant or by planning department staff member who meets the Secretary of the Interior's professional standards. Furthermore, the cultural district community planning process report does not include a statement of significance addressing eligibility for listing on either the California or national registers, nor was the cultural district adopted as a historic district by the San Francisco Historic Preservation Commission. While there may be properties within the cultural district that qualify as historic resources, either individually or as part of smaller potential historic districts, the cultural district is not a historic district under CEQA.

While the cultural district was established in 2014, the South Mission Historic Resource Survey (adopted in 2011) had surveyed the area within the cultural district but had not identified the cultural district boundary as a potential historic district. The Mission Historic Resource Survey did however identify several smaller potential historic districts within the cultural district boundaries that include the national register-eligible Shotwell Street Victoriana and the following California register-eligible historic districts: South Mission Avenues and Alleys; East Mission Florida-to-Hampshire Streets; Horner's Addition East; Gottlieb Knopf Block; Von Schroeder-Welsh Block; 23rd Street Shops and Row-Houses; Alabama Street Pioneers; Hampshire Street False-Fronts; Juri Street; Olsen's Queen Anne Cottages; O'Donnell-Fowler Homes; and Orange Alley Stables and Lofts. The project site is not located within any of these national register-eligible or California register-eligible historic districts.

The building at 856 Capp Street was converted to church use in 1911. Congregations over the years included Salem Swedish Baptist Church, Bethel Full Gospel Church, and Iglesia Christiana Evangelina Church.[9] The final known congregation, Casa de Oración al Dios Viviente, closed in 2014,[10] and the building has been vacant since it was purchased by its current owner in 2014. The existing building is not listed as a cultural asset in the cultural district community planning report. Therefore, the proposed

[8] Garo Consulting for the Calle 24 Latino Cultural District Community Council, Calle 24 Latino Cultural District Report on the Community Planning Process Report, December 2014, *http://www.calle24sf.org/wp-content/uploads/2016/02/LCD-final-report.pdf*, accessed December 18, 2018.
[9] Tim Kelley Consulting, LLC, Historical Resource Evaluation, 856 Capp Street, San Francisco, California, September 2017.
[10] El Tecolote, "Historic Latino church closing its doors," September 25, 2014.

project would not displace a cultural asset and would not result in project-level or cumulative impacts on cultural resources that were not identified in the Eastern Neighborhoods PEIR.

Archeological Resources

The Eastern Neighborhoods PEIR determined that implementation of the rezoning and area plans could result in significant impacts on archeological resources and identified three mitigation measures that would reduce these potential impacts to a less-than-significant level. Eastern Neighborhoods PEIR Mitigation Measure J-1 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. Mitigation Measure J-2 applies to properties for which no archeological assessment report has been prepared or for which the archeological documentation is incomplete or inadequate to serve as an evaluation of potential effects on archeological resources under CEQA. Mitigation Measure J-3, which applies to properties in the Mission Dolores Archeological District, requires that a specific archeological testing program be conducted by a qualified archeological consultant with expertise in California prehistoric and urban historical archeology.

The project would involve excavation to a maximum depth of 2 feet on a property for which no archeological assessment report has been prepared; therefore, Mitigation Measure J-2 from the Eastern Neighborhoods PEIR (**Project Mitigation Measure 1 – Archeological Accidental Discovery**) applies to the project. This measure requires the project sponsor to circulate an "ALERT" sheet advising construction workers on the proper procedures if previously unknown archaeological resources are discovered during construction. In the event that any resources are discovered during construction, Project Mitigation Measure 1 requires the project sponsor to suspend soil disturbing activities and notify the planning department's Environmental Review Officer to determine whether additional measures are necessary to lessen or avoid impacts on archeological resources.

With implementation of Project Mitigation Measure 1, impacts related to archaeological resources would be less than significant. In accordance with the Eastern Neighborhoods PEIR requirements, the project sponsor has agreed to implement Project Mitigation Measure 1. Therefore, the proposed project would not result in significant impacts on archeological resources that were not identified in the Eastern Neighborhoods PEIR. In addition, other projects in the vicinity would follow archeological review procedures and, if needed, site-specific mitigation that would ensure that project impacts would not combine with other projects' impacts on archeological resources to result in cumulative impacts not identified in the Eastern Neighborhoods PEIR.

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
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?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes would not result in significant impacts related to pedestrians, bicyclists, loading, or construction traffic. The PEIR stated 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 Eastern Neighborhoods Rezoning and Area Plans.

The Eastern Neighborhoods PEIR anticipated that growth resulting from the zoning changes could result in significant impacts on transit ridership and identified seven transportation mitigation measures, which are described further below in the Transit sub-section. 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, these impacts were found to be significant and unavoidable.

As discussed above under "Aesthetics and Parking," 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 VMT metric for analyzing transportation impacts of a project. Therefore, impacts and mitigation measures from the Eastern Neighborhoods PEIR associated with automobile delay are not discussed in this checklist.

The Eastern Neighborhoods PEIR did not evaluate VMT or the potential for induced automobile travel. The VMT analysis and induced automobile travel analysis presented below evaluate the project's transportation effects using the VMT metric.

The project site is not located within an airport land use plan area, or in the vicinity of a private airstrip. Therefore, the Initial Study Checklist topic 4c is not applicable.

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. 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 (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.[11]

For residential development, the existing regional average daily VMT per capita is 17.2.[12] Average daily VMT for this land use is projected to decrease to 16.1% in future 2040 cumulative conditions. Table 1 identifies the daily VMT for the transportation analysis zone (TAZ) in which the project site is located, 158.

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

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

Table 1 Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 158	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 158
Households (Residential)	17.2	14.6	6.1	16.1	13.7	5.5

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. In November 2017, OPR published a technical advisory recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric.[13] 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 TAZ that exhibits low levels of VMT; Small Projects are projects that would generate fewer than 100 vehicle trips per day; and 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 shown in Table 1, the existing average daily household VMT per capita is 6.1 for the TAZ the project site is located in, TAZ 158. This is more than 15 percent below the existing regional average daily household VMT per capita of 17.2. Future 2040 average daily household VMT per capita is 5.5 for TAZ 158. This is more than 15 percent below the future 2040 regional average daily household VMT per capita of 16.1. Therefore, the project would not cause substantial additional VMT, and impacts would be less-than-significant.[14]

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

[13] Office of Planning and Research, Technical Advisory on Evaluating Transportation Impacts in CEQA, November 2017, *http://opr.ca.gov/docs/20171127_Transportation_Analysis_TA_Nov_2017.pdf*, accessed December 17, 2018.

[14] San Francisco Planning Department. Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 856 Capp Street, September 28, 2017.

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 project is not a transportation project and would not include changes within the public right-of-way, except for the removal of an existing curb cut and the addition of two Class 2 bicycle spaces on the sidewalk in front of the project site. Because the project would not include on-site parking, it fits within the general types of projects that would not substantially induce automobile travel.[15] Therefore, the project would not substantially induce automobile travel and impacts would be less-than-significant.

Trip Generation

The project sponsor proposes to add a four-story rear addition to an existing vacant one-story church and convert the use from institutional to nine residential units with no off-street vehicular parking spaces. The project would include nine Class 1 bicycle parking spaces at the ground floor.

Localized trip generation of the project was calculated using a trip-based analysis and information in the 2002 Transportation Impacts Analysis Guidelines for Environmental Review developed by the San Francisco Planning Department.[16] The project would generate an estimated 80 person trips (inbound and outbound) on a weekday daily basis, consisting of 24 person trips by auto, 44 transit trips, and 10 walk trips. During the p.m. peak hour, the project would generate an estimated 14 person trips, consisting of four person trips by auto, eight transit trips, and two walk trips.

Transit

Mitigation Measures E-5 through E-11 in the Eastern Neighborhoods PEIR were adopted as part of the plan with uncertain feasibility to address significant transit impacts. These measures are not applicable to the project, as they are plan-level mitigations to be implemented by City and County agencies. In compliance with a portion of Mitigation Measure E-5: Enhanced Transit Funding, the City adopted impact fees for development in the Eastern Neighborhoods plan area that goes towards funding transit and complete streets. In addition, the board of supervisors approved amendments to the San Francisco Planning Code, referred to as the Transportation Sustainability Fee (Ordinance 200-154, effective December 25, 2015).[17] The fee updated, expanded, and replaced the prior Transit Impact Development Fee, which is in compliance with portions of Mitigation Measure E-5: Enhanced Transit Funding. In compliance with a portion of Mitigation Measure E-11: Transportation Demand Management, the city adopted a comprehensive Transportation Demand Management Program for most new development citywide (Ordinance 34-17, effective March 19, 2017). Both the Transportation Sustainability Fee and the transportation demand management efforts are part of the Transportation Sustainability Program.[18] In compliance with all or portions of Mitigation Measure E-6: Transit Corridor Improvements, Mitigation Measure E-7: Transit Accessibility, Mitigation Measure E-9: Rider Improvements, and Mitigation Measure

[15] Ibid.
[16] San Francisco Planning Department, Transportation Calculations for 856 Capp Street, October 16, 2017.
[17] Two additional files were created at the board of supervisors for the transportation sustainability fee regarding hospitals and health services, grandfathering, and additional fees for larger projects: see Board file nos. 151121 and 151257.
[18] Available at *http://tsp.sfplanning.org*.

E-10: Transit Enhancement, the SFMTA is implementing the Transit Effectiveness Project (TEP), which was approved by the SFMTA Board of Directors in March 2014. The TEP (now called Muni Forward) includes system-wide review, evaluation, and recommendations to improve service and increase transportation efficiency. Examples of transit priority and pedestrian safety improvements completed within the Eastern Neighborhoods plan area as part of Muni Forward include the 14 Mission Rapid Transit Project, the 9 San Bruno Travel Time Reduction Project, and the 55 16th Street bus route.

Mitigation Measure E-7 also identifies implementing recommendations of the Bicycle Plan and Better Streets Plan. As part of the San Francisco Bicycle Plan, adopted in 2009, a series of minor, near-term, and long-term bicycle facility improvements are planned within the Eastern Neighborhoods, including along Second Street (under construction), Fifth Street (in planning phase), 17th Street (completed), Townsend Street (in planning phase), and Cesar Chavez Boulevard (under construction). The San Francisco Better Streets Plan, adopted in 2010, describes a vision for the future of San Francisco's pedestrian realm and calls for streets that work for all users. The Better Streets Plan requirements were codified in section 138.1 of the planning code, and new projects constructed in the Eastern Neighborhoods plan area are subject to varying requirements, dependent on project size. Another effort that addresses transit accessibility, Vision Zero, was adopted by various City agencies in 2014. Vision Zero focuses on building better and safer streets through education, evaluation, enforcement, and engineering. The goal is to eliminate all traffic fatalities by 2024. Vision Zero projects within the Eastern Neighborhoods plan area include pedestrian intersection treatments along Mission Street from 18th to 23rd streets (in planning phase), the Potrero Avenue Streetscape Project from Division to Cesar Chavez streets (completed), and the Howard Street Pilot Project, which includes pedestrian intersection treatments from Fourth to Sixth streets (under evaluation).

The project site is located within a quarter mile of six Muni transit lines (12 Folsom/Pacific, 14 Mission, 14R Mission Rapid, 14X Mission Express, 48 Quintara/24th Street, and 49 Van Ness/Mission), and the 24th Street Mission BART station entrance is on the project block, a 400-foot walk from the project site. The project would be expected to generate 39 daily transit trips, including seven during the p.m. peak hour. Given the wide availability of nearby transit, the addition of seven p.m. peak hour transit trips would be accommodated by existing capacity. As such, the 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 in transit service could result.

Each of the rezoning options in the Eastern Neighborhoods PEIR identified significant and unavoidable cumulative impacts relating to increases in transit ridership on Muni lines, with the Preferred Project having significant impacts on seven lines. The project site is located within a quarter-mile of two of the impacted lines: the 48 Quintara/24th Street and 49 Van Ness/Mission. The project would not contribute considerably to these conditions as its minor contribution of seven p.m. peak hour transit trips would not be a substantial proportion of the overall additional transit volume generated by Eastern Neighborhood projects. The project also would not contribute considerably to 2040 cumulative transit conditions and thus would not result in any significant cumulative transit impacts.

The planning department conducted a project-level analysis of the pedestrian, bicycle, loading, emergency access, and construction transportation impacts of the project.[19] Based on this project-level review, the department determined that the project would not have significant impacts that are peculiar to the project or the project site.

Conclusion

For the above reasons, the project would not result in significant impacts that were not identified in the Eastern Neighborhoods PEIR related to transportation and circulation. Furthermore, PEIR transportation analysis is based on updated growth projections and modeling that considers cumulative growth in the plan area. Thus, the project would not contribute considerably to cumulative transportation and circulation impacts that were identified in the Eastern Neighborhoods PEIR.

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*
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?	☐	☐	☐	☒
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	☐	☐	☐	☒
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
g) Be substantially affected by existing noise levels?	☐	☐	☐	☒

[19] San Francisco Planning Department, Transportation Study Determination, 856 Capp Street, January 19, 2017.

The Eastern Neighborhoods PEIR determined that implementation of the rezoning and area plans would result in significant noise impacts during construction activities and due to conflicts between noise-sensitive uses in proximity to noisy uses such as PDR, retail, entertainment, cultural/institutional/educational uses, and office uses. The Eastern Neighborhoods PEIR also determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Rezoning and Area Plans would be less than significant. The Eastern Neighborhoods PEIR identified six noise mitigation measures, three of which may be applicable to subsequent development projects.[20] These mitigation measures would reduce noise impacts from construction and noisy land uses to less-than-significant levels.

Construction Noise

Eastern Neighborhoods PEIR Mitigation Measures F-1 and F-2 relate to construction noise. Mitigation Measure F-1 addresses individual projects that include pile-driving, and Mitigation Measure F-2 addresses individual projects that include particularly noisy construction procedures. The proposed building would be supported by a mat slab foundation and would require standard construction equipment associated with a four-story wood framed building. Since construction of the proposed building would not require pile driving or heavy equipment, Mitigation Measures F-1 and F-2 are not applicable.

In addition, all construction activities for the project's approximately 13-month construction period would be subject to the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code) (Noise Ordinance). Construction noise is regulated by the Noise Ordinance. The Noise Ordinance 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 the San Francisco Department of Public Works (the public works department) or the director of the building department to best accomplish maximum noise reduction; and (3) if the noise from the construction work exceeds the ambient noise levels at the site property line by 5 dBA, the

[20] Eastern Neighborhoods PEIR Mitigation Measures F-3, F-4, and F-6 address the siting of sensitive land uses in noisy environments. In a decision issued on December 17, 2015, the California Supreme Court held that CEQA does not generally require an agency to consider the effects of existing environmental conditions on a project's future users or residents except where a project or its residents may exacerbate existing environmental hazards (California Building Industry Association v. Bay Area Air Quality Management District, December 17, 2015, Case No. S213478, *http://www.courts.ca.gov/opinions/documents/S213478.PDF*. As noted above, the Eastern Neighborhoods PEIR determined that incremental increases in traffic-related noise attributable to implementation of the Eastern Neighborhoods Rezoning and Area Plans would be less than significant, and thus would not exacerbate the existing noise environment. Therefore, Eastern Neighborhoods Mitigation Measures F-3, F-4, and F-6 are not applicable. Nonetheless, for all noise sensitive uses, the general requirements for adequate interior noise levels of Mitigation Measures F-3 and F-4 are met by compliance with the acoustical standards required under the California Building Standards Code (California Code of Regulations Title 24).

work must not be conducted between 8 p.m. and 7 a.m. unless the director of the public works department authorizes a special permit for conducting the work during that period.

The building department is responsible for enforcing the Noise Ordinance for private construction projects during normal business hours (8 a.m. to 5 p.m.). The San Francisco Police Department is responsible for enforcing the Noise Ordinance during all other hours. Nonetheless, during the project's approximately 13-month construction period, 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 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 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.

Project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site. The nearest large project that could be under construction at the same time as 856 Capp Street is a new five-story building at 3230 24th Street, which is about 180 feet distant. Thus, there are no known or proposed projects that are close enough to potentially result in significant cumulative construction noise impacts.

Operational Noise

Eastern Neighborhoods PEIR Mitigation Measure F-5 addresses impacts related to individual projects that include uses that would be expected to generate noise levels in excess of ambient noise in the project vicinity. The project would add a four-story rear addition to an existing vacant one-story church and convert the use from institutional to nine residential units. Residential use would be expected to generate excessive noise levels. Thus, Mitigation Measure F-5 is not applicable to the project.

The 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, the building department 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 the building department, a detailed acoustical analysis of the exterior wall and window assemblies may be required.

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 is not applicable.

For the above reasons, the project would not result in significant noise impacts that were not identified in the Eastern Neighborhoods PEIR. Furthermore, vehicle noise would need to double to result in significant noise effects. The project which would add nine dwelling units and an estimated 24 daily auto trips, would not, in combination with other nearby projects (the nearest known project being a new five-

story mixed use building at 3230 24th Street with no proposed parking), double vehicle noise to result in significant cumulative noise impacts during project operation.

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*
6. AIR QUALITY—Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR identified potentially significant air quality impacts resulting from construction activities and impacts to sensitive land uses[21] as a result of exposure to elevated levels of diesel particulate matter (DPM) and other toxic air contaminants (TACs). The Eastern Neighborhoods PEIR identified four mitigation measures that would reduce these air quality impacts to less-than-significant levels and stated that with implementation of identified mitigation measures, the rezoning and area plans would be consistent with the Bay Area 2005 Ozone Strategy, the applicable air quality plan at that time. All other air quality impacts were found to be less than significant.

Eastern Neighborhoods PEIR Mitigation Measure G-1 addresses air quality impacts during construction, and PEIR Mitigation Measures G-3 and G-4 address proposed uses that would emit DPM and other TACs.[22]

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

[22] The Eastern Neighborhoods PEIR also includes Mitigation Measure G-2, which has been superseded by San Francisco Health Code Article 38, as discussed below, and is no longer applicable.

Construction Dust Control

Eastern Neighborhoods PEIR Mitigation Measure G-1: Construction Air Quality 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 the building department. 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 G-1. Therefore, the portion of PEIR Mitigation Measure G-1 Construction Air Quality that addresses dust control is no longer applicable to the project.

Criteria Air Pollutants

While the Eastern Neighborhoods PEIR determined that at a program-level the Eastern Neighborhoods Rezoning and Area Plans would not result in significant regional air quality impacts, the PEIR states that "Individual development projects undertaken in the future pursuant to the new zoning and area plans would be subject to a significance determination based on the Bay Area Air Quality Management District's (the air district's) quantitative thresholds for individual projects."[23] The air district's CEQA Air Quality Guidelines (Air Quality Guidelines) provide screening criteria[24] 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. The project would expand and convert an existing vacant church building into nine dwelling units, which is below screening levels for operation and construction.[25] Therefore, the project would not have a significant impact related to criteria air pollutants, and a detailed air quality assessment is not required.

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[23] San Francisco Planning Department, Eastern Neighborhood's Rezoning and Area Plans Final Environmental Impact Report. See page 346, *http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=4003*, accessed December 18, 2018.

[24] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, updated May 2011. See pp. 3-2 to 3-3.

[25] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, Updated May 2011. Table 3-1. Criteria air pollutant screening sizes for an apartment, low-rise building, is 451 dwelling units for operational and 240 dwelling units for construction.

Health Risk

Since certification of the PEIR, San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes, generally referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, or Health Code Article 38 (Ordinance 224-14, amended December 8, 2014). The purpose of Article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. The Air Pollutant Exposure Zone as defined in Article 38 are areas that, based on modeling of all known air pollutant sources, exceed health protective standards for cumulative $PM_{2.5}$ concentration, cumulative excess cancer risk, and incorporates health vulnerability factors and proximity to freeways. Projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

Construction

The project site is not located within an identified Air Pollutant Exposure Zone. Therefore, the ambient health risk to sensitive receptors from air pollutants is not considered substantial and the remainder of Mitigation Measure G-1 that requires the minimization of construction exhaust emissions is not applicable to the project.

Siting New Sources

The project would not be expected to generate 100 truck trips per day or 40 refrigerated truck trips per day. Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-3 is not applicable. In addition, the project would not include any sources that would emit DPM or other TACs.[26] Therefore, Eastern Neighborhoods PEIR Mitigation Measure G-4 is not applicable and impacts related to siting new sources of pollutants would be less than significant.

Conclusion

For the above reasons, none of the Eastern Neighborhoods PEIR air quality mitigation measures are applicable to the project and the project would not result in significant air quality impacts that were not identified in the PEIR.

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[26] The project would include a high-efficiency gas-fired boiler and no diesel generators.

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
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?	☐	☐	☐	☒
b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR assessed the GHG emissions that could result from rezoning of the Mission Area Plan under the three rezoning options. The Eastern Neighborhoods Rezoning Options A, B, and C are anticipated to result in GHG emissions on the order of 4.2, 4.3 and 4.5 metric tons of CO_2E[27] per service population,[28] respectively. The Eastern Neighborhoods PEIR concluded that the resulting GHG emissions from the three options analyzed in the Eastern Neighborhoods Rezoning and Area Plans would be less than significant. No mitigation measures were identified in the PEIR.

The BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a 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. 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 28.4 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]

[27] CO_2E, defined as equivalent Carbon Dioxide, is a quantity that describes other greenhouse gases in terms of the amount of Carbon Dioxide that would have an equal global warming potential.
[28] Memorandum from Jessica Range to Environmental Planning staff, Greenhouse Gas Analyses for Community Plan Exemptions in Eastern Neighborhoods, April 20, 2010. This memorandum provides an overview of the GHG analysis conducted for the Eastern Neighborhoods PEIR and provides an analysis of the emissions using a service population (equivalent of total number of residents and employees) metric.
[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 December 18, 2018.
[30] ICF International, Technical Review of the 2012 Community-wide Inventory for the City and County of San Francisco, January 21, 2015, *https://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf*, accessed December 18, 2018.
[31] Bay Area Air Quality Management District, Clean Air Plan, September 2010, *http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans*, accessed December 18, 2018.

Executive Order S-3-05[32], 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 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 would increase the intensity of use of the project site by introducing residential uses (nine dwelling units). Therefore, the project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential 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 project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy, and compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, renewable energy, waste reduction, and conservation.

Compliance with the City's bicycle parking requirements would reduce the project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of an alternative transportation mode with zero GHG emissions. In addition, the

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[32] Office of the Governor, Executive Order S-3-05, June 1, 2005, https://www.gov.ca.gov/news.php?id=1861, accessed May 1, 2017.

[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 May 1, 2017.

[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 $MTCO_2E$); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$).

[36] Office of the Governor, Executive Order B-30-15, April 29, 2015, *https://www.gov.ca.gov/news.php?id=18938*, accessed May 1, 2017. 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 San Francisco 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.

project sponsor would pay into the City's transportation sustainability fee, which funds transit infrastructure projects.

The project would be required to comply with the applicable energy efficiency and water reduction and conservation requirements of the City's green building code, stormwater management ordinance, and water conservation ordinance, which promote energy and water efficiency, thereby reducing the project's energy-related GHG emissions.[40]

The project's waste-related emissions would be reduced through compliance with the City's recycling and composting ordinance and construction and demolition debris recovery ordinance requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[41] and reducing the energy required to produce new materials. Compliance with the City's street tree planting requirements would serve to increase carbon sequestration, and regulations requiring low-emitting finishes would reduce volatile organic compounds (VOCs).[42] Thus, the project was determined to be consistent with San Francisco's GHG reduction strategy.[43]

In conclusion, the project's GHG emissions would not conflict with state, regional, and local GHG reduction plans and regulations. Furthermore, the project is within the scope of the development evaluated in the PEIR and would not result in impacts associated with GHG emissions beyond those disclosed in the PEIR. For the above reasons, the project would not result in significant GHG emissions that were not identified in the Eastern Neighborhoods PEIR and no mitigation measures are necessary.

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*
8. WIND AND SHADOW—Would the project:				
a) Alter wind in a manner that substantially affects public areas?	☐	☐	☐	☒
b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas?	☐	☐	☐	☒

[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.
[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 for 856 Capp Street, October 31, 2017.

Wind

Based upon experience of the planning department in reviewing wind analyses and expert opinion on other projects, it is generally (but not always) the case that projects under 80 feet in height do not have the potential to generate significant wind impacts. Therefore, the proposed 40-foot-tall building (50 feet to the top of the stair penthouse) would not cause or contribute to a ground-level exceedance of the wind hazard criterion of the planning code in the project vicinity. For this reason, the project is not anticipated to cause significant impacts related to wind that were not identified in the Eastern Neighborhoods PEIR. The nearest large project to the project site is 180 feet distant (a new five-story building at 3230 24th Street); this project is far enough away such that the project would not combine with other projects in the vicinity to result in cumulative wind impacts.

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. Under the Eastern Neighborhoods Rezoning and Area Plans, sites surrounding parks could be redeveloped with taller buildings without triggering section 295 of the planning code because certain parks are not subject to section 295 of the planning code (i.e., under jurisdiction of departments other than the San Francisco Recreation and Parks Department or privately owned). The Eastern Neighborhoods PEIR could not conclude if the rezoning and community plans would result in less-than-significant shadow impacts because the feasibility of complete mitigation for potential new shadow impacts of unknown proposals could not be determined at that time. Therefore, the PEIR determined shadow impacts to be significant and unavoidable. No mitigation measures were identified in the PEIR.

The project would construct a 40-foot-tall building (50 feet to the top of the stair penthouse); therefore, the planning department prepared a preliminary shadow fan analysis to determine whether the project would have the potential to cast new shadow on nearby parks.[44] The preliminary shadow fan showed that the proposed building would not cast new shadow on any parks or schools in the area, and therefore would not generate any shadow impacts. Furthermore, the nearest large project to 856 Capp Street is a new five-story building at 3230 24th Street, which is about 180 feet distant; this project also would not cast new shadow on any parks or schools.[45] Thus, the project would not combine with other projects in the vicinity to result in cumulative shadow impacts.

The project would shade portions of nearby streets and sidewalks and private property at times within the project vicinity. 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 properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the project would not be considered a significant impact under CEQA.

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[44] San Francisco Planning Department, Preliminary Shadow Fan Analysis, 856 Capp Street, October 29, 2018.

[45] San Francisco Planning Department, PPA Case No. 2016-014062PPA for 3230 and 3236 24th Street, January 13, 2017, available at *https://sfplanninggis.org/pim/*.

For the above reasons, the project would not result in significant impacts related to shadow that were not identified in the Eastern Neighborhoods PEIR. Furthermore, the project would not combine with other projects in the vicinity to result in cumulative shadow impacts that were not identified in the PEIR.

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*
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?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Physically degrade existing recreational resources?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR concluded that implementation of the Eastern Neighborhoods Rezoning and Area Plans 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 Eastern Neighborhoods PEIR. However, the PEIR identified Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities. This improvement measure calls for the City to implement funding mechanisms for an ongoing program to repair, upgrade and adequately maintain park and recreation facilities to ensure the safety of users.

As part of the Eastern Neighborhoods adoption, the City adopted impact fees for development in Eastern Neighborhoods that goes towards funding recreation and open space. Since certification of the PEIR, the voters of San Francisco passed the 2012 San Francisco Clean and Safe Neighborhood Parks Bond providing the San Francisco Recreation and Parks Department an additional $195 million to continue capital projects for the renovation and repair of parks, recreation, and open space assets. This funding is being utilized for improvements and expansion to Garfield Square, South Park, Potrero Hill Recreation Center, Warm Water Cove Park, and Pier 70 Parks Shoreline within the Eastern Neighborhoods plan area. The impact fees and the 2012 San Francisco Clean and Safe Neighborhood Parks Bond are funding measures similar to that described in PEIR Improvement Measure H-1: Support for Upgrades to Existing Recreation Facilities.

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 areas within the Eastern Neighborhoods plan area for acquisition and the locations where new open spaces and open space connections should be built, consistent with PEIR

Improvement Measure H-2: Support for New Open Space. Two of these open spaces, Daggett Park and 17th and Folsom Street Park, opened for public use in 2017. In addition, the amended ROSE identifies the role of both the Better Streets Plan (refer to "Transportation" section for description) and the Green Connections Network in open space and recreation. Green Connections are special streets and paths that connect people to parks, open spaces, and the waterfront, while enhancing the ecology of the street environment. Six routes identified within the Green Connections Network cross the Eastern Neighborhoods plan area: Mission to Peaks (Route 6); Noe Valley to Central Waterfront (Route 8), a portion of which has been conceptually designed; Tenderloin to Potrero (Route 18); Downtown to Mission Bay (Route 19); Folsom, Mission Creek to McLaren (Route 20); and Shoreline (Route 24).

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 increased residential population to the project area.

Cumulative development in the project vicinity would result in an intensification of land uses and an increase in the use of nearby recreational resources and facilities. The Recreation and Open Space Element of the General Plan provides a framework for providing a high quality open space system for its residents, while accounting for expected population growth through year 2040. As discussed above, there are several parks, open spaces, or other recreational facilities within a quarter-mile of the project site, and two new parks have recently been constructed within the Eastern Neighborhoods plan area. These existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of those resources. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on recreational resources or facilities.

As discussed above, the proposed project would not result is a significant individual or cumulative impact to recreational resources. Therefore, the proposed project would not result in a significant recreational impact that was not disclosed in the Eastern Neighborhoods PEIR.

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*
10. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

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
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System (NPDES) permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The NPDES standards are set and regulated by the Regional Water Quality Control Board. Therefore, the proposed project would not exceed the wastewater treatment requirements of the water quality control board.

The San Francisco Public Utilities Commission is 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 Eastern Neighborhoods plan area including at the Southeast Treatment Plant, the Central Bayside System, and green infrastructure projects, such as the Mission and Valencia Green Gateway.

The proposed project would not substantially increase the amount of stormwater entering the combined sewer system because the project would not increase impervious surfaces at the project site. Compliance with the city's Stormwater Management Ordinance and the Stormwater Management Requirements and Design Guidelines would ensure that the design of the proposed project includes installation of appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit discharges from the site from entering the city's combined stormwater/sewer system. Under the Stormwater Management Ordinance, stormwater generated by the proposed project is required to meet a performance standard that reduces the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm and therefore would not contribute additional volume of polluted runoff to the city's stormwater infrastructure.

Although the proposed project would add approximately 21 new residents to the project site, the combined sewer system has capacity to serve projected growth through year 2040. Therefore, the

incremental increase in wastewater treatment resulting from the project would be met by the existing sewer system and would not require expansion of existing wastewater facilities or construction of new facilities.

On June 14, 2016, the SFPUC adopted the 2015 Urban Water Management Plan (UWMP) for the City and County of San Francisco.[46] The 2015 UWMP estimates that current and projected water supplies will be sufficient to meet future retail demand through 2035 under normal year, single dry year and multiple dry years conditions; however, if a multiple dry year event occurs, the SFPUC would implement water use and supply reductions through its drought response plan and a corresponding retail water shortage allocation plan. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. For these reasons, there would be sufficient water supply available to serve the proposed project from existing water supply entitlements and resources, and new or expanded resources or entitlements would not be required. Therefore, environmental impacts relating to water use and supply would be less than significant.

The city disposes of its municipal solid waste at Recology Hay Road Landfill, and that practice is anticipated to continue until 2025, with an option to renew the agreement thereafter for an additional six years. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported to a facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

The proposed project would incrementally increase total city waste generation; however, the proposed project would be required to comply with San Francisco ordinance numbers 27-06 and 100- 09. Due to the existing and anticipated increase of solid waste recycling in the city and the requirements to divert construction debris from the landfill, any increase in solid waste resulting from the proposed project would be accommodated by the existing Hay Road landfill. Thus, the proposed project would have less-than-significant impacts related to solid waste.

As explained in the analysis above, existing service management plans for water, wastewater, and solid waste disposal account for anticipated citywide growth. Furthermore, all projects in San Francisco would be required to comply with the same regulations described above which reduce stormwater, potable water, and waste generation. Therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects would not result in a cumulative utilities and service systems impact.

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to utilities and service systems. Therefore, the proposed project would not result in a significant utilities and service system impact that was not disclosed in the Eastern Neighborhoods PEIR.

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[46] San Francisco Public Utilities Commission, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016, *https://sfwater.org/modules/showdocument.aspx?documentid=9300*, accessed June, 2018.

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
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?	☐	☐	☐	☒

Project residents and employees would be served by the San Francisco Police Department and Fire Departments. The closest police station to the project site is the Mission Station, at 1240 Valencia Street, approximately one quarter mile from the site. The closest fire station to the project site is Station 7, located at 2300 Folsom Street, approximately one mile from the project site. The increased population at the project site could result in more calls for police, fire and emergency response. However, the increase in demand for these services would not be substantial given the overall demand for such services on a citywide basis. Moreover, the proximity of the project site to police and fire stations would help minimize the response time for these services should incidents occur at the project site.

Based on San Francisco's average household size of 2.35, the nine new dwelling units would accommodate approximately 21 new residents to the project site, and persons under 18 years old make up 13.4 percent of San Francisco residents,[47] thus of the estimated 21 new residents, three would be school-aged children, some of whom may be served by the San Francisco Unified School District and others through private schools in the areas. It is anticipated that the school district would be able to accommodate this minor increase in demand without the need for new or physically altered schools, the construction of which may result in environmental impacts.

Impacts to parks and recreational facilities are addressed above in Topic 9, Recreation.

The proposed project combined with projected citywide growth through 2040 would increase demand for public services, including police and fire protection and public schooling. The fire department, the police department, the school district, and other city agencies have accounted for such growth in providing public services to the residents of San Francisco. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects to increase the demand for public services requiring new or expanded facilities, the construction of which could result in significant physical environmental impacts.

47 U.S. Census, QuickFacts, San Francisco County California, Persons per household and Persons under 18 years, 2013-2017, *https://www.census.gov/quickfacts/fact/table/sanfranciscocitycalifornia,sanfranciscocountycalifornia/HSD310216#viewtop*, accessed December 17, 2018.

As discussed above, the proposed project would not result in a significant individual or cumulative impact with respect to public services. Therefore, the proposed project would not result in a significant public services impact that was not disclosed in the Eastern Neighborhoods PEIR.

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*
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

As discussed in the Eastern Neighborhoods PEIR, the Eastern Neighborhoods 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 rezoning and area plans. In addition, development envisioned under the Eastern Neighborhoods Rezoning and Area 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 rezoning and area plan would not result in significant impacts on biological resources, and no mitigation measures were identified.

The project site is developed with structures and has low shrubs and ground cover growing within the front setback and semi-paved rear and side yards. It is located within Mission Plan area of the Eastern Neighborhoods Rezoning and Area Plans and therefore, does not support habitat for any candidate, sensitive or special status species. As such, implementation of the project would not result in significant impacts to biological resources not identified in the Eastern Neighborhoods PEIR. Furthermore, the project vicinity does not support any candidate, sensitive, or special-status species, any riparian habitat, or any other identified sensitive natural community. For these reasons, the proposed project would not have the potential to combine with past, present, and reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact related to biological resources. Therefore, the project, in combination with other projects in the area, would not result in cumulative impacts on biological resources.

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*
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:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR concluded that implementation of the rezoning and area plan would indirectly increase the population that would be subject to an earthquake, including seismically induced ground-shaking, liquefaction, and landslides. The PEIR also 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 an acceptable level, given the seismically active characteristics of the Bay Area. Thus, the PEIR concluded that implementation of the rezoning and area plans would not result in significant impacts with regard to geology, and no mitigation measures were identified in the Eastern Neighborhoods PEIR.

Under the direction and management of the seven-member citizen building inspection commission, the mission of the building department is to oversee the effective, efficient, fair and safe enforcement of San Francisco's building, housing, plumbing, electrical, and mechanical codes, along with disability access regulations. To ensure that the potential for adverse effects related to geology and soils is adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code (state building code, California Code of Regulations, Title 24); the San Francisco Building Code (local building code), which is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins and information sheets.

State building code Chapter 18, Soils and Foundations, provides the parameters for geotechnical investigations and structural considerations in the selection, design, and installation of foundation systems to support the loads from the structure above. Section 1803 (Geotechnical Investigations) sets forth the basis and scope of geotechnical investigations conducted. Section 1804 (Excavation, Grading and Fill) specifies considerations for excavation, grading, and fill to protect adjacent structures and to prevent destabilization of slopes due to erosion and/or drainage. In particular, Section 1804.1 (Excavation near foundations) requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 (Foundation Walls, Retaining Walls, and Embedded Posts and Poles) specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift, including seismic considerations. Sections 1808 through 1810 (Foundations) specify requirements for foundation systems based on the most unfavorable loads specified in Chapter 16, Structural, for the structure's seismic design category in combination with the soil classification at the project site. The building department would review the project plans for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project and may require additional site-specific soils report(s) through the building permit application process, as needed.

During the building department's review of building permit application, the building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report.

A geotechnical investigation that included a test boring was prepared for the project.[48] The results of the field investigation indicate the site is underlain by Quaternary-age undivided surficial deposits. The upper 5 feet consists of firm, dry silt and clay with slight cementation. A very stiff layer was encountered between roughly 6 to 11 feet below existing site grade, and a hard layer was found at 12 feet below ground surface. No groundwater was encountered. The geotechnical investigation concluded that the site is suitable for support of the proposed improvements, and the primary geotechnical concerns are founding improvements in competent earth materials, support of temporary slopes and adjacent improvements, and seismic shaking and related effects during earthquakes. The geotechnical report concluded that the building may be supported on a conventional spread footing foundation bearing in competent earth materials, and that if the spread footings would cover a substantial portion of the building area, a mat foundation may be used as an alternative to reduce forming and steel bending costs.

As discussed above, during the building department's review of building permit application**, t**he building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report. The building permit application would be reviewed pursuant to the building department's implementation of the building code, local implementing procedures, and state laws, regulations, and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic, or other geological hazards. Thus, the project would not result in a significant effects related to soils, seismic, or other geological hazards that were not identified in the Eastern Neighborhoods PEIR, and no mitigation measures are necessary.

Environmental impacts related to geology and soils are generally site-specific. Nearby projects (the nearest large project being a new five-story building at 3230 24th Street, which is about 180 feet distant) would be subject to the same seismic safety standards and design review procedures applicable to the proposed project. Compliance with the seismic safety standards and the design review procedures would ensure that the project, in combination with other projects in the area, would not result in cumulative impacts related to geology and soils.

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*
14. HYDROLOGY AND WATER QUALITY—Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒

[48] H. Allen Gruen, C.E., G.E., Geotechnical Investigation, 856 Capp Street, San Francisco, California, September 29, 2017.

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
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?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

The Eastern Neighborhoods 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 would slightly increase impervious surface coverage on the 6,370-square-foot project site by replacing the paved driveway with a landscaped area and reducing the rear yard open space; thus, runoff from the site would be slightly reduced. In accordance with the City's Stormwater Management Ordinance (Ordinance No. 83-10), the project would be required to implement low impact design approaches, such as landscape solutions designed to capture stormwater runoff, and stormwater management systems would be required to comply with the Stormwater Design Guidelines. As a result, the project would not result in a significant impact on water quality from increased stormwater runoff.

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

The proposed project and all future projects within San Francisco would be required to comply with water quality and drainage control requirements that apply to all land use development projects within the city. As a result, the project, in combination with other projects in the area, would not result in

cumulative effects related to drainage patterns, water quality, stormwater runoff, stormwater capacity and groundwater supply, and water quality.

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
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?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury, or death involving fires?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR noted that implementation of any of the project's rezoning options would encourage construction of new development within the project area. The PEIR found that there is a high potential to encounter hazardous materials during construction activities in many parts of the project area because of the presence of 1906 earthquake fill, previous and current land uses associated with the use of hazardous materials, and known or suspected hazardous materials cleanup cases. However, the PEIR found that existing regulations for facility closure, underground storage tank closure, and investigation and cleanup of soil and groundwater would ensure implementation of measures to protect workers and the community from exposure to hazardous materials during construction.

Hazardous Building Materials

The Eastern Neighborhoods PEIR determined that future development in the plan area may involve demolition or renovation of existing structures containing hazardous building materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials addressed in the PEIR include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain PCBs or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead based paint may also present a health risk to existing building occupants if they are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. The Eastern Neighborhoods PEIR identified a significant impact associated with hazardous building materials including PCBs, DEHP, and mercury and determined that Mitigation Measure L-1: Hazardous Building Materials would reduce effects to a less-than-significant level. Because the proposed development includes demolition of the rear portion of the existing church building, Mitigation Measure L-1 applies to the project.

Soil and Groundwater Contamination

A Phase I environmental site assessment determines the potential for site contamination and level of exposure risk associated with the project. Based on that information, the project sponsor could be required to conduct soil and/or groundwater sampling and analysis. Where such analysis reveals the presence of hazardous substances in excess of state or federal standards, the project sponsor is required to submit a site mitigation plan to the San Francisco Department of Public Health (the health department) and to remediate any site contamination in accordance with an approved mitigation plan prior to the issuance of any building permit.

The project would involve approximately 300 cubic yards of soil disturbance in an area that is not known for contamination. The Phase I environmental site assessment[49] prepared for the project site noted that the project site, prior to the church use, was occupied by residential structures, and noted no evidence of any pits, lagoons, wells, or septic tanks at the site. The site assessment did not identify any recognized, historic, or controlled environmental conditions at the project site or in nearby areas, and the report did not recommend any further investigation.

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same regulations addressing use of hazardous waste (article 22 of the Health Code), hazardous soil and groundwater (article 22B of the Health Code), and building and fire codes addressing emergency response and fire safety. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

Therefore, the proposed project would not result in any significant impacts related to hazardous materials that were not identified in the Eastern Neighborhoods PEIR.

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[49] John Carver Consulting, Phase I Environmental Site Assessment at 856 Capp Street, San Francisco, California, October 30, 2014.

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
16. MINERAL AND ENERGY RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that the rezoning and area plans would facilitate the construction of both new residential units and commercial buildings. Development of these uses would not result in use of large amounts of fuel, water, or energy in a wasteful manner or in the context of energy use throughout the City and region. The energy demand for individual buildings would be typical for such projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the building department. The plan area does not include any natural resources routinely extracted and the rezoning does not result in any natural resource extraction programs. Therefore, the Eastern Neighborhoods PEIR concluded that implementation of the rezoning and area plans would not result in a significant impact on mineral and energy resources. No mitigation measures were identified in the PEIR.

The project site is not located in an area with known mineral resources and would not routinely extract mineral resources. Therefore, the proposed project would have no impact on mineral resources either individually or cumulatively.

Energy demand for the proposed project would be typical of residential mixed-use projects and would meet, or exceed, current state and local codes and standards concerning energy consumption, including the Green Building Ordinance and Title 24 of the California Code of Regulations enforced by the building department. As documented in the GHG compliance checklist for the proposed project, the project would be required to comply with applicable regulations promoting water conservation and reducing potable water use. As discussed under Transportation and Circulation above, the project site is located in a transportation analysis zone that experiences low levels of VMT per capita. Therefore, the project would not encourage activities that result in the use of large amounts of fuel, water, or energy.

All development projects within San Francisco would be required to comply with applicable regulations in the City's Green Building Ordinance and Title 24 of the California Code of Regulations that reduce both energy use and potable water use. Furthermore, the majority of San Francisco is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects would not encourage activities that result in the use of large amounts of fuel, water or energy.

For the reasons stated above, the proposed project would not result in significant impacts either individually or cumulatively related to mineral and energy resources. Therefore, the proposed project would not result in new significant impacts to mineral and energy resources not identified in the Eastern Neighborhoods PEIR.

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*
17. AGRICULTURE AND FOREST RESOURCES—Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)) or timberland (as defined by Public Resources Code Section 4526)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

The Eastern Neighborhoods PEIR determined that no agricultural resources exist in the plan area; therefore, the rezoning and community plans would have no effect on agricultural resources. No mitigation measures were identified in the PEIR. The Eastern Neighborhoods PEIR did not analyze the effects on forest resources.

As the project is located in the Eastern Neighborhoods plan area, there would be no additional project-level or cumulative impacts on agriculture and forest resources beyond those analyzed in the Eastern Neighborhoods PEIR.

MITIGATION MEASURE

Project Mitigation Measure 1 – Archeological Accidental Discovery (Eastern Neighborhoods Programmatic Environmental Impact Report (PEIR) Mitigation Measure J-2). The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

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

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal

of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound copy, one unbound copy and one unlocked, searchable PDF copy on CD three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Project Mitigation Measure 2 – Hazardous Building Materials (Eastern Neighborhoods Programmatic Environmental Impact Report (PEIR) Mitigation Measure L-1). The City shall condition future development approvals to require that the subsequent project sponsors ensure that any equipment containing PCBs or DEPH, such as fluorescent light ballasts, are removed and properly disposed of according to applicable federal, state, and local laws prior to the start of renovation, and that any fluorescent light tubes, which could contain mercury, are similarly removed and properly disposed of. Any other hazardous materials identified, either before or during work, shall be abated according to applicable federal, state, and local laws.

Figure 1: Project Location

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Figure 2: Proposed Site Plan

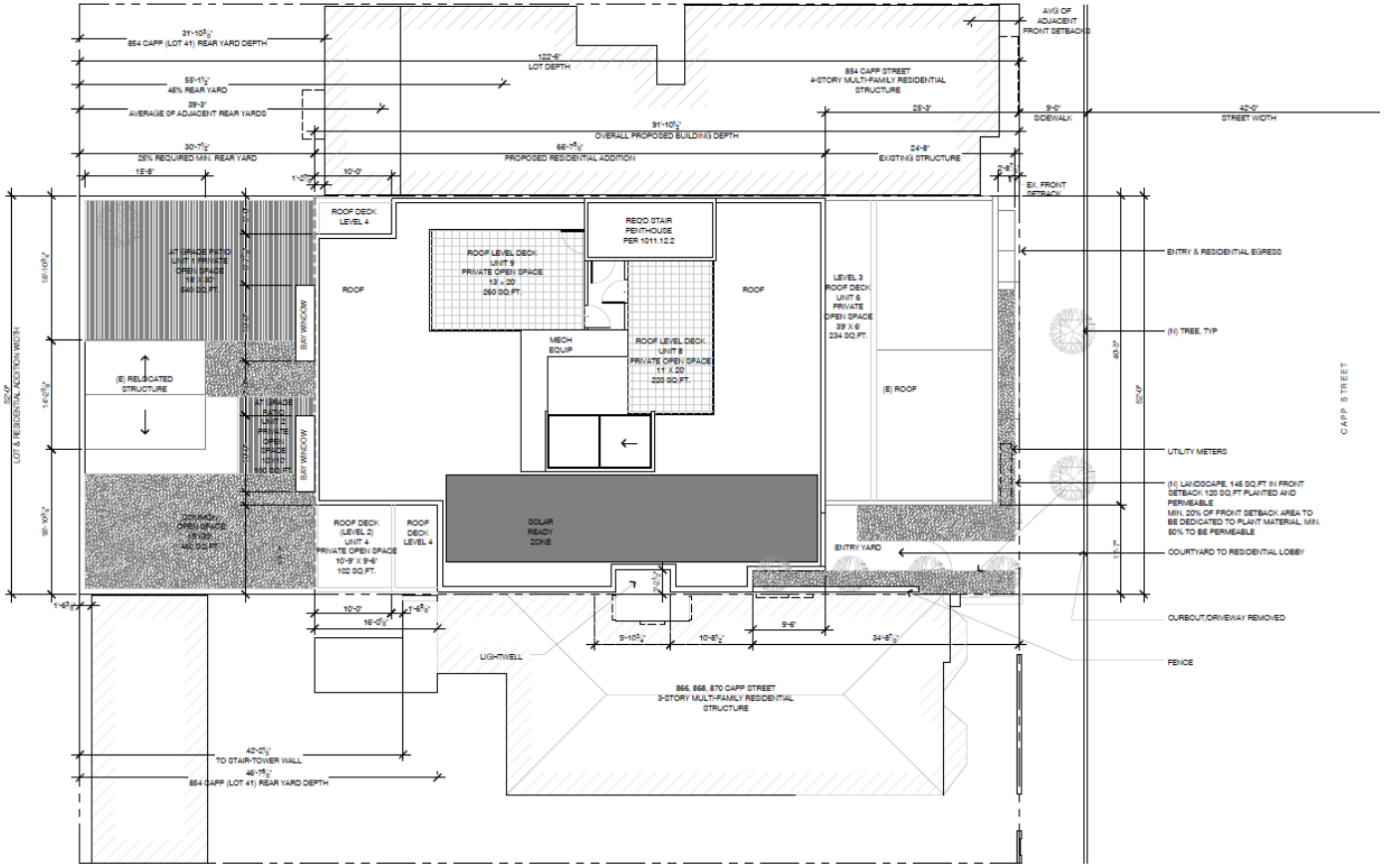


Figure 3: Ground Floor Plan

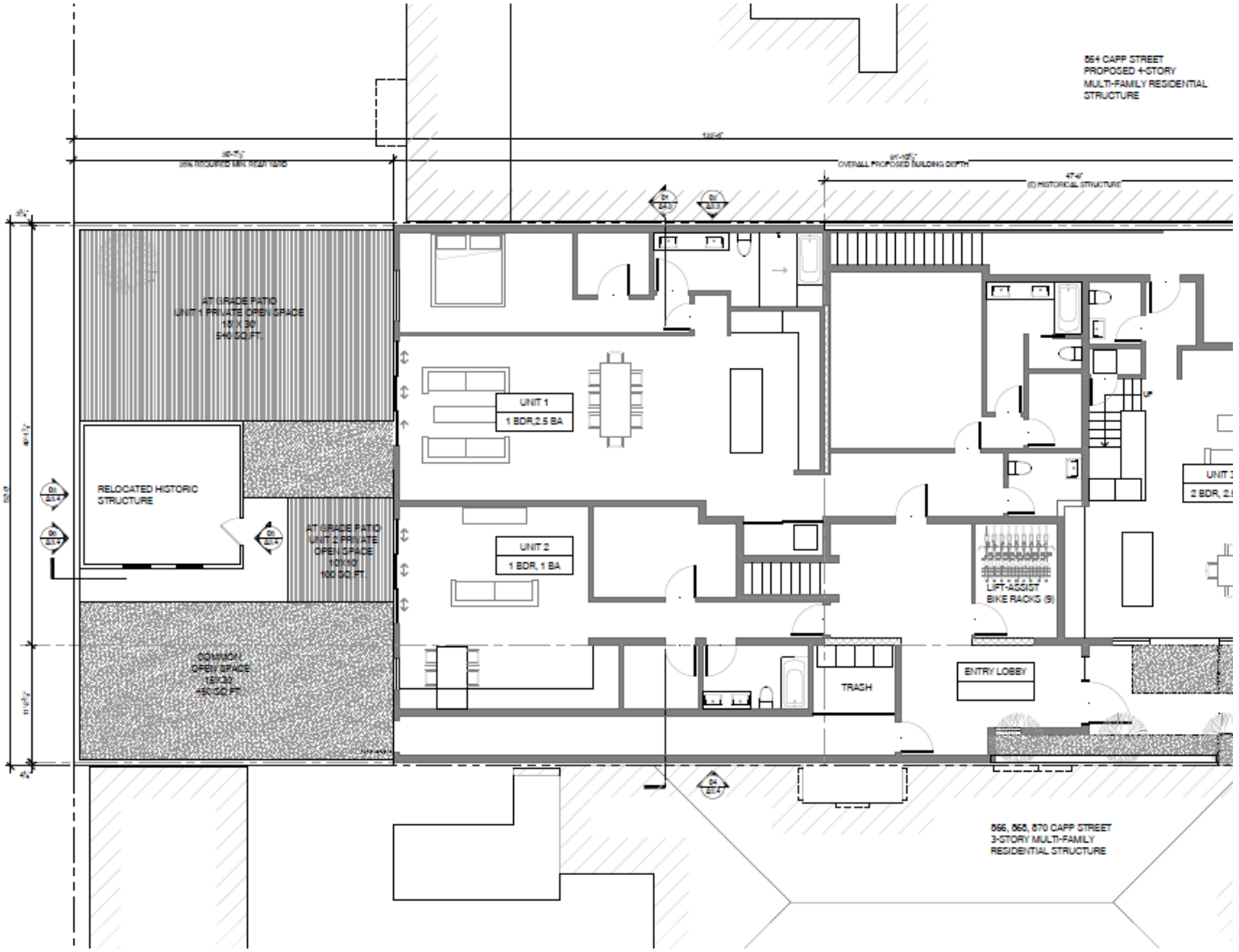


Figure 4: Second Floor Plan

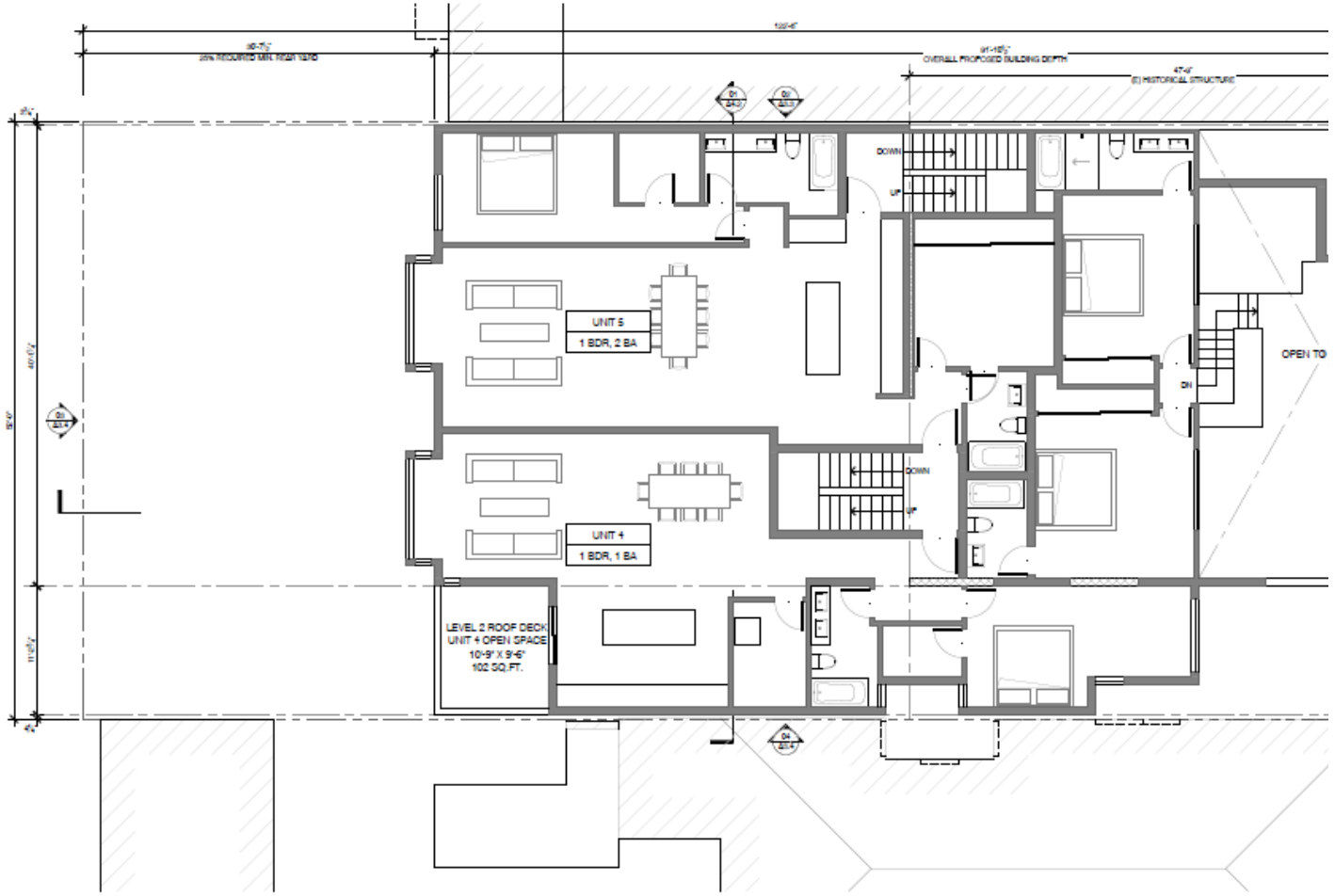


Figure 5: Third Floor Plan

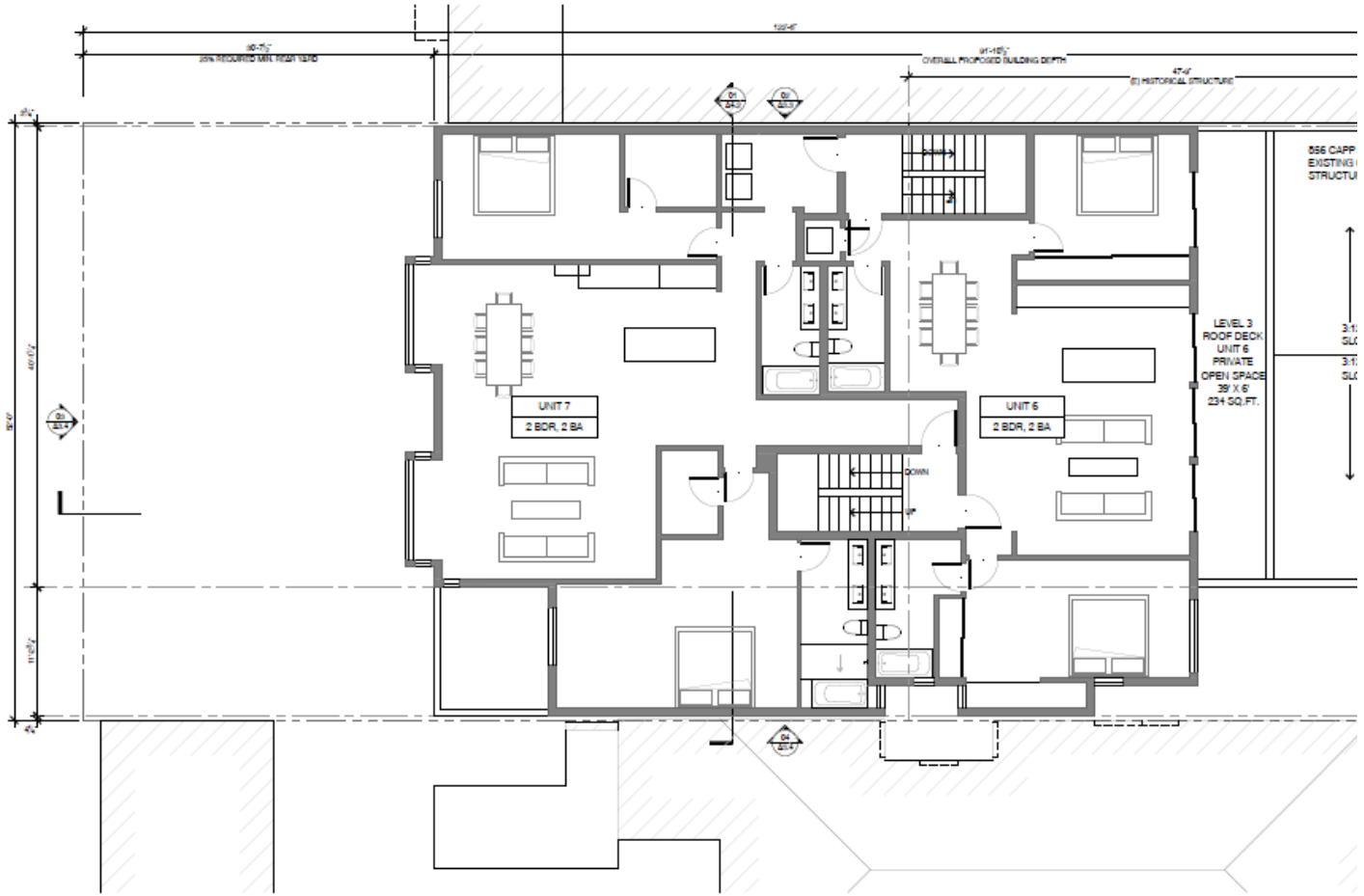


Figure 6: Fourth Floor Plan

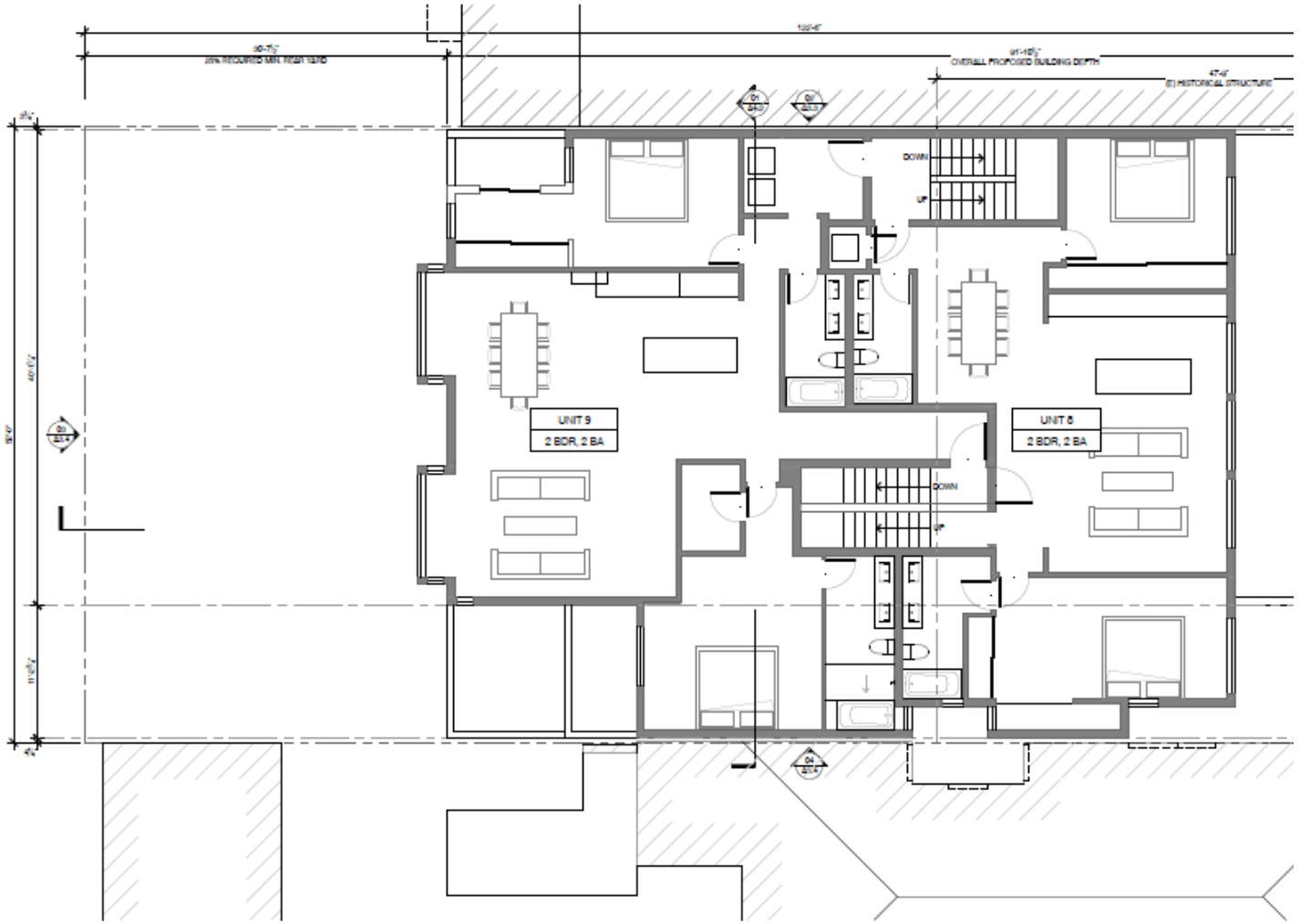
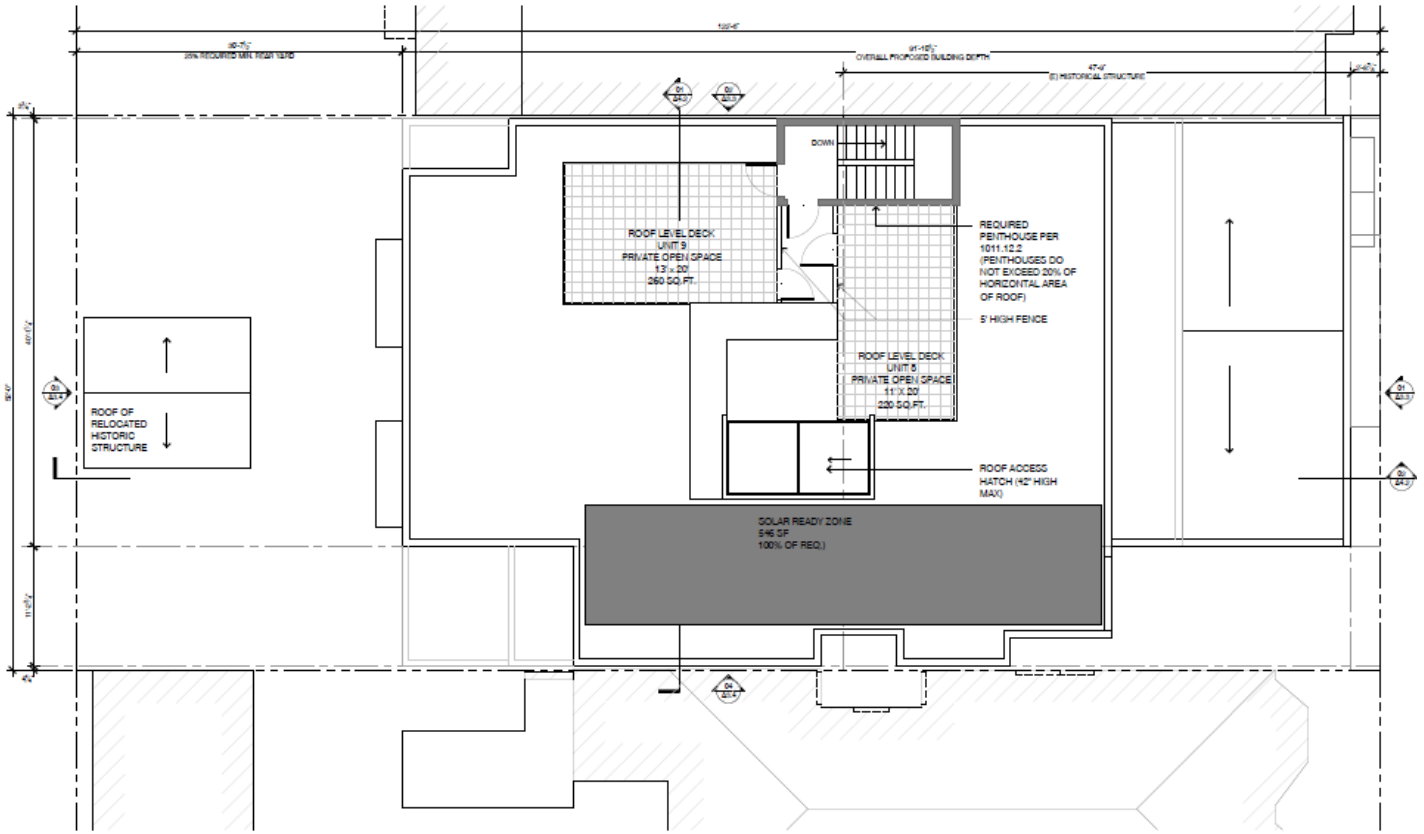


Figure 7: Roof Plan



BETTER ROOF AREA		
BASED ON THE SF PLANNING CODE, SECTION 149		
TOTAL NEW ROOF AREA	15% SOLAR READY ZONE	30% LIVING ROOF ALTERNATE
3642 SQ. FT.	546 SQ. FT.	833 SQ. FT.

Figure 8: Front (East) Elevation

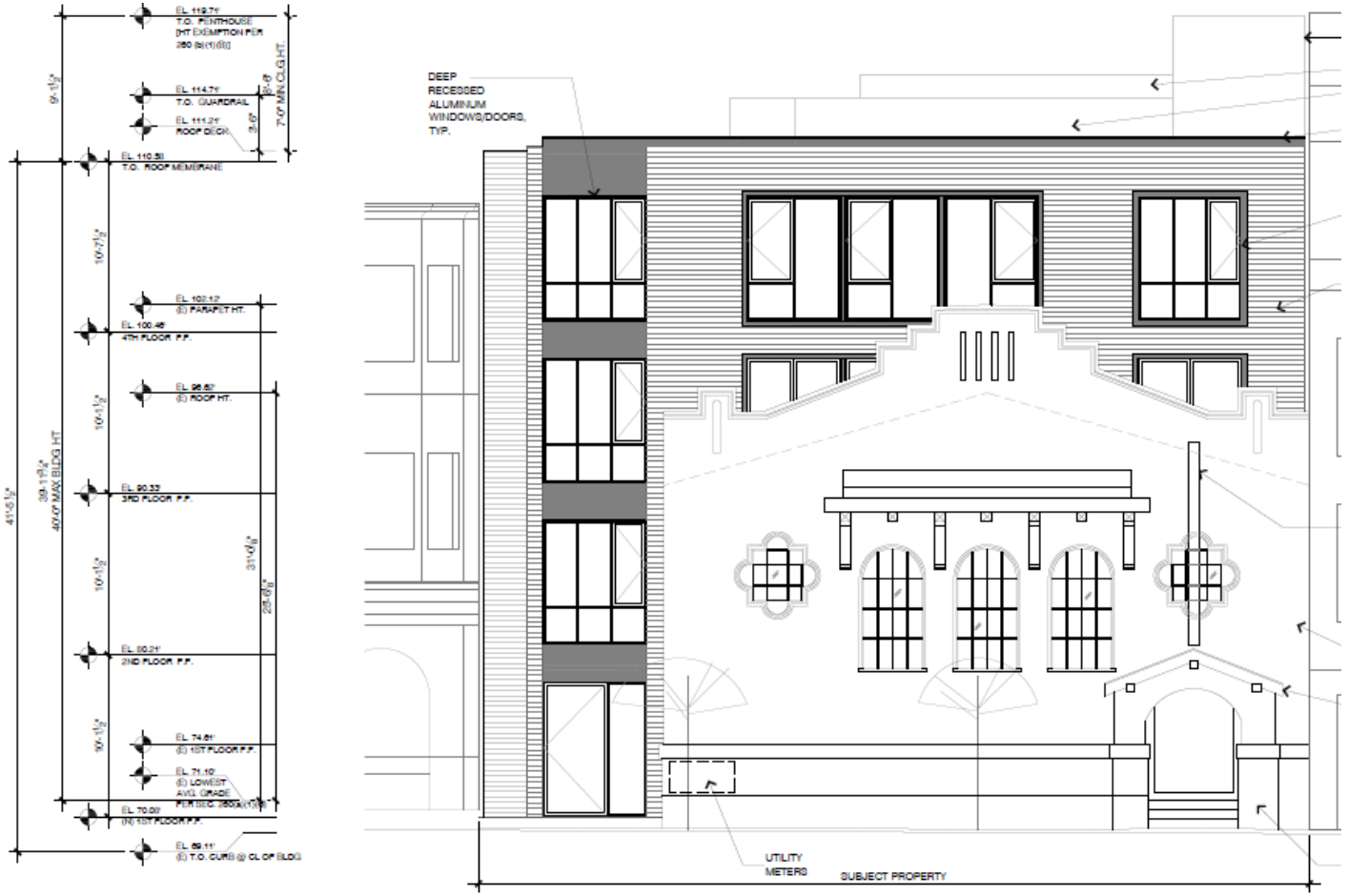


Figure 9: Rear (West) Elevation

Figure 10: South Elevation

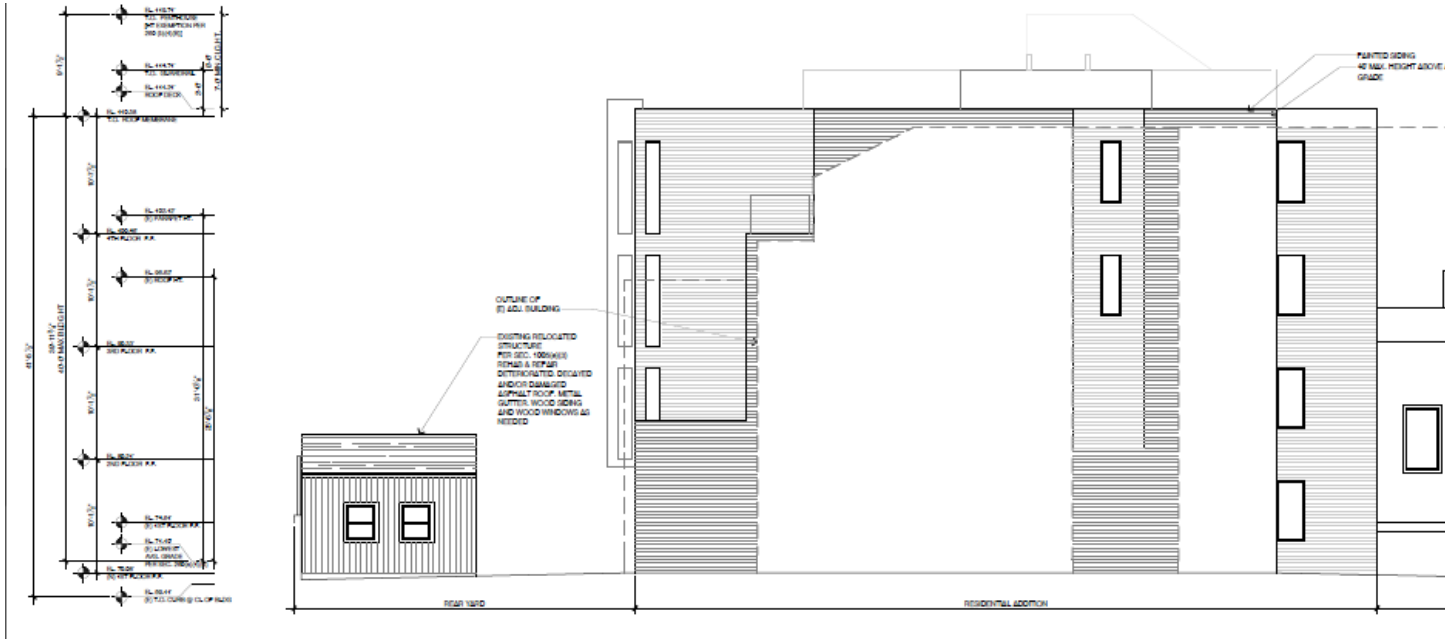


Figure 11: North Elevation