



SAN FRANCISCO PLANNING DEPARTMENT

Notice of Availability of and Intent to Adopt a Mitigated Negative Declaration

Date: November 17, 2010
Case No.: 2009.0651E
Project Title: **Restaurant Depot (2121 and 2045 Evans Avenue)**
Zoning: PDR-2 (Core Production, Distribution, and Repair) Use District
65-J Height and Bulk District
Block/Lot: 4343/ 201 & 202 (formerly lots 001B & 002)
Project Sponsor: Stephanie Mallory, Jetro Cash and Carry, Restaurant Depot
(714) 224-5470
Staff Contact: Jessica Range – (415) 575-9018
Jessica.Range@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

To Whom It May Concern:

This notice is to inform you of the availability of the environmental review document concerning the proposed project as described below. The document is a Preliminary Mitigated Negative Declaration (PMND), containing information about the possible environmental effects of the proposed project. The PMND documents the determination of the Planning Department that the proposed project could not have a significant adverse effect on the environment. Preparation of a Mitigated Negative Declaration does not indicate a decision by the City to carry out or not to carry out the proposed project.

Project Description: The proposed project involves two adjacent lots on Assessor's Block 4343: (1) Lot 201 (2121 Evans Avenue) and, (2) Lot 202 (2045 Evans Avenue), located within the Bayview Hunters Point Neighborhood of San Francisco. The project site is bounded by Evans Avenue to the east, Cesar Chavez Street to the north, Bayshore Boulevard and Jerrold Avenue to the west and Napoleon Street to the south. Lot 201 contains an approximately 28,377 square foot, two-story industrial building and a 2,800 square foot, single-story garage with 65 parking spaces. Lot 202 contains the Restaurant Depot, a 60,898 square foot, 37 foot tall wholesale building with 80 parking spaces. The proposed project would demolish both structures on lot 201 to create a 153-space surface parking lot for the Restaurant Depot, and a 14,410 square foot addition to the south side of the existing Restaurant Depot, for a total of 75,308 square feet. The proposed project would retain 62 of the 96 existing parking spaces on lot 202. The proposed project requires a Conditional Use approval from the Planning Commission for providing parking spaces in excess of amounts considered as accessory uses by the *Planning Code*.

The PMND is available to view or download from the Planning Department's website at <http://tinyurl.com/meacases>. Paper copies are also available at the Planning Information Center (PIC) Counter at 1660 Mission Street, 1st Floor. If you have questions concerning environmental review of the proposed project, contact the Planning Department staff contact listed above.

Within 20 calendar days following publication of the PMND (i.e., by 5:00 p.m. on **December 7, 2010**, any person may:

- 1) Review the PMND as an informational item and take no action.
- 2) Make recommendations for amending the text of the document. The text of the PMND may be amended to clarify or correct statements and/or expanded to include additional relevant issues or cover issues in greater depth. One may recommend amending the text without the appeal described below. -OR-
- 3) Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a check for \$500 payable to the San Francisco Planning Department.¹ An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. Send the appeal letter to the Planning Department, Attention: Bill Wycko, 1650 Mission Street, Suite 400, San Francisco, CA 94103. **The letter must be accompanied by a check in the amount of \$500.00 payable to the San Francisco Planning Department, and must be received by 5:00 p.m. on December 7, 2010.** The appeal letter and check may also be presented in person at the PIC Counter on the first floor at 1660 Mission Street, San Francisco.

In the absence of an appeal, the Mitigated Negative Declaration shall be made final, subject to necessary modifications, after 20 days from the date of publication of the PMND.

¹ Upon review by the Planning Department, the appeal fee may be reimbursed for neighborhood organizations that have been in existence for a minimum of 24 months.



SAN FRANCISCO PLANNING DEPARTMENT

To Interested Parties Regarding the Attached Preliminary Mitigated Negative Declaration:

A Preliminary Mitigated Negative Declaration is being sent to you because you own property adjacent to the site, or because you have expressed an interest in the proposed project or the project area. Notice of publication of this document was printed in a newspaper of general circulation on the day that this was mailed to you.

Prior to consideration of the proposed project by decision makers (which may result in either approval or disapproval), the Planning Department is required to complete an environmental evaluation. In conformance with this requirement, the Department's Major Environmental Analysis Division has evaluated the current proposal and has determined that it could not **significantly** affect the environment. A Preliminary Mitigated Negative Declaration containing this determination with supporting reasons is enclosed.

Within 20 calendar days after the date of publication indicated on the first page of the Preliminary Mitigated Negative Declaration, any person may:

1. Review the attached materials for informational purposes.
2. Make recommendations for amendment of the text. (Text may be amended to clarify or correct statements and may be expanded to include additional relevant issues or to cover issues in greater depth. This may be done without the appeal described below). - OR -
3. Appeal the determination of no significant effect in a letter that specifies the grounds for such appeal and requests that an environmental impact report (EIR) be prepared. Send the appeal letter to the Planning Department, Attention: Bill Wycko, 1650 Mission Street, Suite 400, San Francisco CA, 94103. **The letter must be accompanied by a check in the amount of \$500.00 payable to the Planning Department, and must be received by 5 p.m. on December 7, 2010.** The appeal letter and check may also be presented in person at the Planning Information Counter on the first floor at 1660 Mission Street, San Francisco.¹

An appeal requires the Planning Commission to determine whether or not an EIR must be prepared, based upon whether or not the project could have a substantial adverse effect on the physical environment. If an appeal is filed, there will be a public hearing at which anyone may testify for or against the contention that an EIR is required. In the absence of an appeal, the Mitigated Negative Declaration may be made final, subject to necessary modifications, at the end of the 20-day review period.

Please note that preparation or finalization of a Mitigated Negative Declaration does not indicate a decision by the City to approve or to disapprove the proposed project. However, prior to making any such decision, the decision makers must review and consider the information contained in the Mitigated Negative Declaration.

If you have any questions concerning the attached materials or this process, please contact the planner identified as the "Agency Contact Person" on the Preliminary Mitigated Negative Declaration cover page.

¹ Upon review by the Planning Department, the appeal fee may be reimbursed for neighborhood organizations that have been in existence for a minimum of 24 months.

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

Date: November 17, 2010
Case No.: **2009.0651E**
Project Title: **Restaurant Depot (2121 and 2045 Evans Avenue)**
BPA Nos.: N/A
Zoning: PDR-2 (Core Production, Distribution, and Repair) Use District
65-J Height and Bulk District
Block/Lot: 4343/ 201 & 202 (formerly lots 001B & 002)
Lot Size: 2045 Evans Avenue 121,048 square feet
2121 Evans Avenue 70,000 square feet
Project Sponsor: Stephanie Mallory, Jetro Cash and Carry, Restaurant Depot
(714) 224-5470
Lead Agency: San Francisco Planning Department
Staff Contact: Jessica Range – (415) 575-9018
Jessica.Range@sfgov.org

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

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

PROJECT DESCRIPTION:

The proposed project involves two adjacent lots: (1) Lot 201 (2121 Evans Avenue) and, (2) Lot 202 (2045 Evans Avenue), located within the Bayview Hunters Point Neighborhood of San Francisco. The project site is bounded by Evans Avenue to the east, Cesar Chavez Street to the north, Bayshore Boulevard and Jerrold Avenue to the west and Napoleon Street to the south. Lot 201 contains an approximately 28,377 square foot, two-story industrial building and a 2,800 square foot, single-story garage with 65 parking spaces. Lot 202 contains the Restaurant Depot, a 60,898 square foot, 37 foot tall wholesale building with 80 parking spaces. The proposed project would demolish both structures on lot 201 to create a 153-space surface parking lot for the Restaurant Depot, and a 14,410 square foot addition to the south side of the existing Restaurant Depot, for a total of 75,308 square feet. The proposed project would retain 62 of the 96 existing parking spaces on lot 202. The larger structure on lot 201, proposed for demolition, was originally constructed in 1949 by the Hormel Company for meat processing and cold storage. The proposed project requires a Conditional Use approval from the Planning Commission for providing parking spaces in excess of amounts considered as accessory uses by the *Planning Code*.

FINDING:

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

Mitigation measures are included in this project to avoid potentially significant effects. See pages 93-100.

cc: Stephanie Mallory, project sponsor

**Preliminary Mitigated Negative Declaration
November 17, 2010**

**CASE NO. 2009.0651E
2045 and 2121 Evans Avenue**

Heather Maize, ADA architects
Dan Saleet, ADA architects
Ben Fu, neighborhood planner
Sue Hestor
Mary Miles
Master Decision File
Bulletin Board
Distribution List

**INITIAL STUDY
2045 AND 2121 EVANS AVENUE
PLANNING DEPARTMENT CASE NO. 2009.0651 E**

TABLE OF CONTENTS

A.	PROJECT DESCRIPTION.....	1
B.	PROJECT SETTING.....	7
C.	COMPATIBILITY WITH EXISTING ZONING AND PLANS.....	9
	Planning Code.....	9
	Plans and Policies	10
D.	SUMMARY OF ENVIRONMENTAL EFFECTS	12
E.	EVALUATION OF ENVIRONMENTAL EFFECTS.....	13
	E.1 Land Use and Land Use Planning	13
	E.2 Aesthetics	16
	E.3 Population and Housing.....	20
	E.4 Cultural and Paleontological Resources	22
	E.5 Transportation and Circulation.....	31
	E.6 Noise	39
	E.7 Air Quality	43
	E.8 Greenhouse Gas Emissions.....	50
	E.9 Wind and Shadow.....	58
	E.10 Recreation.....	60
	E.11 Utilities and Service Systems.....	61
	E.12 Public Services	64
	E.13 Biological Resources	65
	E.14 Geology and Soils.....	67
	E.15 Hydrology and Water Quality	71
	E.16 Hazards and Hazardous Materials.....	75
	E.17 Mineral and Energy Resources	85
	E.18 Agricultural Resources.....	87
	E.19 Mandatory Findings of Significance.....	88
F.	MITIGATION MEASURES AND IMPROVEMENT MEASURES	90
G.	PUBLIC NOTICE AND COMMENT.....	97
H.	DETERMINATION	98
I.	INITIAL STUDY PREPARERS	99

LIST OF FIGURES

Figure 1.	Project Location.....	2
Figure 2.	Existing Site Plan.....	3
Figure 3.	Existing Restaurant Depot Elevations.....	4
Figure 4.	Proposed Site Plan	5

Figure 5. Proposed Elevations 6
Figure 6. Existing Rock Outcrop..... 18

LIST OF TABLES

Table 1. Daily and PM Peak Hour Trip Generation 34
Table 2. Typical Commercial Construction Noise Levels (dBA) 42
Table 3. 2045-2121 Evans Avenue Construction Criteria Air Pollutant Emissions 46
Table 4. GHG Reductions from the AB 32 Scoping Plan Sectors 52
Table 5. Regulations Applicable to the Proposed Project 56

A. PROJECT DESCRIPTION

The project site consists of two adjacent lots on Assessor's Block 4343: (1) Lot 201¹ (2121 Evans Avenue) and, (2) Lot 202² (2045 Evans Avenue), located within the Bayview Hunters Point Neighborhood of San Francisco, and bounded by Evans Avenue to the east, Cesar Chavez Street (formerly Army Street) to the north, Bayshore Boulevard and Jerrold Avenue to the west and Napoleon Street to the south (see Figure 1. Project Location). Lot 201 contains an approximately 28,377 square foot (sf), two and one-half-story, former industrial structure and a 2,800 sf single-story garage with 65 parking spaces. Lot 202 contains the Restaurant Depot, a 60,898 sf, 37-foot tall wholesale building with 80 parking spaces.

The proposed project would demolish both structures on lot 201 to create a 153-space surface parking lot for the Restaurant Depot. Access to the main parking lot on Lot 201 would be provided off Napoleon Street. This parking lot would serve the customers of the Restaurant Depot. The larger structure on lot 201 was originally constructed in 1949 by the Hormel Company for meat processing and cold storage. This structure has been occupied by a variety of tenants, including: W&D Wholesale Foods, Auto Part 1, a furniture import/export business, a cabinet maker, Nani Heating & Air Conditioning, a newspaper distributing business, a metal fabrication business, Big Dog Taxi, United Success Intl. Inc., Metro Cab, Professional Auto Repair, a marble tile business, a dry cleaning business, and Royal Taxi.³

The Restaurant Depot occupies Lot 202 and is a wholesale restaurant supply business. The proposed project includes a 14,410 sf addition to the south side of the existing Restaurant Depot structure, for a total of 75,308 sf. The proposed project would retain 62 of the 96 existing parking spaces on lot 202 for employee parking; the existing entrance to this lot off Evans Avenue would be retained. There is currently a second entrance off Evans Avenue that provides access to an at-grade paved surface parking lot off Evans Avenue and a rooftop parking structure above the 28,000 sf warehouse on Lot 201. The proposed project would retain the surface parking on Lot 201, allowing the project to preserve six parking spaces at the Evans Avenue elevation. As discussed above, a second surface parking lot would be constructed on Lot 201, with access from Napoleon Street. (See Figures 2-5.)

Lots 201 and 202 are both zoned PDR-2 (Core Production, Distribution, Repair) and are within a 65-J height and bulk district. A 65-J height and bulk district allows for building heights up to 65 feet (ft) as of right, and bulk limitations of 250 ft in length and 300 ft along the diagonal for buildings 40 feet in height or taller. Within the PDR-2 zoning district a Conditional Use is required for proposed projects that exceed the parking and loading requirements. The project is proposing a total of 221 parking spaces and would include six loading spaces, exceeding the

¹ Formerly Lot 1B.

² Formerly Lot 2.

³ *Phase I Environmental Site Assessment, 2121 Evans Avenue, San Francisco, California*. Clean Stream Environmental Consulting, LLC. 3208 Morse Avenue S., Seattle Washington 98144. This document is available for public review at the Planning Department at 1650 Mission Street, Suite 400, San Francisco, Ca 94103, as part of Case File No. 2009.0651E.

parking and loading requirements permitted as of right by the San Francisco Planning Code (*Planning Code*), requiring a Conditional Use authorization. The project's compliance with *Planning Code* requirements is discussed further under Section C. Compatibility with Existing Zoning and Plans.

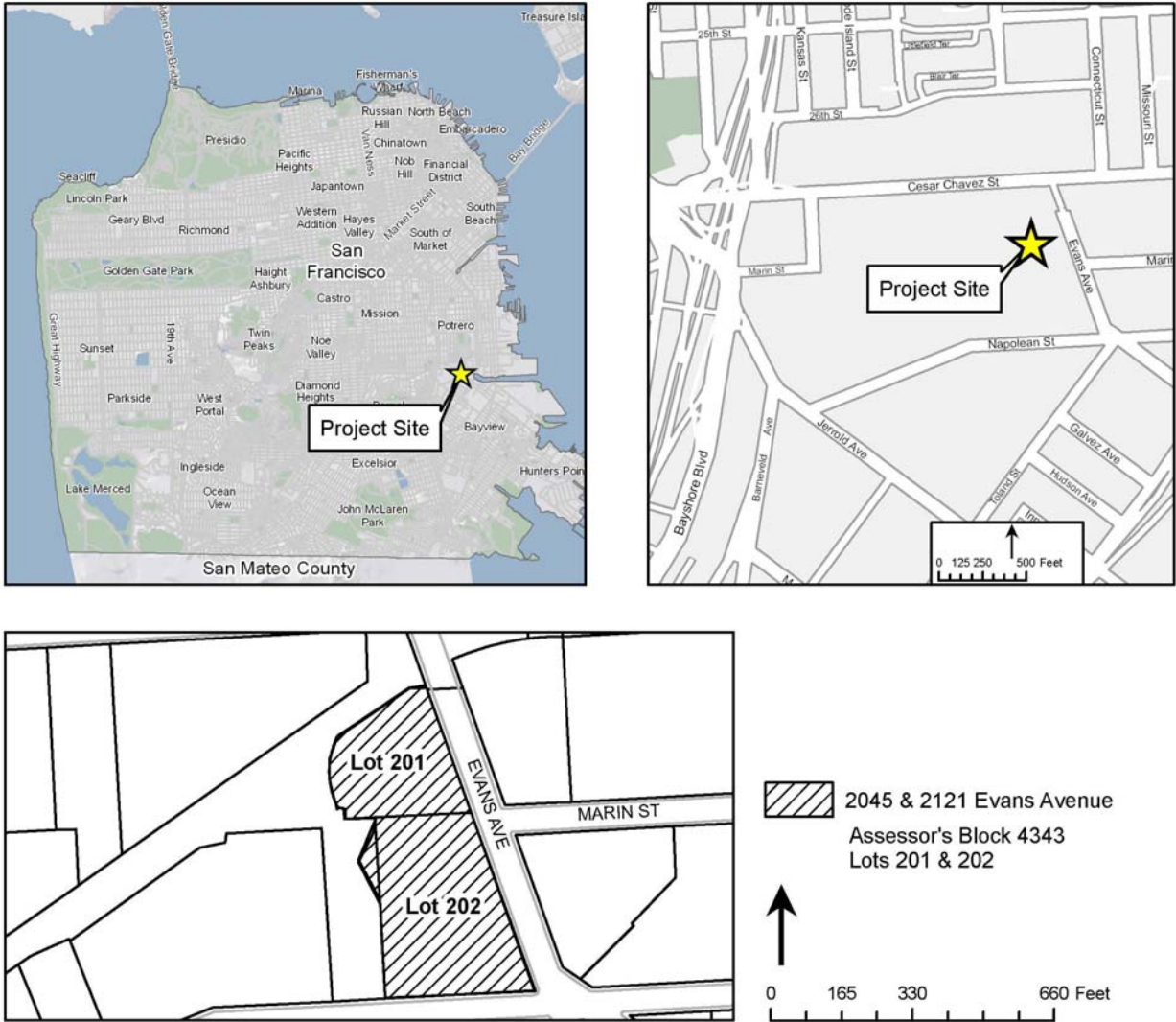


Figure 1. Project Location

Source: San Francisco Planning Department

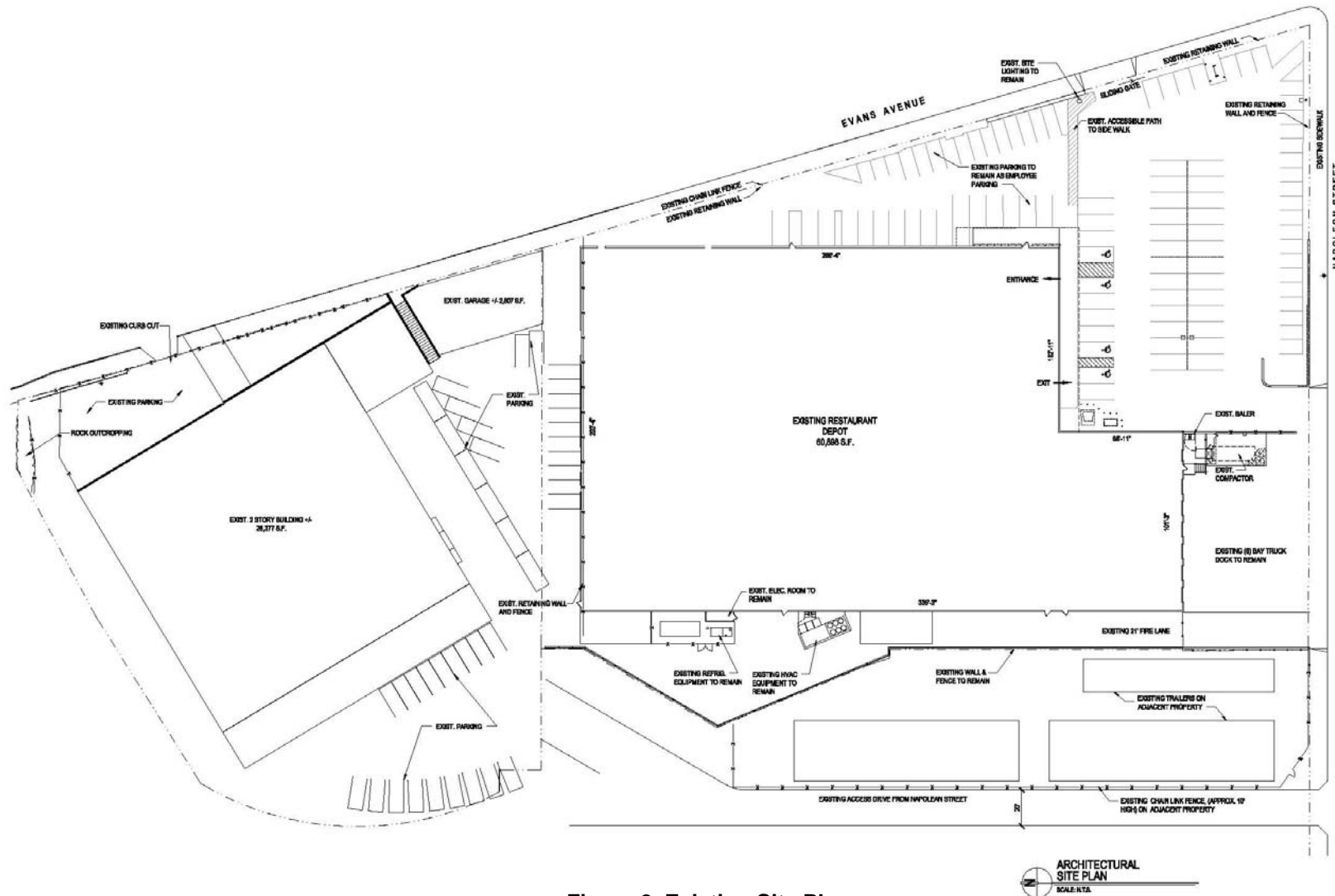


Figure 2. Existing Site Plan

Figures not to scale

Source: ADA Architects

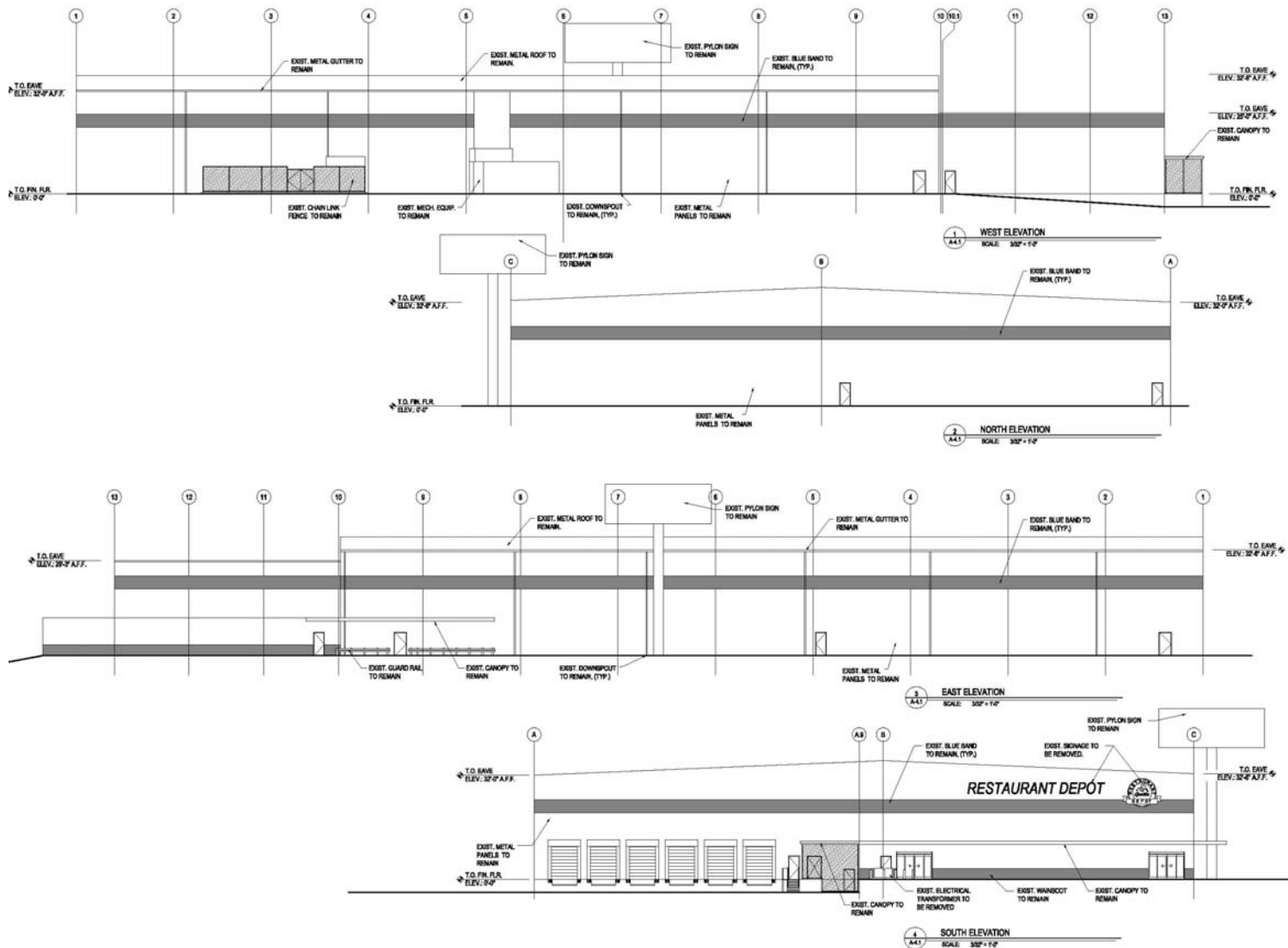


Figure 3. Existing Restaurant Depot Elevations

Figures not to scale

Source: ADA Architects

SITE ANALYSIS		
GENERAL INFORMATION		
EXISTING SITE GROSS ACREAGE:	125,810 S.F.	2.88 ACRES
PROPOSED SITE EXPANSION:	68,550 S.F.	1.58 ACRES
TOTAL SITE AREA:	194,360 S.F.	4.46 ACRES
PARKING COUNT		
CUSTOMER PARKING SPACES:	153 SPACES	
INCLUDES 36 COVERED SPACES		
POTENTIAL FOR 13 ADDITIONAL COVERED SPACES		
INCLUDES 6 H.C. SPACES		
EMPLOYEE PARKING SPACES, (EXISTING): 88 SPACES		
INCLUDES 1 H.C. SPACE		
TOTAL PARKING PROVIDED:	221 SPACES	
EXISTING BUILDING AREA: 60,888 S.F.		
PROPOSED EXPANSION AREA:	14,410 S.F.	
TOTAL PROPOSED BUILDING AREA:	75,308 S.F.	

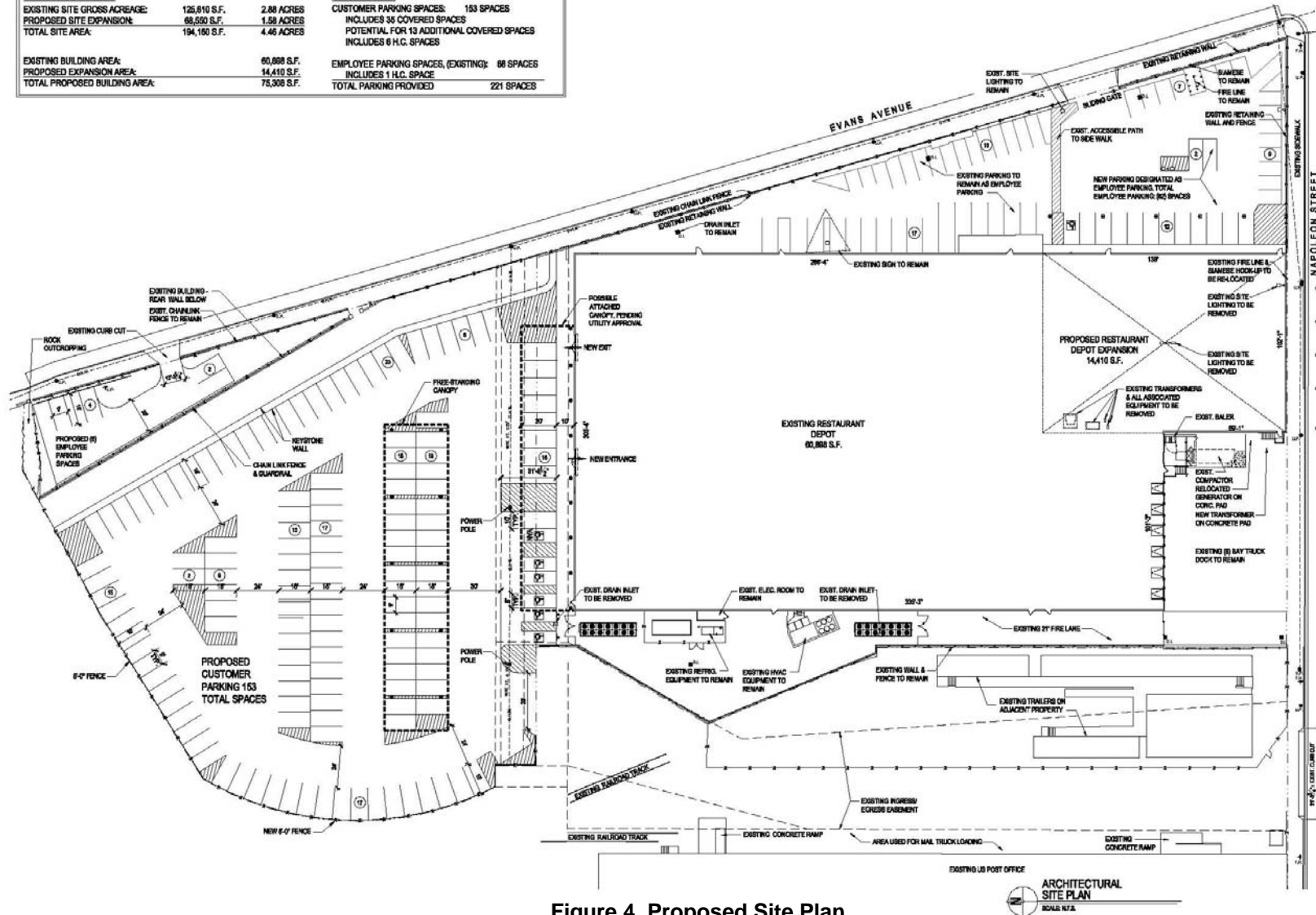


Figure 4. Proposed Site Plan

Figures not to scale

Source: ADA Architects

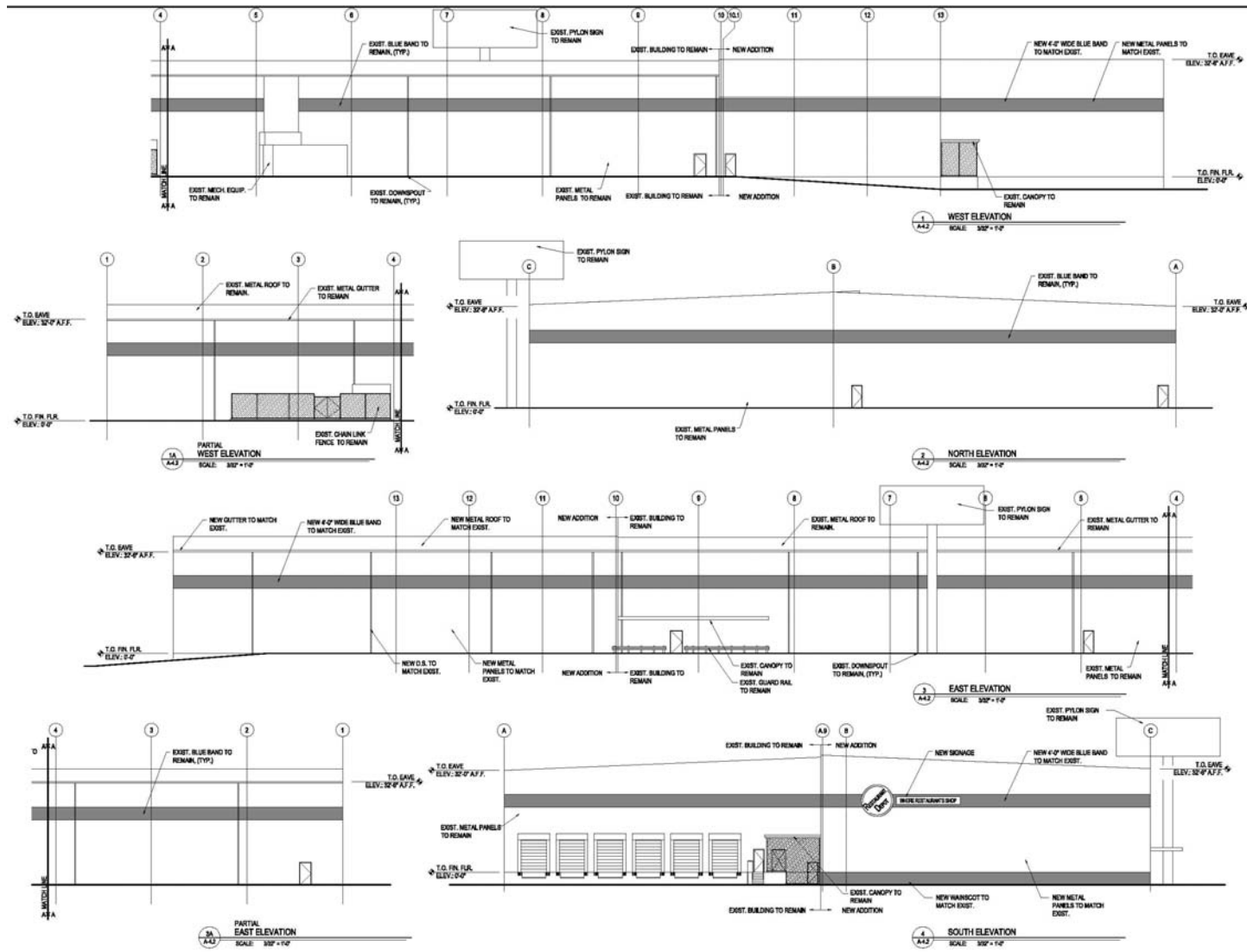


Figure 5. Proposed Elevations

Figures not to scale

Source: ADA Architects

B. PROJECT SETTING

The project site is located within the PDR-2 use district of the Bayview Hunters Point neighborhood, and within the Bayview Hunters Point Redevelopment Project Area B. In May 2006, the Board of Supervisors amended the Bayview Hunters Point Redevelopment Plan to include a majority of the Bayview Hunters Point community. This new area, referred to as “Area B”, is generally bounded by Cesar Chavez Street to the north, US Highway 101 to the west, San Mateo County to the south and the San Francisco Bay to the east. The goals of the Redevelopment Plan include creating new affordable and mixed-income housing, furthering economic development, creating jobs, addressing environmental problems, providing open space, fostering cultural development, and improving the physical environment and transportation systems of the area.

The project site consists of three buildings on two separate lots. Lot 202 contains the Restaurant Depot, a single story, approximately 37-foot tall, industrial building. Lot 201 contains two buildings; a one-story garage structure is located on the southeast portion of the site and is used as a maintenance facility for a taxi business. The second structure is approximately two and one half stories tall. The site slopes northeast, with the eastern portion of the site approximately 15 to 20 feet higher than the western side of the project site. Access to the site is located along Evans Avenue and Napoleon Streets. Customers of the Restaurant Depot currently access parking along Evans Avenue, with loading access and facilities on Napoleon Street.

Buildings in the vicinity are generally one- and two-story industrial buildings, approximately 25-40 feet in height. Directly south of the Restaurant Depot, across Napoleon Street, at the intersection of Napoleon Street, Toland Street and Evans Avenue is the Bonanza Bar and Restaurant. West of the restaurant, on the same lot, is a two story industrial building, followed by a vacant lot used for bus storage. Directly west of the project site is a US Postal Service warehouse and distribution facility, followed by other one- and two-story industrial buildings. Northwest of the project site is a lot used mostly for vehicle storage and parking. The northern end of the site is bordered by Cesar Chavez Street. North of Cesar Chavez Street, is a one- and two-story industrial brick building. East of Evans Avenue, across the street from the project site is a Fed Ex distribution facility and to the southeast, on the corner of Marin Street and Evans Avenue is a Public Storage facility.

The predominate scale of development surrounding the project site is one and two-story industrial buildings, reaching approximately 25-40 feet in height, with many lots currently without any structures and used for outdoor storage of vehicles and/or materials.

The closest residential uses to the project site are located along 26th Street, over 700 feet away, and uphill approximately 75 feet from the project site. The nearest open space is the Potrero del Sol

park and James Rolph Jr. playground at Cesar Chavez Street and Potrero and San Bruno Avenues, approximately half a mile from the project site.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

Planning Code

The San Francisco *Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, or an exception is granted pursuant to provisions of the *Planning Code*. Approval of the proposed project would result in the demolition of two existing structures on Assessor's Block 4343, Lot 201, including the 28,377 sf, two and one-half-story structure and the 2,800 sf single-story garage. In its place, the proposed project would construct a 153-space surface parking lot for the Restaurant Depot. The proposed project also includes a 14,410 sf addition to the south side of the existing Restaurant Depot, on Lot 202.

Allowable Uses

The project site is within the PDR-2 (Core Production, Distribution, and Repair) Use District. According to Planning Code Section 210.11, PDR-2 districts are intended for "a wide range of light and contemporary industrial activities. Thus, this district prohibits new housing, large office developments, large-scale retail, and the heaviest of industrial uses, such as incinerators. Generally, all other uses are permitted. The conservation of existing flexible industrial buildings is also encouraged. These districts permit certain non-industrial, non-residential uses, including small-scale retail and office, entertainment, certain institutions, and similar uses that would not create conflicts with the primary industrial uses or are compatible with the operational characteristics of businesses in the area." The wholesale use of the project site is a compatible and permitted use in this district.

Height and Bulk

The project site is located in the 65-J height and bulk district. Per Planning Code Section 270, maximum dimensions under the J bulk district would apply for heights above 40 feet. The project site's 65-ft height limit permits the maximum height up to 65 feet, but the bulk requirements would apply at a height over 40 feet. The proposed project would be 37 feet tall; therefore the project complies with the height limits of this district. The bulk limits do not apply to the proposed project.

Special Use District

The proposed project is situated in the Industrial Protection Zone Special Use District, which prohibits residential and office uses (Planning Code Section 249.22b). The proposed project's warehouse use would be permitted within the Industrial Protection Zone Special Use District.

Parking

Planning Code Section 151 lists the parking requirement per use or activity. For service, repair or wholesale sales space the requirement is one off-street parking space for each 1,000 square feet of occupied floor area, where the occupied floor area exceeds 5,000 square feet. The project proposes approximately 75,000 square feet of wholesale use. The required parking would be 75 space, with a maximum of 113 (up to 150 percent of the required number) allowed per Planning Code Section 204.5(c) for accessory use. Any number of proposed parking spaces exceeding 113 would require a Conditional Use (CU) authorization and the justification of findings under Planning Code Section 157. The project is proposing a total of 221 parking spaces and therefore requires a CU authorization from the Planning Commission.

Loading

Planning Code Section 152 requires two freight loading spaces for a project proposing a gross floor area between 60,001 and 100,000 square feet. Planning Code Section 204.5(c) allows up to four spaces to qualify for accessory use. The project site's six existing loading spaces are considered a legal non-conforming use.

Plans and Policies

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies, and the sections of this Environmental Evaluation addressing the environmental issues associated with the policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Question 1c, Land Use); (3) preservation and enhancement of affordable housing (Question 3b, Population and Housing, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Questions 5a,b,f and g, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Question 1C, Land Use); (6) maximization of earthquake preparedness (Questions 13a-d, Geology, Soils, and Seismicity); (7) landmark and historic building preservation (Question 4a, Cultural Resources); and (8) protection of open space (Questions 8a and b, Wind and Shadow, and Questions 9a and c, Recreation). Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation would be consistent with the Priority Policies. As noted above, the consistency of the proposed project with the environmental topics associated with the Priority Policies is discussed in the Evaluation of Environmental Effects, providing information for use in the case report for the proposed project. The case report and approval motions for the proposed project would contain the Department's comprehensive project analysis and findings regarding consistency of the proposed project with the Priority

Policies. In addition to the *General Plan*, some areas of the city are also addressed in specific area plans, included as elements of the *General Plan*, or included as part of a Redevelopment Plan. The project site, as discussed previously, is within the Bayview Hunters Point Redevelopment Project Area B. The goals of the Redevelopment Plan are to create new affordable and mixed income housing, further economic development, create jobs, address environmental problems, provide open space, foster cultural development, and improve the physical environment and transportation systems of the area.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

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

E. EVALUATION OF ENVIRONMENTAL EFFECTS

E.1 Land Use and Land Use Planning

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

Land use impacts of a proposed project are considered significant if the project would divide an established community; conflict with plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect; or have a substantial adverse impact upon the existing character of the vicinity.

The project site is located on the block bound by Evans Avenue to the east, Army Street to the north, Bayshore Boulevard and Jerrold Avenue to the west and Napoleon Street to the south. The project site is located within the Bayview Hunters Point Redevelopment Project Area B. To the north lies the Potrero Hill neighborhood, with I-280 and Islas Creek channel to the east. The Bayview neighborhood extends to the south and to the west are US 101 and Bernal Heights, with the Mission neighborhood to the northwest of the project site.

The proposed project would demolish two existing buildings on Lot 201 and construct a 153-space surface parking lot. The project would also include a 14,410 sf addition to the south side of the Restaurant Depot, on Lot 202. The entrance to the building would be moved from its current southern location to the northern side of the building. The existing loading docks for the restaurant depot would remain, as would approximately 35 parking spaces, which would be designated for employee parking. Access for customers of the Restaurant Depot would be provided off Napoleon Street.

In general the predominate scale of development surrounding the project site is one and two-story industrial buildings, reaching approximately 25-30 feet in height, with many lots currently without any structures and used for outdoor storage of vehicles and/or materials.

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

The proposed project, an expansion of the Restaurant Depot and demolition of two industrial structures to accommodate the Restaurant Depot expansion, may result in an increase in intensity of land uses on the project site; however, it would not disrupt or divide the physical arrangement of an established community. The project would be incorporated within the established street network and would not create any impediment to the passage of persons or vehicles. The project site currently has five access points: two access points are located along Evans Avenue and three access points are located off Napoleon Street. The proposed project would remove one of the Napoleon Street access points and would redirect the primary customer access from Evans Avenue to the 219-space parking lot off Napoleon Street. The approximately 14,000 sf addition to the Restaurant Depot would intensify the use of the site, adding vehicles and re-routing access to Napoleon Street (discussed further in Section E.5, Transportation and Circulation).

The surrounding uses and activities would continue on their own sites and would interrelate with each other as they do at present without significant disruption from the proposed project. The project would not divide or disrupt an established community but would continue the same pattern of industrial uses characteristic of the project vicinity. Although the project would re-route the primary customer access from Evans Avenue to Napoleon Street, the project would not divide or disrupt an established community, thus this impact would be *less than significant*.

Impact LU-2: The proposed project would be consistent with applicable land use plans, policies, or regulations 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. (Less than Significant)

The proposed project, as discussed in Section C. Compatibility with Existing Zoning and Plans, above, would be consistent with local plans, policies and code requirements as they relate to environmental effects. Environmental plans and policies are those, like the *Bay Area Air Quality Plan*, that address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Therefore, the proposed project's potential to conflict with a plan or policy adopted for the purpose of mitigating an environmental effect, would be *less than significant*.

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

The project site is located within the PDR-2 (Core Production, Distribution and Repair) zoning district and within a 65-J Height and Bulk district. The *Planning Code* describes the intent of this district as "to encourage the introduction, intensification, and protection of a wide range of light and contemporary industrial activities...[This zoning district] permits certain non-industrial, non-residential uses, including small-scale retail and office, entertainment, certain institutions,

and similar uses that would not create conflicts with the primary industrial uses or are compatible with the operational characteristics of businesses in the area. Light industrial uses in these districts may be conducted entirely within an enclosed structure, partly within enclosed structures, or some functions may occur entirely in open areas. Uses within the PDR-2 zoning district may require trucking activity multiple times per day, including trucks with up to 18 wheels or more, and occurring at any time of the day or night. As part of their daily operations, PDR activities in these areas may emit noises, vibrations, odors, and other emissions, as permitted by law”.

The site consists of two lots containing a total of three buildings, all of which are currently used for PDR activities. Within the PDR-2 zoning district, a wholesale establishment, such as the Restaurant Depot is a principally permitted use. While the proposed project would include the demolition of two existing buildings and an addition to the Restaurant Depot, the proposed project would not be a substantially larger development of the project site and would be consistent with surrounding PDR buildings, which are mostly one- and two-story industrial buildings. The proposed project would be developed within the allowable height and bulk limits of the area, and would include land uses principally permitted or permitted by Conditional Use.

Total PDR building area proposed for demolition is approximately 31,000 sf. The project proposes to the Restaurant Depot’s existing building footprint by adding approximately 14, 410 sf of additional wholesale use, resulting in a net loss of 16,590 sf of PDR space in the Bayview neighborhood. A structural evaluation was conducted for the 28,000 sf warehouse on Lot 201. This report identified the building’s non-ductile reinforced concrete frame construction as extremely seismically hazardous.⁴ Thus, although the proposed project would result in a net loss of PDR space, the existing building is not seismically sound and demolition of this building would increase the seismic safety of PDR tenants seeking space in the Bayview neighborhood.

The proposed project, an expansion of an existing use, would be consistent with the uses in the project vicinity. This area of the Bayview Hunters Point Redevelopment Area B is predominately industrial uses and zoned for PDR-2 uses from approximately Bayshore Boulevard to the west all the way to the San Francisco Bay on the east. This cluster of PDR-zoned land extends as far north as 26th Street and to the south of I-280. The proposed expansion of the Restaurant Depot would not introduce a new use to the area. As a wholesale use, the Restaurant Depot is a PDR and would be consistent with the surrounding PDR uses previously discussed in Section B. Project Setting. Therefore, the proposed project would not result in a substantial impact to land use character; the proposed project’s impact on land use character would be considered *less than significant*.

⁴ Patrick Buscovich and Associates. *Soundness Evaluation*. Job Number 09.088. July 6, 2009. This report is on file and available for public review at the Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA 94103, as part of Planning Department Case File No. 2009.0651E

Impact LU-4: The proposed project, in combination with past, present, or reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative land use impacts. (Less than Significant)

There are no active Planning Department cases on the project block. At the opposite end of the block, at 2350 Jerrold Avenue, there is one active building permit for demolition of an existing office building. There are a number of active building permits on lots directly west of the project site and to the south of the project site. These building permits include such activities as construction of a vehicle maintenance repair garage, exterior painting, new signage, change of use from an auto body shop to a bakery distribution facility, and interior remodeling. The closest active Planning Department case on file is the construction of an approximately 28,000 sf warehouse at 1255 Connecticut Street, over 700 feet from the project site. Within a quarter mile of the project site, is the Potrero Hope SF Master Plan, currently undergoing environmental review. This project proposes to replace 606 units of public housing with up to 1,700 units of mixed-income housing. There are no other Planning Department cases on file within one-quarter mile of the project site.

The project would not result in any significant cumulative land use or planning impacts, since it would not divide an established community or cause a substantial adverse change in land use character in the project vicinity, and thus could not contribute to any overall cumulatively considerable change in land use character. The proposed project would also not conflict with any applicable environmental plans. Thus, land use impacts, both project-specific and cumulative, would be *less than significant*.

E.2 Aesthetics

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

A visual quality/aesthetic analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights and building types of surrounding uses, its potential to obstruct scenic views or vistas, and its potential for light and glare. The proposed

project's specific building design would be considered to have a significant adverse environmental effect on visual quality only if it would cause a substantial demonstrable negative change. The proposed project, an addition to an existing facility and demolition of two PDR structures to construct a 153-space parking facility, would not cause such a change.

Impact AE-1: The proposed project would not result in a substantial adverse impact on scenic views and vistas. (Less than Significant)

As previously discussed, the predominate scale and character of development within the project vicinity are one- and two-story industrial buildings reaching approximately 25-30 feet in height, with many lots currently without any structures and used for outdoor storage of vehicles and/or materials. Given the relatively lower scale of building heights and frequency of lots without any developed structures, distant views of Bernal Hill and San Bruno Mountain are accessible from public areas adjacent to the east and northeast portions of the project site on Evans Avenue (approximately 15 feet higher than the rest of the project site). Public views of Bayview Hill are accessible from Evans Avenue looking north. From Evans Avenue, which is approximately 15 feet higher than the project site, views of Hilltop Park in Hunters Point are also accessible. However, public views from the project site towards San Bruno Mountain, Bernal and Bayview Hills, and Hilltop Park are limited by the approximately 15 foot downward slope. At the project site's ground level elevation, 360 degree public views are primarily views of similar sized industrial buildings.

Views toward the project site consist of similar industrial buildings ranging from approximately 25-35 feet in height, with many lots remaining without any developed structures. The proposed southerly addition to the Restaurant Depot could result in a new visual element for persons walking or traveling along Evans Avenue and Napoleon Street. However, given the downward southerly slope of the site and given that the two and a half-story building on Lot 201 would be demolished, the proposed project's southern addition to the Restaurant Depot would not obstruct any existing views of any scenic vistas within the project vicinity.

The closest residential areas are located over 700 feet away and uphill from the project site. Therefore, a 37 foot southern addition to the Restaurant Depot would not obstruct southerly views towards Hilltop Park and impacts on scenic vistas would be considered *less than significant*.

Impact AE-2: The proposed project would not substantially damage any scenic resources. (Less than Significant)

The project site is almost entirely developed with impermeable surfaces. The eastern portion of the lot slopes upward approximately 15 feet to Evans Avenue. A rock outcrop exists at the northeastern portion of the site (see Figure 6). It is possible that this rock outcrop extends below the paved surface adjacent to Evans Avenue. The two and a half-story building on Lot 201 runs along the entire eastern edge of the project site and abuts the rock outcrop. According to the

Report of Soil Sampling and Analysis conducted by LAW Crandall, for the Restaurant Depot (Lot 202), the site is underlain with serpentine clasts^{5,6}. Although a soil sampling analysis has not been conducted for Lot 201, it is anticipated that the rock outcrop on Lot 201 also contains serpentine rock and soils. The geotechnical report prepared for the proposed project recommends that a retaining wall be constructed in front of the rock outcrop.⁷

Although the rock outcrop is visible from the public right-of-way along Evans Avenue, it is not visible from Cesar Chavez Street, or any other publically accessible location, due to a fence that runs along the southern side of Cesar Chavez Street. Furthermore, the proposed project would not substantially affect the rock outcrop. The majority of this outcrop is already covered by asphalt and a retaining wall. The project proposes construction in front of the rock outcrop and may require stabilization of the exposed portions of the rock outcrop, but would not otherwise affect the exposed portions of the rock outcrop. Therefore, the proposed project would not be expected to substantially affect the existing rock outcrop on the project site. The rock outcrop is discussed further in Section E.13. Biological Resources, and Section E.16. Hazards and Hazardous Materials. No other scenic resources of the built or natural environment occur on the project site, or would be affected by the proposed project. Therefore, impacts to scenic resources of the built or natural environment would be *less than significant*.

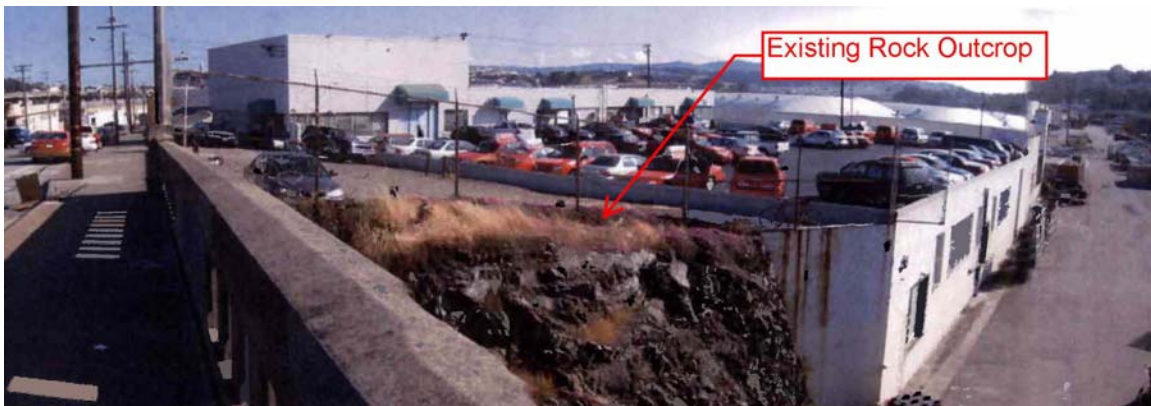


Figure 6. Existing Rock Outcrop

Source: Restaurant Depot

⁵ 2045 Evans Avenue Report of Soil Sampling and Analysis, LAW Crandall, A Division of Law Engineering and Environmental Services, Inc. October 14, 1999. This document is available for public review at the Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA 94103, as part of Case File No.: 2009.0651E.

⁶ Clasts refer to rock fragments or grain resulting from the breakdown of larger rocks.

⁷ Clean Stream Environmental Consulting, LLC. *Geotechnical Investigation for Proposed Restaurant Depot Warehouse Addition, 2045-2121 Evans Avenue, San Francisco, California*. December 21, 2009. This report is available for public review as part of Planning Department Case File No. 2009.0651E.

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

As discussed in Section E.1. Land Use and Land Use Planning, the project site and vicinity are primarily dominated by one and two-story industrial buildings 25-40 feet in height and many lots currently without any structures and used for outdoor storage of vehicles and/or materials. The proposed project includes the demolition of a two and a half story industrial building and a one story garage on lot 201 to accommodate a 153-space parking lot for the Restaurant Depot. The project also includes a 14,410 sf addition to the southern side of the Restaurant Depot. Given, that the proposed addition would not be taller than the existing Restaurant Depot, and that industrial buildings of similar size dominate the visual character of the project vicinity, the proposed project would not result in a substantial demonstrable negative effect on the visual character or quality of the project site or its vicinity. Therefore, the proposed project's impact on visual character or quality would be *less than significant*.

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

As discussed previously, buildings in the area are of similar scale and character, that being one- and two-story industrial buildings. Surrounding buildings including storefronts, signs, and street lighting all contribute to the existing nighttime lighting conditions in the project vicinity. Nighttime light at the project site would not change substantially from the existing lighting. Building lighting associated with the two buildings on Lot 201 would cease with the proposed demolition of those buildings. Additional building lighting associated with the Restaurant Depot expansion may be required. Exterior lighting at the building entries would be positioned to minimize glare, and lighting would be consistent with light produced by existing land uses and street lighting in the project vicinity. New lighting would be installed for the proposed 153-space parking lot on Lot 201. This lighting includes typical pole lights with cut-off fixtures. Industrial buildings, including the Restaurant Depot, typically do not use building materials that include mirrored or reflective glass, which can reflect light and/or result in unwanted glare. Nonetheless, the proposed project would be required to comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. Therefore, the proposed project would have a *less than significant* impact on light and glare.

Impact AE-5: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project vicinity, would result in less-than-significant impacts to aesthetic resources. (Less than Significant)

As discussed previously, there are a number of active building permits on lots directly west of the project site and to the south of the project site. These building permits include minor construction, alteration and demolition activities. Two Planning Department applications are on file for projects within a quarter mile of the project site: (1) the construction of an approximately

28,000 sf warehouse at 1255 Connecticut Street, and (2) the Potrero Hope SF Master Plan, which proposes to replace 606 units of public housing with up to 1,700 units of mixed-income housing.

The project would not result in any significant impact with respect to aesthetics since it would not obstruct a scenic view, would not substantially damage a resource of the natural or scenic environment, would not result in substantial demonstrable impacts to visual character and quality and would not create new sources of light and glare that could adversely affect day or nighttime views, and thus would not contribute to any overall cumulatively considerable change in aesthetics. Thus, aesthetic impacts, both project-specific and cumulative, would be *less than significant*.

E.3 Population and Housing

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

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

The proposed project includes the demolition of two industrial buildings on Lot 201, both of which are occupied by a variety of PDR uses, as discussed in Section A. Project Description. The project also proposes a 14,410 sf addition to the southern side of the Restaurant Depot. The proposed demolition of the buildings on Lot 201 would result in the displacement of one existing tenant. This tenant would need to relocate to other appropriate PDR building space. Total PDR building area proposed for demolition is approximately 31,000 sf, resulting in a net loss of 16,590 sf of PDR space in the Bayview neighborhood. A structural evaluation was conducted for the approximately 28,000 sf building on Lot 201. This report identifies the building’s non-ductile reinforced concrete frame construction as extremely seismically hazardous.⁸ The report goes on to state that this type of construction has been banned since the early 1970’s, after the San

⁸ Patrick Buscovich and Associates. *Soundness Evaluation*. Job Number 09.088. July 6, 2009. This report is on file and available for review as part of Planning Department Case File No. 2009.0651E.

Fernando Earthquake resulted in the collapse of a number of these building types.⁹ Although the proposed project would result in a net loss of PDR space, the existing building is not seismically sound and demolition of this building would increase the seismic safety of PDR tenants seeking space within the Bayview neighborhood.

The proposed 14,410 expansion of the Restaurant Depot could require additional staffing. The project sponsor estimates that the expansion could employ approximately 15-20 new employees.¹⁰ These new positions are not likely to attract new employees to San Francisco because service jobs typically do not provide wages high enough to induce relocation. As such, potential jobs at the site would likely be filled by residents within the San Francisco Bay Area. Even if these new employees needed to relocate to the Bay Area, the number of new employees would not be substantial in the context of San Francisco's population and would not necessitate the construction of new housing in San Francisco or the region. Therefore, the proposed project would not result in a substantial increase in housing demand in the City or region and the proposed project's potential to induce population growth would be *less than significant*.

Impact PH-2: The proposed project would not displace housing units, create a demand for additional housing, or displace a substantial number of people necessitating the construction of replacement housing elsewhere. (No Impact)

The proposed project includes the demolition of two industrial buildings on Assessors Block 4343, Lot 201, and the construction of a southerly addition to the Restaurant Depot, approximately 14,410 sf in size. The project site does not currently include residential uses, nor does the project site propose residential uses, therefore the proposed project would have *no impact* with respect to displacement of existing housing or displacement of people that necessitates the construction of replacement housing elsewhere. The potential for the proposed project to induce population growth is addressed above.

Impact PH-3: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project vicinity, would result in less-than-significant cumulative impacts on population and housing. (Less than Significant)

The project would not result in any significant impact with respect to population and housing since the proposed project does not include any residential uses and would not result in demolition of existing housing or necessitate the construction of relocation housing. The proposed expansion of the Restaurant Depot could require additional employees, however, it is anticipated that new jobs would be filled by existing residents in the Bay Area and therefore, would not result in a substantial population increase. Cumulative projects within the vicinity include: (1) the construction of an approximately 28,000 sf warehouse at 1255 Connecticut Street,

⁹ Ibid.

¹⁰ Email correspondence between Jessica Range, San Francisco Planning and the project sponsor, Stephanie Mallory. Dated September 21, 2010.

and (2) the Potrero Hope SF Master Plan, which proposes to replace 606 units of public housing with up to 1,700 units of mixed-income housing. The proposed expansion of the Restaurant Depot would not contribute to any cumulative impacts to population and housing, thus impacts to population and housing, both project-specific and cumulative, would be *less than significant*.

E.4 Cultural and Paleontological Resources

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CP-1: The proposed project would not result in a significant impact to historic architectural resources. (No Impact)

Historical resources are those properties that meet the terms of the definitions in Section 21084.1 of the CEQA Statute and Section 15064.5 of the CEQA Guidelines. “Historical Resources” include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources, or listed in an adopted local historic register. The term “local historic register” or “local register of historical resources” refers to a list of resources that are officially designated or recognized as historically significant by a local government pursuant to resolution or ordinance. Historical resources also include resources identified as significant in an historical resource survey meeting certain criteria. Additionally, properties, which are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered a historical resource.

The proposed project includes a 14,410 sf southern addition to the Restaurant Depot, the demolition of two structures on Lot 201, and the construction of a 153-space parking lot in its place. The existing Restaurant Depot was constructed circa 2002 and would therefore not qualify as a potential historic resource under CEQA. The two and a half-story building on lot 201 was constructed in 1949, therefore, its recorded date of construction makes this building a “Category B” building for CEQA purposes. Category B properties refer to those sites that have not been formally determined to be eligible in the California Register of Historic Resources and sites which are not listed in a local register of historic resources and therefore, require additional review to

determine whether the subject property is an historic resource under CEQA. In this case, the industrial building on Lot 201 is older than 50 years and as such could be eligible as an historic resource. Accordingly, a Historic Resource Evaluation Response (HRER) was prepared for the proposed project to determine whether the subject building was an historic resource and whether the proposed project would have any adverse effect on historic resources on the project site, or within the project vicinity¹¹. The following discussion summarizes the conclusions of the HRER.

The industrial building on Lot 201 was constructed in 1949 by the Hormel Company as the Geo. A. Hormel Meat Packaging Facility in what appears to have been the first development of the subject property. The HRER concludes that the building was constructed in an area of San Francisco with a number of similar industrial uses and building types, and therefore the property does not appear to be associated with any significant even in San Francisco history.

The HRER further explains that the Hormel Company was founded by George A. Hormel in 1891 in Austin, Minnesota. George A. Hormel died in 1953 in California, where he lived during his retirement. Although the property is associated with Hormel, the property appears to have been one of many such facilities for the Fortune 500 company and does not appear significant for its association with the company founder.

The HRER found the subject building to be typical of an industrial structure designed by in-house architects with the Hormel Company and that the building does not embody distinctive characteristics of a type, period, region, or method of construction, not does it appear to represent the work of a master, or possess artistic value, concluding that the building does not appear to be architecturally significant.

Lastly, the HRER concludes that the subject building is not likely to yield information important to a better understanding of prehistory or history and that no historic resources, as defined by CEQA, are present on the project site. Therefore, demolition of the buildings on Lot 201 would have *no impact* on on-site historic resources.

The HRER also evaluated the potential for the proposed project to affect off-site historic resources. This evaluation determined that there are no known historic properties adjacent to the project site and that the proposed project would not have a significant impact on any eligible off-site historic resources. Given all of the above, the proposed project would have *no impact* on on-site or off-site historic resources.

¹¹ *Historic Resource Evaluation Response, 2045-2121 Evans Avenue*. March 1, 2010. Prepared by Pilar LaValley. This document is available for public review at the Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA 94103, as part of Case File No.: 2009.0651E.

Impact CP-2: The proposed project would result in damage to, or destruction of, as-yet unknown archeological remains, should such remains exist beneath the project site. (Less than Significant with Mitigation)

Factors considered in determining the potential for encountering archeological resources include the location, depth, and the amount of excavation proposed, as well as any existing information about known resources in the area. According to the *Report of Soil Sampling and Analysis* conducted for the proposed project, the property was originally part of the Islais creek and was filled prior to 1930. The property is also partially located within a liquefaction hazard zone. Liquefaction hazard zones are sometimes archeologically sensitive because they may contain buried archeological resources or may require deeper building foundations, which would have more potential for soils disturbance that may affect archeological resources.

Development of the proposed project would include demolition of the existing two buildings on Lot 201 and a 14,410 sf addition to the Restaurant Depot on Lot 202. The geotechnical report prepared for the proposed project includes construction and design recommendations for the proposed addition to the Restaurant Depot. The recommendations include, among others, that where bedrock is present, the design should include a shallow foundation bearing a minimum of six inches into bedrock, with 24-inch width footings. In areas where the addition is underlain with Bay Mud or other fill soils, H-Pile foundations should be driven into bedrock. Bedrock at the proposed addition is estimated at 20 ft below ground surface (bgs).

The proposed project site is located in an area that, in general, is sensitive for prehistoric resources. The project site was historically located on the edge of the large, broad estuary of Islais Creek a short distance from where the creek channel opened into San Francisco Bay. Three prehistoric midden sites (CA-SFR-15, the Alemany-Bayshore Site, and the "Lowe's" midden) have been documented within the former high tidal marsh that extended across the estuary. Only partial archeological investigations have been undertaken to date of these prehistoric sites but faunal and dateable ecofactual material has been noted as present. Geotechnical borings in the southern portion of the project site indicate the presence of Bay Mud and localized Channel Deposit which is consistent with historical ecological mapping of the site which indicates the Islais Creek channel traversing the southern edge of the project site. It is likely that the old high tidal marsh deposits, which potentially may contain prehistoric deposits, are present just north or between where two of the southern geotechnical samples were taken. Prehistoric sites in San Francisco have a potential to be eligible for listing to the California Register of Historical Resources and, thus, qualify as historical resources under CEQA because of their important information value. Implementation of **Mitigation Measure M-CP-1**, requiring archeological testing in the southern portion of the project site will reduce the potential of the proposed project to adversely affect archeological resources to a less than-significant-level. Additionally, implementation of **Mitigation Measure M-CP-2** would reduce the potential for the proposed project to affect any archeological resources that might be encountered beyond the southern portion of the project site. The project sponsor has agreed to implement **Mitigation Measures M-CP-1** and **M-CP-2**, detailed below and within Section F. Mitigation Measures and Improvement Measures, at the end of this Initial Study. With implementation of **Mitigation Measures M-CP-1**

and **M-CP-2**, the proposed project would result in a less-than-significant impact to archeological resources.

The following mitigation measure has been agreed to by the project sponsor and 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).

Mitigation Measure M-CP-1 Archeological Testing

Based on a reasonable presumption that archeological resources may be present within the area of the project site that is within the footprint of the Restaurant Depot expansion, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archaeological consultant from the pool of qualified archaeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein and applicable to the footprint of the Restaurant Depot expansion. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations of the Restaurant Depot expansion recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or

- B) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. The ADRP shall identify how the proposed data recovery program will preserve the significant information the

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and

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

Mitigation Measure M-CP-2: Accidental Discovery of Archeological Resources

The following mitigation measure applies to all other areas where soils disturbance will occur on the project site (Mitigation Measure M-CP-1 applies to the Restaurant Depot expansion). This 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 a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

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

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

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

Impact with Mitigation Measures M-CP-1 and M-CP-2 Incorporated: Less than Significant.

Impact CP-3: The proposed project would result in damage to, or destruction of, as-yet unknown paleontological resources, should such remains exist beneath the project site. (Less than Significant with Mitigation)

Paleontological resources include fossilized remains or traces of animals, plants and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable, and impact sensitive scientific and educational resource. As discussed in Section B. Setting, there is a serpentine rock outcrop that runs parallel to Evans Avenue. This rock outcrop is partially covered by asphalt, with the northern portion remaining undeveloped. The proposed project would require cantilever retaining walls supported to the bedrock an H-piles driven into bedrock. Although it is unlikely that this rock outcrop, which is mostly developed, could contain paleontological resources, the potential for such resources within the bedrock exists.

Should paleontological resources be present, excavation associated with construction activities could affect such resources. Therefore, it is possible that construction of the proposed project could affect paleontological resources. However, implementation of mitigation measure **M-CP-3: Accidental Discovery of Paleontological Resources**, presented below and in Section F. Mitigation Measures and Improvement Measures, would ensure that the proposed project would not result in significant impacts to paleontological resources. Implementation of mitigation measure M-CP-3 would reduce any impact to paleontological resources to *less than significant* with mitigation.

Mitigation Measure M-CP-3: Accidental Discovery of Paleontological Resources

The encounter of any feature of apparent potential to be a paleontological resource (fossilized invertebrate, vertebrate, plant, or micro-fossil) during soils disturbing activities associated with the project, requires the immediate cessation of any soils or rock-disturbing activity within 25 feet of the feature, notification of the Environmental Review Officer (ERO), and notification of a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996). The paleontologist will identify and evaluate the significance of the potential resource, and document the findings in an advisory memorandum to the ERO. If it is determined that avoidance of effect to a significant paleontological resource is not feasible, the paleontologist shall prepare an excavation plan that includes curation of the paleontological resource in a permanent retrieval paleontological research collections facility, such as the University of California (Berkeley) Museum of Paleontology or California Academy of Sciences. The Major Environmental Analysis division of the Planning Department shall receive two copies of the final paleontological excavation and recovery report.

Impact with Mitigation Incorporated: Less than Significant.

Impact CP-4: The proposed project would result in less than significant impacts to human remains. (Less than Significant)

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, the lead agency is required to work with the appropriate Native Americans, as identified by the California Native American Heritage Commission (NAHC). The CEQA lead agency may develop an agreement with the appropriate Native Americans for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials. By implementing such an agreement, the project becomes exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than the dedicated cemetery (Health and Safety Code Section 7050.5) and the requirements of CEQA pertaining to Native American human remains. The project's treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the City and County of San Francisco (CCSF) Coroner. If the Coroner were to determine that the remains are Native American, the NAHC would be notified and would appoint a Most Likely Descendant (PRC Section 5097.98). The *Preliminary Archeological Review*, discussed above, determined that the proposed project is not anticipated to affect archeological resources, including buried human remains. As such the project is not anticipated to disturb any human remains, including Native American burials, and the project's potential to affect human remains would be *less than significant*.

Impact CP-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to cultural resources. (Less than Significant)

The project would not result in any significant impact with respect to cultural and paleontological resources. Cumulative projects within the vicinity include: (1) the construction of an approximately 28,000 sf warehouse at 1255 Connecticut Street, and (2) the Potrero Hope SF Master Plan, which proposes to replace 606 units of public housing with up to 1,700 units of mixed-income housing. The buildings proposed for demolition as part of the proposed project are not historic resources, nor are they located within an historic district. The proposed addition would also not affect off-site historic resources, therefore impacts to historic architectural resources are less than significant and the proposed project would not result in cumulative impacts to historic architectural resources. Demolition and excavation activities that extend into bedrock on the project site, has the potential to affect archeological and paleontological resources. However, impacts to archeological and paleontological resources are reduced to less than significant impacts with implementation of mitigation measures M-CP-1 and M-CP-2, discussed above. However, as with the proposed project, any future projects in the project vicinity would be subject to guidelines similar to Mitigation Measures M-CP-1 and M-CP-2. Implementation of Mitigation Measures M-CP-1 and M-CP-2, would reduce potential project-related impacts to archeological and paleontological resources, individually and cumulatively, to *less than significant*.

E.5 Transportation and Circulation

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

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. The proposed addition to the Restaurant Depot, at approximately 37 feet tall, would not interfere with air traffic patterns. Therefore, criterion E.5c is not applicable to the proposed project.

The project site is located at 2045-2121 Evans Avenue, on the block bound by Evans Avenue to the east, Cesar Chavez Street to the north, Bayshore Boulevard and Jerrold Avenue to the west and Napoleon Street to the south. The proposed project includes demolition of two structures on the northern end of the project site (Lot 201) and construction of a 153-space parking lot for the Restaurant Depot. The project also includes construction of a 14,410 sf addition to the Restaurant Depot. Access to the site is currently provided at five locations: two curb cuts are located off Evans Avenue, one closer to Cesar Chavez Street and the second access is located at Evans Avenue and Napoleon Street. Three access points are located off Napoleon Street. The proposed project would remove one of the Napoleon Street access points and relocate the main access from Evans Avenue to Napoleon Street, through a shared easement. Employee access would continue to be provided off Evans Avenue with loading off Napoleon Street. The existing curb cut at Evans Avenue and Cesar Chavez Street currently provides access to a 65-space rooftop parking lot as well as an existing paved area on top of the serpentine rock outcrop that is also currently used for parking. Once the existing buildings are demolished, this access would provide approximately six parking spaces on the already paved area of the rock outcrop. The curb cut at Evans Avenue and Napoleon Street would provide access to a Restaurant Depot employee parking lot (approximately 62 employee parking spaces). Loading access would be provided at the existing location off Napoleon Street. The primary access for Restaurant Depot customers would be from Napoleon Street by way of the existing easement along the eastern property boundary of the project site. This easement would provide access to the 153-space parking lot proposed on Lot 201.

Regional access to the project site is provided by United States Highway 101 (U.S. 101) and Interstate 280 (I-280). U.S. 101 connects to I-80 which connects San Francisco to the East Bay and other locations east via the San Francisco-Oakland Bay Bridge. U.S. 101 and I-280 serve San Francisco and the Peninsula/South Bay and U.S. 101 provides access north via the Golden Gate Bridge.

The local roadway network within the project vicinity is primarily composed of Cesar Chavez Street, which runs east-west along the northern border of the project site; Evans Avenue, which runs north-south along the eastern border of the project site until it intersects with Napoleon Street, which runs east-west along the southern border of the project site. Jerrold Avenue, which turns into Bayshore Boulevard, runs approximately north-south along the western side of the

project block. Within the project vicinity both Evans Avenue and Cesar Chavez Street are designated as major arterials.^{12,13} None of the streets within the immediate vicinity are designated as transit preferential streets or part of the pedestrian network.¹⁴ Cesar Chavez Street, Evans Avenue, Jerrold Avenue, and Bayshore Boulevard are part of the citywide bicycle network. Bicycle Route 60 runs along Cesar Chavez Street, Route 68 runs along Evans Avenue, Route 25 runs along Jerrold Avenue and continues along Bayshore Boulevard. Within the immediate project vicinity, the 19-Polk bus line runs north-south along Evans Avenue, with two bus stops in either direction: one at Evans Avenue and Cesar Chavez Street, and one at Evans Avenue and Napoleon Street. The 19-Polk line links Hunters Point to Fisherman's Warf via the Civic Center. The 8X-Bayshore Express runs along Bayshore Boulevard and links City College to the Downtown and Fisherman's Warf, with a stop at Bayshore Boulevard and Jerrold Avenue.

Within the project vicinity, Cesar Chavez Street runs east-west with two lanes in each direction and a total width of approximately 60 feet. Sidewalks are present on either side of Cesar Chavez Street and parking is generally allowed on both the north and south sides of the street. Some street trees are present along the north sidewalk of Cesar Chavez Street.

Evans Avenue runs north-south along the eastern border of the project site. Within the project vicinity, Evans Avenue has two lanes in each direction and a total width of approximately 60 feet. Sidewalks are present on both sides of the street and parking is generally unrestricted. There are no street trees along Evans Avenue on the project block.

Napoleon Street runs east-west along the southern border of the project site and has one lane in each direction with both parallel and perpendicular parking available on either side of the street. Napoleon Street is approximately 50 feet wide with sidewalks on either side of the street and some street trees, although none that abut the project site.

Jerrold Avenue runs approximately north-south until it ends at Bayshore Boulevard. Jerrold Avenue, within the project vicinity is approximately 60 feet wide with one travel lane in each direction and parking generally available on either side of the street. Street trees are present on both sides of the street. Jerrold Avenue merges into Bayshore Boulevard. Bayshore Boulevard, within the project vicinity, is approximately 115 ft wide, with 3-6 travel lanes in the northbound direction. Bayshore Boulevard parallels U.S. 101, with sidewalks on the east side of the street.

Impact TR-1: The proposed project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, nor would the proposed project conflict with

¹² San Francisco General Plan, Transportation Element, Map 6 and Map 7.

¹³ Major arterials are defined as cross-town thoroughfares whose primary function is to link districts within the city and to distribute traffic from and to the freeways; these are routes generally of citywide significance; of varying capacity depending on the travel demand for the specific direction and adjacent land uses.

¹⁴ San Francisco General Plan, Transportation Element Map 9, Map 11, and Map 12.

an applicable congestion management program, including but not limited to level of service standards and travel demand measures. (Less than Significant)

Policy 10.4 of the Transportation Element of the San Francisco General Plan states that the City will “Consider the transportation system performance measurements in all decisions for projects that affect the transportation system.” To determine whether the proposed project would conflict with a transportation- or circulation-related plan, ordinance or policy, this section analyzes the proposed project’s effects on intersection operations, transit demand, impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts.

Trip Generation

As set forth in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review*, October 2002 (*Transportation Guidelines*), the Planning Department evaluates traffic conditions for the weekday PM peak period to determine the significance of an adverse environmental impact. Weekday PM peak hour conditions (between the hours of 4 PM to 6PM) typically represent the worst-case conditions for the local transportation network. Using the *Transportation Guidelines*, the addition to the Restaurant Depot is anticipated to generate approximately 2,162 daily person trips and a total of 750 daily vehicle trips¹⁵. Table 1, below, shows the project’s calculated daily and PM peak hour trip generation by mode split.

As shown in Table 1, total PM peak hour person trips are estimated to be approximately 195. Of these person trips, about 125 would be by auto, 23 trips by transit, 42 pedestrian trips, and 4 trips by “other” modes (including bicycles, motorcycles, and taxis). The trip generation calculations conducted for the proposed project estimates PM peak hour vehicle trips at 68. The trip generation estimates prepared for the proposed project may be slightly overstated because trips from the existing uses on the project site proposed for demolition were not deducted from the trip generation estimates, resulting in a conservative (worst-case) estimate of vehicle trips.

Table 1. Daily and PM Peak Hour Trip Generation

Trip Generation Mode Split	Daily Trips	PM Peak Hour Trips
Auto	1,392	125
Transit	260	23
Walk	470	42
Other	40	4
Total	2,162	195
Vehicle Trips	750	68
Parking Demand	Short Term	Long Term
Parking Spaces	64	24
Loading Demand	Average Hour	Peak Hour
Loading Spaces	0.15	0.18
Source: <i>Transportation Impact Analysis Guidelines, Transportation Calculations</i> . This document is available for public review as part of Case No. 2009.065F at 1650 Mission Street, Suite 400, San Francisco, CA 94103.		

¹⁵ *Transportation Impact Analysis Guidelines, Transportation Calculations*. This document is available for public review as part of Case No. 2009.065F at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

Although the proposed project is calculated to generate approximately 195 PM peak hour person trips, with approximately 68 PM peak hour vehicle trips, these vehicle trips are not anticipated to substantially affect existing levels of service within the project vicinity. The intersections of Evans Avenue/Cesar Chavez Street and Napoleon Street/Toland Street/Evans Avenue would most likely be affected by project-generated traffic and these intersections, analyzed as part of the *Candlestick Point-Hunters Point Shipyard Draft EIR*, operate at LOS C and LOS D, respectively.¹⁶ The operational impact on signalized intersections (such as Evans Avenue and Cesar Chavez Street) is considered significant when project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. The addition of 68 PM peak hour vehicles would not substantially worsen the LOS of the intersection of Evans Avenue and Cesar Chavez Street such that the intersection would deteriorate to LOS E or LOS F. An analysis was undertaken to determine the project's affect specifically on the intersection of Napoleon Street/Toland Street/Evans Avenue which operates at LOS D, to determine whether the project's trips would cause it to deteriorate to LOS E or F. Results of the analysis found that, even with some conservative assumptions (such as all employees leaving during the peak hour), the proposed project's PM peak hour vehicle trips would likely increase delays at this intersection to 52.5 seconds, which would still represent the intersection operating acceptably at LOS D. The proposed project is not anticipated to adversely affect other nearby intersections. Therefore, the proposed project's impact on existing vehicular traffic is considered *less than significant*. The proposed project is also not anticipated to result in a considerable contribution to cumulative traffic impacts within the project vicinity.

Parking

The additional vehicle trips generated by the proposed project would also generate a short-term parking demand of 64 spaces and a long term parking demand of 87 spaces, however, this is only for the 14,410 sf addition to the Restaurant Depot. The total sf for the Restaurant Depot (existing sf plus proposed addition), as proposed is 75,308 sf. The total short term parking demand for the final building square footage is approximately 333 parking spaces, with a long term parking demand of 124 spaces. Once built, the proposed project would include 68 long-term employee parking spaces and 153 short-term customer parking spaces. The parking shortfall for the final building square footage is estimated at 174 short-term parking spaces and 56 long-term parking spaces.

San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

¹⁶ CHS Consulting, Fehr & Peers, LCW Consulting. *Candlestick Point-Hunters Point Shipyard Phase II Development Plan Transportation Study*, November 4, 2009. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, San Francisco, Ca 94103, as part of Case File No. 2007.0946E.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy. The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed above, the 19-Polk bus line runs along Evans Avenue with two stops directly adjacent to the project site: one at Evans Avenue and Cesar Chavez Street and one at the intersection of Evans Avenue and Napoleon Street. The 8X-Bayshore Express also runs along Bayshore Boulevard within the project vicinity. Bicycle Route 68 runs north-south along Evans Avenue and Route 60 runs east-west along Cesar Chavez Street within the project vicinity.

The transportation analysis accounts for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the proposed project would be minor, and the traffic assignments used in the transportation analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

Loading

The proposed 14,410 sf addition to the Restaurant Depot would generate a peak hour loading demand of 0.18 delivery trucks. The total average hour loading demand for the final building square footage (approximately 75,000 sf) is approximately 0.77 trucks/hour with a maximum loading demand of 0.96 trucks/hour. The proposed project would maintain the existing loading dock with six loading bays. The six loading bays would be able to accommodate the Restaurant Depot's average and peak hour loading demand. Therefore, the proposed 14,410 sf addition to the Restaurant Depot would not result in significant loading impacts and loading impacts are considered *less than significant*

Construction Impacts

During the projected 5-month construction period, temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Construction activities associated with the proposed project are not anticipated to result in substantial impacts on the City's transportation network. However, as required, the project sponsor and construction contractors would meet with the City's Transportation Advisory Staff Committee (TASC) to determine feasible measures to reduce traffic congestion, including effects on the transit system and pedestrian circulation impacts during construction of the proposed project. TASC consists of representatives from the Traffic Engineering Division of the Department of Parking and Traffic (DPT), the Fire Department, MUNI, and the Planning Department. Thus, impacts related to an applicable transportation circulation system plan or policy would be *less than significant*.

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

The proposed project does not include features that would substantially increase traffic-related hazards, including with the proposed design. The proposed project would retain four access points, eliminating one access point. The project does not propose new access points to the site. In addition, as discussed in Section E.1, Land Use and Land Use Planning, under Question 1e, the project does not include incompatible uses. Therefore, transportation hazards due to a design feature or resulting from incompatible uses would be *less than significant*.

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

As discussed above, access to the site would be provided at four locations: two access points located along Evans Avenue and two access points located along Napoleon Street. These points provide adequate access from public streets. The proposed project would not be expected to affect emergency response times or access to other sites. Emergency vehicles would be able to reach the project site from four locations along the city streets. Therefore, the project would have a *less than significant* impact on emergency access to the project site or any surrounding sites.

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

Transit Conditions

As discussed above, the project site is well served by transit. The 19-Polk line runs along Evans Avenue with two stops directly adjacent to the project site: one at Evans Avenue and Cesar Chavez Street, and one at Evans Avenue and Napoleon Street. The 19-Polk line links Hunters Point to Fisherman's Warf via the Civic Center. This line runs from approximately 5 AM to 1:35

AM and weekdays and weekends with buses about every 20 minutes. The 8X-Bayshore Express runs along Bayshore Boulevard and links City College to the Downtown and Fisherman's Warf, with a stop at Bayshore Boulevard and Jerrold Avenue. This line runs on weekdays and weekends from about 4:45 AM to 1:00 AM, with buses generally every 10-15 minutes. The proposed project would generate approximately 23 PM peak hour transit trips, which would easily be accommodated by the existing transit system. The 19-Polk bus line has two stops along Evans Avenue, one which is just before the curb cut that is used to access the roof top parking on Lot 201. The proposed project would demolish the rooftop parking available on Lot 201 and construct a ground level parking lot with 160 parking spaces. Access to this lot would be provided on Napoleon Street and would therefore not result in conflicts between vehicles trying to access the main parking facility and transit operations. Thus, impacts to the City's transit network would be considered *less than significant*. Transit-related policies include, but are not limited to: (1) discouragement of commuter automobiles (*Planning Code* Section 101.1, established by Proposition M, the Accountable Planning Initiative); and (2) the City's "Transit First" policy, established in the City's Charter Section 16.102. The proposed project would not conflict with transit operations as discussed above and would also not conflict with the transit-related policies established by Proposition M or the City's Transit First Policies.

Bicycle Conditions

Bicycle Routes within the project vicinity include: (1) Route 60, which runs along Cesar Chavez Street, (2) Route 68, which runs along Evans Avenue, and (3) Route 25, which runs along Jerrold Avenue and continues along Bayshore Boulevard. The proposed project would generate four PM peak hour trips by "other" modes, some of which may be bicycle trips. The proposed project is not anticipated to affect bicycle conditions in the project vicinity. The majority of traffic would access the project site from Napoleon Street instead of Evans Avenue. As such, the proposed project would not adversely affect bicycle lanes in the project vicinity, including Bicycle Route 68, which runs along Evans Avenue. Thus, the proposed project would not be anticipated to affect bicycle conditions in the project vicinity and the proposed project's impact on the bicycle network would be considered *less than significant*. On June 26, 2009, the San Francisco Municipal Transportation Agency (SFMTA) approved an update to the City's Bicycle Plan. The Plan includes updated goals and objectives to encourage bicycle use in the City, describes the existing bicycle route network (a series of interconnected streets and pathways on which bicycling is encouraged) and identifies improvements to achieve the established goals and objectives. The proposed project would not result in significant impacts to bicycle conditions in the project area and would therefore not conflict with the City's bicycle plan, or other plan, policy or program related to bicycle use in San Francisco.

Pedestrian Conditions

Pedestrian sidewalks are provided on most streets within the project vicinity, including Cesar Chavez Street, Napoleon Street, Bayshore Boulevard (east side of the street) and Jerrold Avenue. Sidewalks adjacent to the project site have excess capacity as evidenced by the lack of pedestrians in the project vicinity. The proposed project would generate approximately 42 PM peak hour pedestrian trips. The proposed project would not cause a substantial amount of pedestrian and vehicle conflict since there are currently limited pedestrian volumes. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity would increase as a

result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns. Thus, impacts on pedestrian circulation and safety would be *less than significant*. As such, the proposed project would not conflict with any plan, policy or program related to pedestrian use in San Francisco.

Impact TR-5: The proposed project in combination of past, present, and reasonably foreseeable future projects, would have less-than-significant cumulative transportation impacts. (Less than Significant)

The proposed project would not cause a substantial increase in traffic, in relation to the existing traffic load and capacity of the street system. As reflected in the trip generation explained in above, the project would result in less than significant impacts related to increases in vehicle traffic in the project vicinity and surrounding intersections. The proposed project would not include any hazardous design features or incompatible uses that could result in hazardous conditions and the proposed project would not result in inadequate emergency access to the site, or any surrounding sites. The proposed project would not cause a substantial increase in transit demand that could not be accommodated by existing and proposed transit capacity, and alternative travel modes. With the addition of 68 PM peak hour vehicle trips, the proposed project would have a less-than-significant cumulative traffic impact, because it would add a negligible number of PM peak hour vehicle trips and would not result in a deterioration of LOS at surrounding intersections.

Project construction activities, in combination with other major development in the vicinity of the project area, could temporarily result in cumulative construction-related transportation effects on local or regional roads, but would not result in permanent, cumulatively considerable, transportation impacts. Cumulative projects within the vicinity include: (1) the construction of an approximately 28,000 sf warehouse at 1255 Connecticut Street, and (2) the Potrero Hope SF Master Plan, which proposes to replace 606 units of public housing with up to 1,700 units of mixed-income housing. These projects, in combination with the proposed project, would not result in cumulative transportation-related impacts. The cumulative development in the project area would therefore not be substantial and the proposed project’s cumulative impact on the transportation network would be *less than significant*.

E.6 Noise

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Be substantially affected by existing noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Impact NO-1: The proposed project would not result in the exposure of persons to or generation of noise levels in excess of established standards, nor would the proposed project result in a substantial permanent increase in ambient noise levels or otherwise be substantially affected by existing noise. (Less than Significant)

The proposed project includes a 14,410 sf addition to the Restaurant Depot. The project site is located within the City’s industrially zoned lands (zoned PDR-2, Core PDR). Background noise levels along Evans Avenue and Cesar Chavez Street are estimated at 76 dBA (Ldn)^{17,18}. Noise levels at the property line range from 70-74 Ldn. The Environmental Protection element of the *General Plan* contains Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to, but differ somewhat from, state guidelines promulgated by the Governor’s Office of Planning and Research, indicate maximum acceptable noise levels for various newly developed land uses. According to the *General Plan’s* Land Use Compatibility chart, commercial uses, including wholesale uses similar to the Restaurant Depot, in areas with existing noise levels below approximately 77 Ldn are considered satisfactory uses, meaning that

¹⁷ Sound pressure is measured in decibels (dB), with zero dB corresponding roughly to the threshold of human hearing, and 120 dB to 140 dB corresponding to the threshold of pain. Because sound pressure can vary by over one trillion times within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. Owing to the variation in sensitivity of the human ear to various frequencies, sound is “weighted” to emphasize frequencies to which the ear is more sensitive, in a method known as A-weighting and expressed in units of A-weighted decibels (dBA).

¹⁸ Existing noise levels along Evans Avenue and Cesar Chavez Street and at the property line were determined based on noise modeling conducted by the San Francisco Department of Public Health (DPH). DPH modeling has yielded GIS-compatible noise contours for the City, based on vehicle noise.

no special noise insulation requirements are necessary¹⁹. Given that the project site is within the noise acceptability standards of the *General Plan*, the proposed project would not be substantially affected by existing noise levels (E.6.g), and this impact would be *less than significant*.

In general, traffic must double in volume to produce a noticeable increase in ambient noise levels. Based on the transportation analysis prepared for the project (see Section 5, Transportation and Circulation), the proposed project would generate approximately 750 daily vehicle trips, with 68 of those trips occurring in the PM peak hour. Existing traffic volumes along Cesar Chavez and Evans Streets are approximately 13,779 daily vehicle trips and therefore the proposed project's generation of vehicle trips would not result double vehicle trips or result in a noticeable increase in ambient noise levels (E.6.c).

In addition to vehicle-related noise, building equipment and ventilation are also noise sources. Specifically, mechanical equipment produces operational noise, such as heating and ventilation systems. Mechanical equipment would be subject to Section 2909 of the Noise Ordinance. As amended in November 2008, this section of the ordinance establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the limit is 5 dBA in excess of ambient, while for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient and for noise on public property, including streets, the limit is 10 dBA in excess of ambient. In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours. Compliance with Article 29, Section 2909, serves to minimize noise from building operations. The proposed expansion of the Restaurant Depot would require two additional rooftop mechanical units (Heating, Ventilation and Air Conditioning [HVAC] units). These noise sources would be required to comply with Section 2909 of the Noise Ordinance. Given that the proposed project's vehicle trips would not result in a noticeable increase in noise, that the proposed project's HVAC units would be required to comply with the noise ordinance, and that the closest noise-sensitive receptors are located more than 700 feet from the project site, the proposed project would not result in a noticeable increase in ambient noise levels, and this impact would be *less than significant*.

Impact NO-2: During construction, the proposed project would result in a temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project, but any construction-related increase in noise levels and vibration would be considered a less than significant impact. (Less than Significant)

Demolition, excavation and building construction would temporarily increase noise, and possibly vibration, in the project vicinity. During the construction phase, the amount of construction noise generated would be influenced by equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers). Construction equipment would generate noise and possibly vibrations that could be considered

¹⁹ San Francisco General Plan. Environmental Protection Element. Land Use Compatibility Chart for Community Noise.

an annoyance by occupants of nearby properties. There would be times when noise and vibration could interfere with indoor activities in nearby businesses. The closest sensitive noise receptors to the project site are the residences that are located along 26th Street, over 700 feet away from the project site and uphill approximately 75 feet. Other uses in the immediate vicinity are not considered sensitive to noise and vibration. According to the project sponsor, the construction period would last approximately 5 months. Construction of the proposed project would require H-pile foundations. Considering this, the noisiest construction activities associated with the project would likely be pile driving, which can generate noise levels up to 90-105 dBA at 50 feet from the noise receptor (see Table 2, below). Construction noise and vibration impacts would be temporary in nature and limited to the period of construction. Noise generally attenuates (decreases) at a rate of 6 to 7.5 dBA per doubling of distance and would therefore not be anticipated to affect the closest residential uses (noise sensitive receptors), which are located approximately 700 feet from the project site.

Table 2.
Typical Commercial Construction Noise Levels (dBA)²⁰

Phase	(L _{eq}) ^a
Ground Clearing	84
Excavation	89
Foundations	78
Erection	85
Exterior Finishing	89
Pile Driving	90-105

^a Estimates correspond to a distance of 50 feet from the noisiest piece of equipment associated with a given phase and 200 feet from the other equipment associated with that phase.

SOURCE: U.S. Environmental Protection Agency, Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances, December 1971.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (jackhammers, hoerammers, impact wrenches) must have both intake and exhaust muffled to the satisfaction of the Director of Public Works or the Director of Building Inspection. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The project must comply with regulations set forth in the Noise Ordinance. The increase in noise and vibration in the project area during project construction would be considered *less than significant* because it would be temporary, intermittent, and restricted in occurrence and level, as the contractor would be required to comply with the City’s Noise Ordinance.

²⁰ U.S. Environmental Protection Agency, *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 1971.

Impact NO-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative noise impacts. (Less than Significant)

Construction activities in the vicinity of the project site, such as excavation, grading, or construction of other buildings in the area, would occur on a temporary and intermittent basis, similar to the project. Project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site. As such, construction noise effects associated with the proposed project are not anticipated to combine with those at 1255 Connecticut Street and the Potrero Hope SF Master Plan. Therefore, cumulative construction-related noise impacts would be *less than significant*.

Localized traffic noise would increase in conjunction with foreseeable residential and commercial growth in the project vicinity. However, because neither the proposed project nor the other cumulative projects in the vicinity are anticipated to result in a doubling of traffic volumes along nearby streets, the project would not contribute considerably to any cumulative traffic-related increases in ambient noise. Moreover, the proposed project’s mechanical equipment would be required to comply with the Noise Ordinance and would therefore not be expected to contribute to any cumulative increases in ambient noise as a result of building equipment. Therefore, the proposed project would not result in cumulatively considerable noise impacts, and cumulative noise impacts are considered *less than significant*.

E.7 Air Quality

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

The purpose of the *Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines* is to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin (SFBAAB). The Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA

requirements. The BAAQMD recently adopted new CEQA air quality thresholds of significance and issued revised Guidelines that supersede the 1999 *CEQA Air Quality Guidelines*.²¹ According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, GHG emissions (addressed in Section E.8. Greenhouse Gas Emissions), and health risks from new sources of air emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds. Thresholds of significance pertaining to the health risk impacts of sources upon sensitive receptors are intended to apply to environmental analyses begun on or after January 1, 2011. A neighborhood notice was sent out on February 25, 2010 to owners and occupants of properties within 300 feet of the project site. Therefore, the proposed project would be subject to the thresholds identified in the BAAQMD 1999 *CEQA Guidelines*. However, because the revised thresholds of significance have generally been lowered and are more stringent standards than those in the 1999 *CEQA Air Quality Guidelines*, the following analysis is based on the revised CEQA thresholds (adopted June 2, 2010).

Impact AQ-1: The proposed project would emit criteria air pollutants, but not in excess of any air quality standard or in amounts that would result in a cumulatively considerable net increase of any criteria air pollutant or conflict with implementation of an air quality plan. (Less than Significant)

The Federal Clean Air Act (CAA), as amended, and the California Clean Air Act (CCAA) legislate ambient air quality standards and related air quality reporting systems for regional regulatory agencies to then develop mobile and stationary source control measures to meet these standards. The Bay Area Air Quality Management District (BAAQMD) is the primary responsible regulatory agency in the Bay Area for planning, implementing and enforcing the federal and state ambient standards for criteria pollutants.²² Criteria air pollutants include ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter (PM₁₀ and PM_{2.5}) and lead.

The San Francisco Bay Area Air Basin encompasses the following counties: San Francisco, Alameda, Contra Costa, Marin, San Mateo, Napa and parts of Solano and Sonoma counties. The basin has a history of air quality violations for ozone, carbon monoxide and particulate matter and currently does not meet the state ambient air quality standards for ozone, PM₁₀ and PM_{2.5}. The BAAQMD has adopted air quality management plans over the years to address control methods and strategies for meeting air quality standards, the latest plan being the 2010 *Clean Air Plan*.

The 2010 *Clean Air Plan* is intended to: (1) update the 2005 *Ozone Strategy* in accordance with the requirements of the CCAA to implement “all feasible measures” to reduce ozone; (2) provide a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan; (3) review progress in improving air quality in recent years; and (4)

²¹ Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. June 2010. This document is available online at: www.baaqmd.gov. Accessed July 22, 2010.

²² State and Federal air quality standards for the Bay Area’s attainment status can be viewed on the BAAQMD website at: <http://www.baaqmd.gov>.

establish emission control measures to be adopted or implemented in the 2010-2012 timeframe. The *2010 Air Quality Plan* was adopted by the BAAQMD on September 15, 2010.

The BAAQMD *2010 CEQA Air Quality Guidelines* notes that the first step in determining the significance of criteria air pollutants and precursors related to project operation and from exhaust during project construction is to compare the attributes of the proposed project with the applicable screening criteria. The purpose of this comparison is to provide a conservative indication of whether construction or operation of the proposed project would result in the generation of criteria air pollutants and/or precursors that exceed the *Guidelines*' thresholds of significance. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project's air pollutant emissions, and construction or operation of the proposed project would result in a less than significant impact to air quality. If the proposed project does not meet all the screening criteria, then project emissions need to be quantified and analyzed against the BAAQMD's thresholds of significance.²³

The *2010 CEQA Air Quality Guidelines* notes that the screening levels are generally representative of new development on Greenfield sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service and local services, emissions could be less than the Greenfield type project that these screening criteria are based upon.

The *2010 CEQA Air Quality Guidelines* provides two thresholds for construction-related criteria air pollutants: (1) exhaust emissions from construction vehicles, and (2) fugitive dust. Both thresholds are discussed below.

Construction-Related Exhaust Emissions

The *2010 CEQA Air Quality Guidelines* provides thresholds of significance for construction-related criteria air pollutant and precursor emissions from vehicle exhaust. The thresholds as determined by the BAAQMD are whether the proposed project would emit: reactive organic gases (ROG), nitrogen oxides (NO_x) or PM_{2.5}²⁴ at levels in excess of 54 lbs/day or 10 U.S. tons/year, or whether the proposed project would emit PM₁₀ at levels in excess of 82 lbs/day or 15 U.S. tons/year. The *2010 CEQA Air Quality Guidelines* provide screening criteria that identifies the size and type of project that is not anticipated to emit criteria air pollutants and ozone precursors in excess of the adopted thresholds of significance, but notes that the screening levels do not apply to projects that propose demolition activities.²⁵ Therefore, a quantitative analysis of the proposed project's construction-related emissions with respect to criteria air pollutants and ozone precursors was undertaken. Consistent with the *2010 CEQA Air Quality Guidelines*, the proposed project's construction-related criteria air pollutant emissions were modeled using URBEMIS2007 (Version

²³ Ibid. pg. 3-1.

²⁴ PM_{2.5} and PM₁₀ refer to particulate matter that is 2.5 microns in diameter or less and particulate matter that is 10 microns in diameter or less, respectively.

²⁵ Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. June 2010. At page 3-5.

9.2.4), with construction information provided by the project sponsor. The proposed construction duration is approximately 5 months, with two months for demolition of the two buildings on Lot 201.²⁶ Table 3, below, shows the results of this analysis and compares these results to the applicable threshold of significance established by the BAAQMD. The analysis assumes that the proposed project would comply with Article 22B, San Francisco Construction Dust Ordinance, described further below.

Table 3. 2045-2121 Evans Avenue Construction Criteria Air Pollutant Emissions

CONSTRUCTION EMISSIONS	ROG	NO_x	PM₁₀	PM_{2.5}
Maximum Daily Emissions (lbs./day)	30.88	19.98	0.59	0.54
BAAQMD Threshold (lbs./day)	54	54	82	54
Total Annual Emissions (US tons/year)	0.2	0.24	0.1	0.1
BAAQMD Threshold (US tons/year)	10	10	15	10
Project Exceed BAAQMD Threshold?	No	No	No	No

As shown above, the proposed project’s construction exhaust emissions are well below the BAAQMD’s thresholds of significance for construction-related criteria air pollutants and ozone precursors. Thus, the project’s construction-related exhaust emissions would be *less than significant*.

Construction-Related Fugitive Dust Emissions

Project-related demolition, excavation, grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

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

²⁶ Range, J. *Case No: 2009.0651E- 2045 & 2121 Evans Avenue: Project Greenhouse Gas Calculations and Air Quality Analysis*. October 1, 2010. This document is on file and available for public review as part of Case No. 2009.0651E, at the Planning Department at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

For fugitive dust emissions, *2010 CEQA Air Quality Guidelines* recommend following the current best management practices approach, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The *Guidelines* note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.²⁷

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

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

The following regulations and procedures set forth in of Article 22B of the San Francisco Health Code (Construction Dust Control Requirements) generally contain the BAAQMD-recommended best management practices:

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials, or require such trucks to maintain at least 2 feet of freeboard;
- Pave, apply water at a minimum three times daily in dry weather, or apply non-toxic soil stabilizers to all unpaved access roads, parking areas, and staging areas;
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public street areas;
- Hydroseed or apply non toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 miles per hour;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;

²⁷ Ibid. pgs.8-2 to 8-3.

- Install wheel washers for all exiting trucks, or wash off the tires of all trucks and equipment prior to leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Compliance with the Dust Control Ordinance would reduce the project's air quality impacts related to fugitive dust to *less than significant*.

Criteria Air Pollutants and Ozone Precursors- Project Operations

Pursuant to the 2010 CEQA Air Quality Guidelines, the operational criteria air pollutant and precursor screening level is 102,000 sf. The proposed addition to the Restaurant Depot, at 14,410 sf, would be well below the screening level that requires a detailed air quality assessment of air pollutant emissions. As such, the proposed project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the BAAQMD's thresholds of significance. The potential for operation of the proposed project to emit criteria air pollutants and ozone precursors would therefore be considered *less than significant*.

Air Quality Plans

Since both construction and operational criteria air pollutants and ozone precursors are below the BAAQMD's thresholds of significance, the proposed project would be consistent with regional air quality plans and the proposed project's emissions would not be expected to impede attainment or maintenance of ambient air quality standards in the Bay Area. As such, the proposed project, a 14,410 sf addition to the Restaurant Depot, would not conflict with or obstruct implementation of regional air quality plans and impacts of the proposed project related to conflicting with or obstructing implementation of an applicable air quality plan would be considered *less than significant*.

Impact AQ-2: The proposed project's emissions would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Construction-Related Impacts

Construction of individual projects would require construction equipment and would result in an increase in vehicle trips associated with construction workers and other off-road construction equipment. Diesel powered construction equipment emit diesel particulate matter, which may affect nearby sensitive receptors. Sensitive receptors are people or institutions with people that are particularly susceptible to illness from environmental pollution, such as the elderly, very young children, people already weakened by illness (e.g., asthmatics), residents and persons engaged in strenuous exercise. As discussed in Section B. Setting, the closest sensitive receptors to the project site are the residences that are located along 26th Street, over 700 feet away from the project site, and uphill approximately 75 feet from the project site.

The BAAQMD has published *Screening Tables for Air Toxics Evaluation During Construction*.²⁸ This document provides interim guidance for identifying whether a construction project could present a health risk to sensitive receptors. Based on the construction square footage, the screening table provides the minimum distance required between to the fence line of a construction site and a nearby sensitive receptor to ensure that cancer and non-cancer risks associated with the project are less than significant, based on the BAAQMD's thresholds of significance. If a project meets the off-set distance, meaning that if no sensitive receptors are located within the off-set distance, a project's construction activities would have a less than significant impact with regards to the exposure of sensitive receptors to construction-related health risks.

The building area proposed for demolition is approximately 31,777 sf and the 14,410 addition to the Restaurant Depot brings the total area of construction to approximately 46,000 sf. Based on the screening tables, the minimum off-set distance to the nearest sensitive receptor would be approximately 330 feet. Given that the closest sensitive receptors are located over 700 feet from the project site, the proposed project's construction activities would not expose sensitive receptors to pollutants that pose a potential health risk and construction-related health risks would be considered *less than significant*

Project Operations

The proposed project would not be considered a sensitive receptor and does not propose stationary sources that could pose a potential human health risk. The BAAQMD considers projects that generate less than 10,000 vehicle trips as minor, low impact sources and recommends that a health risk analysis exclude these sources.²⁹ The project's anticipated increase of approximately 750 vehicle trips would not exceed this screening level and would therefore not be considered a potential source for health risks. Given that the proposed project would meet the construction-related health risk screening levels established by BAAQMD and that the proposed project does not include any sources that could pose a substantial health risk, the proposed project would have a *less than significant* health risk impact.

Impact AQ-3: The proposed project would not create objectionable odors that affect a substantial number of people emissions. (Less than Significant)

The project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of odors. The proposed project would expand the existing uses on the project site, which, by observation indicates that the existing and surrounding land uses are not sources of noticeable odors. Therefore this impact would be *less than significant*.

²⁸ Bay Area Air Quality Management District. *Screening Tables for Air Toxics Evaluation During Construction*. May 2010. This document is available online at: www.baaqmd.gov.

²⁹ Bay Area Air Quality Management District. *Recommended Methods for Screening and Modeling Local Risks and Hazards*. May 2010. At pg. 13. This document is available online at: www.baaqmd.gov.

Impact AQ-4: The proposed project would result in less-than-significant air quality impacts. (Less than Significant)

The proposed project would be generally consistent with the General Plan and air quality management plans such as the *2010 Clean Air Plan*. Additionally, the *General Plan, Planning Code*, and the City Charter implement various transportation control measures identified in the City’s Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *2010 Clean Air Plan*, which is the applicable regional air quality plan, developed to improve air quality towards attaining the state and federal air quality standards.

With respect to cumulative impacts from criteria air pollutants, BAAQMD’s approach to cumulative air quality analysis is that any proposed project that would individually have a significant air quality impact would also be considered to have a significant cumulative air quality impact.³⁰ The proposed project would result in less-than-significant impacts related to construction air quality emissions, operational air quality emissions, project-related motor vehicle emissions, exposure of sensitive receptors to pollutants, and odors. Therefore, cumulative air quality impacts associated with the proposed project would also be considered *less than significant*.

E.8 Greenhouse Gas Emissions

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

Environmental Setting

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like a greenhouse does. The accumulation of GHG’s has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor.

³⁰ Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. June 2010. At page 2-1.

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).³¹

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.³²

The Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCO₂E), or about 535 million U.S. tons.³³ The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.³⁴ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36% of the Bay Area's 95.8 MMTCO₂E emitted in 2007.³⁵ Electricity generation accounts for approximately 16% of the Bay Area's GHG emissions followed by residential fuel usage at 7%, off-road equipment at 3% and agriculture at 1%.³⁶

³¹ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

³² California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at: <http://www.climatechange.ca.gov/publications/faqs.html>. Accessed November 8, 2010.

³³ California Air Resources Board (ARB), "California Greenhouse Gas Inventory for 2000-2006— by Category as Defined in the Scoping Plan." http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_2009-03-13.pdf. Accessed March 2, 2010.

³⁴ Ibid.

³⁵ Bay Area Air Quality Management District, Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed March 2, 2010.

³⁶ Ibid.

Regulatory Setting

In 2006, the California legislature passed Assembly Bill No. 32 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction in emissions).

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today's levels.³⁷ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMT_{CO₂E}) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 4, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.³⁸ Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

Table 4. GHG Reductions from the AB 32 Scoping Plan Sectors³⁹

GHG Reduction Measures By Sector	GHG Reductions (MMT CO ₂ E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	174
Other Recommended Measures	
Government Operations	1-2
Agriculture- Methane Capture at Large Dairies	1
Methane Capture at Large Dairies	1
Additional GHG Reduction Measures	
Water	4.8
Green Buildings	26
High Recycling/ Zero Waste	
• Commercial Recycling	
• Composting	
• Anaerobic Digestion	
• Extended Producer Responsibility	9

³⁷ California Air Resources Board, California's Climate Plan: Fact Sheet. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed March 4, 2010.

³⁸ California Air Resources Board. AB 32 Scoping Plan. Available Online at: http://www.arb.ca.gov/cc/scopingplan/sp_measures_implementation_timeline.pdf. Accessed March 2, 2010.

³⁹ Ibid.

• Environmentally Preferable Purchasing	
Total	42.8-43.8

AB 32 also anticipates that local government actions will result in reduced GHG emissions. ARB has identified a GHG reduction target of 15 percent from current levels for local governments themselves and notes that successful implementation of the plan relies on local governments' land use planning and urban growth decisions because local governments have primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.

The Scoping Plan relies on the requirements of Senate Bill 375 (SB 375) to implement the carbon emission reductions anticipated from land use decisions. SB 375 was enacted to align local land use and transportation planning to further achieve the State's GHG reduction goals. SB 375 requires regional transportation plans, developed by Metropolitan Planning Organizations (MPOs), to incorporate a "sustainable communities strategy" in their regional transportation plans (RTPs) that would achieve GHG emission reduction targets set by ARB. SB 375 also includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 would be implemented over the next several years and the Metropolitan Transportation Commission's 2013 RTP would be its first plan subject to SB 375.

Senate Bill 97 (SB 97) required the Office of Planning and Research (OPR) to amend the state CEQA guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. In response, OPR amended the CEQA guidelines to provide guidance for analyzing GHG emissions. Among other changes to the CEQA Guidelines, the amendments add a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs.

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). As part of their role in air quality regulation, BAAQMD has prepared the CEQA air quality guidelines to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the SFBAAB. The guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. On June 2, 2010, the BAAQMD adopted new and revised CEQA air quality thresholds of significance and issued revised guidelines that supersede the 1999 air quality guidelines. The *2010 CEQA Air Quality Guidelines* provide for the first time CEQA thresholds of significance for greenhouse gas emissions. OPR's amendments to the CEQA Guidelines as well as BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance have been incorporated into this analysis accordingly.

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

The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.⁴⁰ State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by expansion of the Restaurant Depot which would result in additional vehicle trips and an increase in energy use. The expansion could also result in an increase in overall water usage which generates indirect emissions from the energy required to pump, treat and convey water. The expansion could also result in an increase in discarded landfill materials. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and operations associated with energy use, water use and wastewater treatment, and solid waste disposal.

As discussed above, the BAAQMD has adopted CEQA thresholds of significance for projects that emit GHGs, one of which is a determination of whether the proposed project is consistent with a Qualified Greenhouse Gas Reduction Strategy, as defined in the *2010 CEQA Air Quality Guidelines*. On August 12, 2010, the San Francisco Planning Department submitted a draft of the City and County of San Francisco's *Strategies to Address Greenhouse Gas Emissions* to the BAAQMD.⁴¹ This document presents a comprehensive assessment of policies, programs and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy in compliance with the BAAQMD's *2010 CEQA Air Quality Guidelines* and thresholds of significance.

San Francisco's GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced greenhouse gas emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on

⁴⁰ Governor's Office of Planning and Research. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. June 19, 2008. Available at the Office of Planning and Research's website at: <http://www.opr.ca.gov/ceqa/pdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

⁴¹ San Francisco Planning Department. *Strategies to Address Greenhouse Gas Emissions in San Francisco*. 2010. The final document is available online at: <http://www.sfplanning.org/index.aspx?page=1570>.

building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses and taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

San Francisco's climate change goals as are identified in the 2008 Greenhouse Gas Reduction Ordinance as follows:

- By 2008, determine the City's 1990 GHG emissions, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;
- Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
- Reduce GHG emissions by 80 percent below 1990 levels by 2050.

The City's 2017 and 2025 GHG reduction goals are more aggressive than the State's GHG reduction goals as outlined in AB 32, and consistent with the State's long-term (2050) GHG reduction goals. San Francisco's *Strategies to Address Greenhouse Gas Emissions* identifies the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies, and concludes that San Francisco's policies have resulted in a reduction in greenhouse gas emissions below 1990 levels, meeting statewide AB 32 GHG reduction goals. As reported, San Francisco's 1990 GHG emissions were approximately 8.26 million metric tons (MMT) CO₂E and 2005 GHG emissions are estimated at 7.82 MMTCO₂E, representing an approximately 5.3 percent reduction in GHG emissions below 1990 levels.

The BAAQMD reviewed San Francisco's *Strategies to Address Greenhouse Gas Emissions* and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy as outlined in BAAQMD's CEQA Guidelines (2010) and stated that San Francisco's "aggressive GHG reduction targets and comprehensive strategies help the Bay Area move toward reaching the State's AB 32 goals, and also serve as a model from which other communities can learn."⁴²

Based on the BAAQMD's 2010 *CEQA Air Quality Guidelines*, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco's strategy is consistent with AB 32 goals, projects that are consistent with San Francisco's strategy would also not conflict with the State's plan for reducing GHG emissions. As discussed in San Francisco's *Strategies to Address Greenhouse Gas Emissions*, new development and renovations/alterations for

⁴² Letter from Jean Roggenkamp, BAAQMD, to Bill Wycko, San Francisco Planning Department. October 28, 2010. This letter is available online at: <http://www.sfplanning.org/index.aspx?page=1570>. Accessed November 12, 2010.

private projects and municipal projects are required to comply with San Francisco’s ordinances that reduce greenhouse gas emissions. Applicable requirements are shown below in Table 5.

Table 5. Regulations Applicable to the Proposed Project

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (Environment Code, Section 421)	<p>All employers must provide at least one of the following benefit programs:</p> <p>1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</p> <p>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or</p> <p>(3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The Restaurant Depot employs more than 20 persons and therefore must comply with the commuter benefits ordinance.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	<input type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input checked="" type="checkbox"/> Project Does Not Comply	Although the Restaurant Depot does not participate in the City’s emergency ride home program, it does provide commuter benefits in accordance with the Environment Code Section 421.
Transportation Management Programs (Planning Code, Section 163)	Requires new buildings or additions over a specified size (buildings >25,000 sf or 100,000 sf depending on the use and zoning district) within certain zoning districts (including downtown and mixed-use districts in the City’s eastern neighborhoods and south of market) to implement a Transportation Management Program and provide on-site transportation management brokerage services for the life of the building.	<input type="checkbox"/> Project Complies <input checked="" type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Planning Code Section 163 is not applicable to the proposed project.
Transit Impact Development Fee (Administrative)	Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	The proposed project would be required to pay a TIDF fee of \$8/ gross square

Regulation	Requirements	Project Compliance	Discussion
Code, Chapter 38)	transit services.	Applicable <input type="checkbox"/> Project Does Not Comply	foot.
Energy Efficiency Sector			
San Francisco Green Building Requirements for Stormwater Management (SF Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to manage stormwater on-site using low impact design. These projects are required to comply with LEED® Sustainable Sites Credits 6.1 and 6.2, or comply with the City's Stormwater ordinance and stormwater design guidelines.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project will be disturbing more than 5,000 square feet and will therefore be required to comply with the City's Stormwater Management Ordinance.
Commercial Water Conservation Ordinance (SF Building Code, Chapter 13A)	Requires all existing commercial properties undergoing tenant improvements to achieve the following minimum standards: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be required to comply with the Commercial Water Conservation Ordinance.
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (Environment Code, Chapter 19)	The mandatory recycling and composting ordinance requires all persons in San Francisco to separate their refuse into recyclables, compostables and trash, and place each type of refuse in a separate container designated for disposal of that type of refuse.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be required to comply with the Mandatory Recycling and Composting Ordinance.
Environment/Conservation Sector			
Regulation of Diesel Backup Generators (San Francisco Health Code, Article	Requires (among other things): • All diesel generators to be registered with the Department of Public Health	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable	The proposed project would be required to comply with Article 30 of the San Francisco Health Code.

Regulation	Requirements	Project Compliance	Discussion
30)	<ul style="list-style-type: none"> All new diesel generators must be equipped with the best available air emissions control technology. 	<input type="checkbox"/> Project Does Not Comply	

Depending on a proposed project’s size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State’s ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City’s ability to meet San Francisco’s local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce greenhouse gas emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco’s sustainable policies have resulted in the measured success of reduced greenhouse gas emissions levels; (3) San Francisco has met and exceeded AB 32 greenhouse gas reduction goals for the year 2020; (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project’s contribution to climate change; and (5) San Francisco’s *Strategies to Address Greenhouse Gas Emissions* meet BAAQMD’s requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco’s regulations would not contribute significantly to global climate change. The proposed project would be required to comply with these requirements, and was determined to be consistent with San Francisco’s *Strategies to Address Greenhouse Gas Emissions*.⁴³ As such, the proposed project would result in a *less than significant impact* with respect to GHG emissions.

E.9 Wind and Shadow

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

Impact WS-1: The proposed project would result in less-than-significant impacts on wind patterns. (Less than Significant)

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented so that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. The proposed project would demolish two structures on lot 201 to create a 153-space surface parking lot for the Restaurant Depot. The

⁴³ Greenhouse Gas Analysis: Compliance Checklist. November 12, 2010. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400.

project also includes an approximately 14,000 sf addition to the Restaurant Depot, which would be approximately 37 feet tall and generally consistent with the heights of surrounding one- and two-story industrial buildings. The height of the proposed Restaurant Depot expansion would be equal to that of the existing building and would not result in a building mass that extends substantially above surrounding buildings. Therefore, the Proposed Project would not result in adverse effects on ground level winds. Thus, the implementation of the proposed project would result in a *less-than-significant* impact to wind patterns in the vicinity of the Project.

Impact WS-2: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant cumulative impacts on wind patterns. (Less than Significant)

Based on the information provided above, the proposed project, along with other potential and future development in the vicinity, such as the proposed 1255 Connecticut Street project and the Potrero Hope SF Master Plan, would not result in a significant wind impact in the project vicinity. It is anticipated that design of these developments would limit building height to be consistent with the applicable height and bulk requirements, as defined in the *Planning Code*. As such, the proposed project, in combination with projects currently proposed in the vicinity, would not substantially alter the wind patterns that could affect public areas, and cumulative wind impacts would be considered *less than significant*.

Impact WS-3: The proposed project would result in new shadows, but not in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant)

Section 295 of the *Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect public open spaces under the jurisdiction of the Recreation and Park Commission from shadowing by new and altered structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shade and shadow upon public open spaces under the jurisdiction of the Recreation and Parks Department by any structure exceeding 40 feet in height unless the Planning Commission finds the shadow to be an insignificant effect. The proposed project, which would demolish two buildings on Lot 201 and construct a 37-foot addition to the Restaurant Depot, would not be subject to Section 295 of the *Planning Code*.

It is the intent of CEQA, however, to address shadow on all public open spaces, not just those under the jurisdiction of the Recreation and Parks Department. The closest public open spaces to the project site are the James Rolph playground and the Potrero del sol, both within San Francisco's Mission District and owned by the Recreation and Parks Department. These two open spaces are approximately one-half mile from the project site. The proposed project would not be expected to increase shade on either of these public open spaces. The proposed project could, however, add new shade to portions of the public right-of-way (streets and sidewalks) within the

project vicinity because the proposed building would be larger in massing than the existing Restaurant Depot. New shading that would result from the proposed project is expected to be limited in scope and would not increase the total amount of shading above levels that are common and generally accepted in urban areas. As such, increased shadow as a result of the proposed project would be considered *less than significant* under CEQA.

Impact WS-3: The proposed project, in combination with other past, present or reasonably foreseeable projects would result in less-than-significant shadow impacts. (Less than Significant)

The proposed project, along with the proposed 1255 Connecticut Street project and the Potrero Hope SF Master Plan, could result in net new shadows in the vicinity. However, these projects would be subject to controls to avoid substantial net new shading of public open spaces. Thus the proposed project, in combination with cumulative projects considered in this analysis, would not be expected to contribute considerably to adverse shadow effects under cumulative conditions, and cumulative shadow impacts would be considered *less than significant*.

E.10 Recreation

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

Impact RE-1: The proposed project would result in less-than-significant impacts related to an increase in the use of existing parks and recreational facilities, the deterioration of such facilities, or require the expansion of recreational facilities. (Less than Significant)

No public open space exists within the immediate project vicinity. However, as discussed previously, the James Rolph playground and the Potrero del sol are both owned by the Recreation and Parks Department and are located within the Mission District, approximately one-half mile from the project site. Other open spaces include the Starr King open space along 23rd and Carolina Streets in the Potrero Hill neighborhood.

The project site is not a public park or adjacent to City park property. The project would demolish two existing buildings and construct a parking lot and a 14,000 sf addition to the Restaurant Depot. The increased commercial use is expected to result in approximately 15-20 net new employees on the project site, and is not likely to attract new employees to San Francisco or substantially increase the population in the vicinity. Therefore, the proposed project is unlikely to result in a substantial increased use of existing regional and neighborhood parks or other recreational facilities within the project vicinity. The proposed project would also not require the construction or expansion of recreational facilities, nor would it physically degrade existing recreational resources. The proposed project would have no effect on recreational resources within the project vicinity and this impact would be considered *less than significant*.

Impact RE-2: The proposed project, in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to recreational resources. (Less than Significant)

Recreation facility use in the project area would likely increase with the Potrero Hope SF Master Plan project. That planning effort would be subject to compliance with *Planning Code* open space requirements, ensuring that future impacts to recreation resources are not cumulatively considerable. Thus, the proposed project would not result in cumulatively considerable impacts to recreational resources and this impact would be considered *less than significant*.

E.11 Utilities and Service Systems

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
11. UTILITIES AND SERVICE SYSTEMS— Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supply available to serve the project from existing entitlements and resources, or require new or expanded water supply resources or entitlements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) Result in a determination by the wastewater treatment provider that would serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact UT-1: The proposed project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board, require or result in the construction of new, or expansion of existing, water, wastewater treatment facilities, or stormwater drainage facilities and the proposed project would be adequately served by the City's wastewater treatment provider. (Less than Significant)

The proposed project would not require new wastewater or stormwater collection and treatment facilities. Project related wastewater and stormwater would continue to flow into the City's combined stormwater and sewer system and would be treated to the 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 Pacific Ocean. The project site is entirely covered with impervious surfaces and would therefore not affect the amount of stormwater discharged from the project site. The proposed expansion of the Restaurant Depot would incrementally increase the demand for wastewater treatment; however, it would not cause the collection treatment capacity to be exceeded, or require the expansion of wastewater treatment facilities or extension of a sewer trunk line. Therefore, the proposed project would have a *less than significant* impact on San Francisco's wastewater and stormwater systems.

Impact UT-2: The proposed project would increase the amount of water used on the site, but would be adequately served by existing entitlements and water resources. (Less than Significant)

The proposed project would increase the amount of water required to serve the Restaurant Depot's proposed 14,000 sf expansion. However, the proposed project would also demolish two existing PDR buildings to construct a surface parking lot, which would also decrease the amount of water required to serve the project as those uses would cease to exist. Regardless, the proposed project would not result in a population increase beyond that assumed for planning purposes by the San Francisco Public Utilities Commission's (SFPUC) 2005 *Urban Watershed Management Plan*.⁴⁴ Additionally the project would be served by the existing water supply and would not

⁴⁴ The SFPUC's 2005 *Urban Water Management Plan* is based on data presented in the Association of Bay Area Government's (*Projections 2002: Forecasts for the San Francisco Bay Area to the Year 2025*, which includes all known or expected development projects in San Francisco through the year 2025.

require new or expanded water supply resources or entitlements. Therefore, the project's impact on water supply would be *less than significant*.

Impact UT-3: The proposed project would increase the amount of solid waste generated on the project site, but would be adequately served by the City's landfill and would comply with federal, state and local statutes and regulations related to solid waste. (Less than Significant)

San Francisco's solid waste, following the sorting of recyclable materials at the Norcal transfer station near Candlestick Park, is disposed of at the Altamont Landfill in Alameda County and is required to meet federal, state and local solid waste regulations. San Francisco residents currently divert approximately 77 percent of their solid waste to recycling and composting, meeting the City's goal of 75 percent diversion by 2010.⁴⁵ With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco's solid waste. The solid waste associated with the proposed project's demolition of the existing buildings on-site would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance. Therefore, solid waste generated from the project's demolition and operation would not substantially affect the projected life of the landfill and impacts from solid waste generation or impacts on solid waste facilities would be *less than significant*.

Impact UT-4: The proposed project in combination with other past, present, or reasonably foreseeable projects would result in less-than-significant impacts to utilities and service systems. (Less than Significant)

Cumulative development in the project area, including the proposed 1255 Connecticut Street project and the Potrero Hope SF Master Plan, would incrementally increase demand on Citywide utilities and service systems. Given that the City's existing service management plans address anticipated growth in the region, the proposed project would not be expected to have a considerable effect on utility service provision or facilities under cumulative conditions.

⁴⁵ San Francisco Department of the Environment. Zero Waste. Website available at:
<http://sfgov.org/site/frame.asp?u=http://www.sfenvironment.org>. Accessed September 17, 2010.

E.12 Public Services

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

The project site is already served by existing public services including police and fire protection, schools, and parks. The location of the project site to these services is described below.

Impact PS-1: The proposed project would result in less-than-significant impacts to public services including police and fire protection and schools and parks. (Less than Significant)

Police and Fire Protection

The project site currently receives police and fire protection services from the San Francisco Police Department (SFPD) and the San Francisco Fire Department (SFFD), respectively. The proposed project would result in a 14,000 sf expansion of the Restaurant Depot and demolition of two existing PDR buildings totaling approximately 31,000 sf. As such, overall demand for fire suppression and police service in the area is not expected to increase as a result of the proposed project.

The police station that serves the project site is located at 201 Williams Avenue, approximately two miles from the project site. The fire station that serves the project site is located at 2245 Jerrold Avenue, also two miles from the project site. Other police stations in the area are located at: (1) 3305 Third Street (approximately 0.8 miles from the project site), and (2) 798 Wisconsin Street (also approximately 0.8 mile from the project site). The proposed project will be equipped with fire prevention systems, such as fire sprinklers, smoke alarms and fire alarms.

The proposed project is not anticipated to increase the number of service calls received from the project site and immediate vicinity. Therefore, the proposed project would result in *no impact* to police and fire services.

Schools and Parks

The closest public school to the project site is Starr King Elementary school at 1215 Carolina Street, located approximately one-half mile from the project site in San Francisco’s Potrero Hill neighborhood. The project does not propose residential uses. The expansion of the Restaurant Depot is expected to result in approximately 15-20 net new employees on the project site, and is not likely to attract new employees to San Francisco or substantially increase the population in the vicinity. Since the proposed project is not likely to generate new students, the project would

not increase the need for new or expanded school facilities and the proposed project would have *no impact* on public schools.

As discussed in Section E.9, the closest open spaces to the proposed project are located approximately one-half mile from the project site. The proposed project would not result in substantial adverse physical impacts from the construction or need for new parks and the proposed project would have *no impact* on park services.

Impact PS-1: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant public services impacts. (Less than Significant)

Cumulative development in the project area, including the proposed 1255 Connecticut Street project and the Potrero Hope SF Master Plan, would incrementally increase demand for public services, but not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not be cumulatively considerable.

E.13 Biological Resources

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

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

BI-1: The proposed project would have no impact on special status species, avian species, riparian, wetland, or sensitive natural communities, and would not conflict with an approved local, regional, or state habitat construction plan. (No Impact)

The project site is almost entirely developed with impermeable surfaces. No federally protected wetlands or riparian habitat occur on the project site or in the immediate vicinity. The project site does not fall within any local, regional or state habitat conservation plans. Therefore, the proposed project would have *no impact* on wetlands, riparian habitat, and habitat conservation plans.

The eastern portion of the lot slopes upward approximately 15 feet to Evans Avenue. A rock outcrop exists at the northeastern portion of the site (see previous Figure 6). This rock outcrop may contain serpentine soils. Many rare plants and animals are found within serpentine soil habitats. However, the outcrop does not provide suitable habitat for any rare plants or animals as the exposed portion of the rock outcrop is extremely small, steeply sloped, and only ruderal vegetation is present. Additionally, the project site and its vicinity are entirely surrounded by developed built-up urban land. Furthermore, the proposed project would not result in substantial modifications to the exposed portions of the rock outcrop, as this outcrop may contain naturally occurring asbestos (discussed further in Section E.16). The project site does not provide vegetation capable of supporting avian species and the proposed project would not interfere with any resident or migratory species, or affect any rare, threatened, or endangered species. Therefore the proposed project would have *no impact* on sensitive species and resident and/or migratory birds, and would not conflict with any local policies or ordinances directed at protecting biological resources.

BI-2: The proposed project would not conflict with the City’s local tree ordinance. (No Impact)

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, are implemented. DPW Code Section 8.02-8.11 requires disclosure and protection of Landmark, significant, and street trees, collectively known as “protected trees”, located on private and public property. A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species, location, historical association, visual quality, or other contribution to the City’s character and has been found worthy of Landmark status after public hearings at both

the Urban Forestry Council and the Board of Supervisors. A significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within ten feet of the public-right-of-way which satisfies certain criteria. The project site does not contain any trees. Therefore, the proposed project would not conflict with San Francisco's tree ordinance and would have *no impact* with respect to conflicts with local policies and ordinances adopted for the purposes of protecting biological resources.

BI-3: The proposed project in combination with other past, present or reasonably foreseeable projects would not result in impacts to biological resources. (No Impact)

As discussed above, the project site does not contain biological resources, and the Project could not impact these resources. Therefore the proposed project does not have the potential to contribute to cumulative impacts on biological resources.

E.14 Geology and Soils

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

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
f) Change substantially the topography or any unique geologic or physical features of the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site, as indicated in Section E.11 Utilities and Service Systems, is currently served by the City’s combined sewer system. Therefore, the project site would not require the use of septic systems and significance criterion E.14.e would not be applicable to the project site.

Impact GE-1: The proposed project would result in less-than-significant impacts related to exposure of persons or structures to seismic and geologic hazards. (Less than Significant)

As discussed in Section E.3 Population and Housing, the 28,000 sf building on Lot 201 proposed for demolition is constructed of non-ductile reinforced concrete frame construction. A soundness evaluation prepared for the proposed project has identified this type of construction as extremely seismically hazardous.⁴⁶ The report goes on to state that this type of construction has been banned since the early 1970’s, after the San Fernando Earthquake resulted in the collapse of a number of these buildings.⁴⁷ Demolition of this building would increase the seismic safety of PDR tenants seeking space within the Bayview neighborhood.

The project site is not in an Alquist-Priolo Special Studies Zone, and no known active faults exist on or in the immediate vicinity of the project site.⁴⁸ The project site is located approximately 6.5 miles east of the San Andreas Fault and 11.5 miles west of the Hayward Fault⁴⁹ in an area subject to “moderate” ground shaking from a 7.9 magnitude earthquake along the San Andreas Fault and “moderate” ground shaking from a 6.9 magnitude earthquake along the Hayward Fault based on the Modified Mercalli Intensity (MMI) Scale.⁵⁰ A geotechnical report was prepared for the proposed project and analyzed the potential for the proposed project to be affected by seismic activity, which concludes that the potential for surface faulting and ground rupture on the site is low, but that the property could be subjected to “severe” ground shaking hazards.⁵¹

⁴⁶ Patrick Buscovich and Associates. *Soundness Evaluation*. Job Number 09.088. July 6, 2009. This report is on file and available for review as part of Planning Department Case File No. 2009.0651E.

⁴⁷ Ibid.

⁴⁸ Clean Stream Environmental Consulting, LLC. *Geotechnical Investigation for Proposed Restaurant Depot Warehouse Addition, 2045-2121 Evans Avenue*. December 21, 2009. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0651E.

⁴⁹ Ibid.

⁵⁰ San Francisco Planning Department. *San Francisco General Plan, Community Safety Element*. Maps 2 and 3. August 1997. This document is available online at the Planning Department’s website at: www.sfplanning.org. Accessed September 20, 2010.

⁵¹ Clean Stream Environmental Consulting, LLC. *Geotechnical Investigation for Proposed Restaurant Depot Warehouse Addition, 2045-2121 Evans Avenue*. December 21, 2009. This document is on file and available

The geotechnical report also found that the project site could be affected by seismically-induced ground failure. The project site is located in an area with potentially liquefiable soils.⁵² Soil liquefaction occurs when saturated, cohesionless, and near-surface soil layers lose strength when stressed by an extreme force (such as an earthquake). Based on soil sampling conducted for the proposed project, the site is underlain with soils that are susceptible to liquefaction and compressibility (Bay Mud and fill soils).⁵³

The project site is not located within an area susceptible to potential landslides.⁵⁴ The geotechnical report prepared for the project concludes that due to the lack of significant topographic relief and anticipated minor grading, slope stability is not anticipated to be a factor in the proposed construction. As such, the proposed project would have *no impact* with respect to potential landslide-induced hazards.

The geotechnical report prepared for the proposed project includes construction and design recommendations for the proposed addition to the Restaurant Depot that would reduce potential impacts to seismic and geologic hazards. The recommendations include, among others, that where bedrock is present, the design should include a shallow foundation bearing a minimum of six inches into bedrock, with 24-inch width footings. In areas where the addition is underlain with Bay Mud or other fill soils, H-Pile foundations should be driven into bedrock. Bedrock at the proposed addition is estimated at 20 ft bgs. The report also recommends grade beams that span between pile caps and spread footings to provide support for a floor slab at the finished grade.⁵⁵ The report concludes that construction of the proposed project is feasible provided that the geotechnical recommendations of the report are incorporated into design and construction of the proposed project. The project sponsor has agreed to follow the recommendations in the geotechnical report.

As discussed above, the project would require H-pile foundations, which would be driven into bedrock. The depths to bedrock for the Restaurant Depot expansion are estimated at about 20 ft bgs. The geotechnical analysis for the proposed project drilled exploratory borings at the project site and encountered groundwater at depths of approximately 10 ft bgs. The report noted that fluctuations in the ground water may occur due to variations in rainfall and other factors. Given the depth of piles required to reach bedrock and the possibility of fluctuating groundwater levels it may be possible that freestanding water is encountered during project construction, requiring dewatering. Any groundwater encountered during construction of the proposed project would

for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0651E.

⁵² Ibid.

⁵³ Ibid.

⁵⁴ San Francisco Planning Department. *San Francisco General Plan, Community Safety Element*. Map 5. August 1997. This document is available online at the Planning Department's website at: www.sfplanning.org. Accessed September 20, 2010

⁵⁵ Ibid.

be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Public Works would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Groundwater observation wells would be installed to monitor potential settlement and subsidence. If, in the judgment of the Special Inspector, unacceptable movement were to occur during dewatering, groundwater recharge would be used to halt this settlement. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

Potential seismic and geologic hazards would be addressed through compliance with the California Building Code, as implemented through the Department of Building Inspection (DBI). The final building plans and the geotechnical report would be reviewed by DBI prior to issuance of a building permit. To ensure compliance with all San Francisco Building Code provisions regarding structural safety, DBI would determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking, liquefaction and compressibility. These potential hazards would be ameliorated through the DBI requirement for a geotechnical report and review of the building permit application; thus, the project would result in *less-than-significant* impacts related to seismic and geologic hazards.

Impact GE-2: The proposed project would result in less-than-significant impacts related to soil erosion or substantial changes in the project site's topography or any unique geologic or physical features of the site. (Less than Significant)

The project site is generally flat with an elevation of 7.5 to 8 ft above mean sea level (msl). A cantilever retaining wall extends between the parking lot entrances on Evans Avenue and Napoleon Streets, providing a grade separation between the project site and the adjacent right-of-way. The project site is almost entirely covered with impervious surfaces, except for a serpentine rock outcrop at the northeast of the project site (which will not be substantially affected by the proposed project). The site is underlain with serpentine bedrock at depths ranging from one to 30 feet bgs. On the south side of the site, the bedrock is overlain by Bay Mud, a black to brown organic rich, soft and poorly consolidated fine grained sediment. In some areas, the Bay Mud is capped by two to three feet of clean, poor to moderately graded, medium grained, uncemented sand. The site is capped by artificial fill, which varies in thickness from one to 9.5 feet across the

project site. In the area of the proposed addition, artificial fill is estimated to range from four to 9.5 feet in thickness and overlain by either bedrock or Bay Mud.⁵⁶

The proposed project would demolish two existing warehouses on Lot 201 to construct a surface parking lot and includes an approximately 14,000 sf addition to the Restaurant Depot. All improvements would be made on currently impervious surfaces and the proposed project would not increase the amount of impervious surfaces. Given that the site is already covered with impervious surfaces, the proposed project would not result in substantial soil erosion or the loss of topsoil and impacts resulting from soil erosion or loss of topsoil would be considered *less than significant*.

As discussed above, a rock outcrop exists along the northeastern border of the project site. A retaining wall currently ties into this rock outcrop, which is almost entirely covered by asphalt. The proposed project would not substantially alter the exposed portion of this rock outcrop. The existing retaining wall may be reinforced into the rock outcrop, but the proposed project would not otherwise affect this feature, unless it were to stabilize the rock outcrop where necessary. Given that the rock outcrop is already covered by asphalt and a held back by a retaining wall, and given that the proposed project would not otherwise substantially affect this feature, impacts to the rock outcrop would be considered *less than significant*.

Impact GE-3: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant impacts to geology and soils. (Less than Significant)

Geology impacts are generally site specific and in this setting would not have cumulative effects with other projects. Thus, the project would not contribute to any significant cumulative effects on geology or soils.

E.15 Hydrology and Water Quality

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporation</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
15. HYDROLOGY AND WATER QUALITY— Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵⁶ Clean Stream Environmental Consulting, LLC. *Geotechnical Investigation for Proposed Restaurant Depot Warehouse Addition, 2045-2121 Evans Avenue*. December 21, 2009. This document is on file and available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2009.0651E.

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

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements and would result in less-than-significant impacts to water quality. (Less than Significant)

The proposed project would not substantially degrade water quality or contaminate a public water supply. As discussed in Section E.11 Utilities and Service Systems, the project site's wastewater and stormwater would continue to flow into the City's combined stormwater and sewer system and would be treated to the 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 Pacific Ocean. Treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During construction, there would be a potential for erosion and the transport of soil particles during site preparation,

excavation, and expansion of the existing footings. Once in surface water runoff, sediment and other pollutants could leave the construction site and ultimately be released into San Francisco Bay. Stormwater runoff from project construction would drain into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Pursuant to the San Francisco Building Code and the City's NPDES permit, the project sponsor would be required to implement measures to reduce potential erosion impacts. During operation and construction, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Therefore, the proposed project would not substantially degrade water quality, and impacts on water quality would be *less than significant*.

Impact HY-2: The proposed project would not substantially deplete groundwater supplies or interfere with groundwater recharge, or otherwise substantially alter the existing drainage pattern of the site resulting in erosion or flooding on- or off-site. (Less than Significant)

The proposed project would not substantially affect groundwater or alter the existing drainage pattern of the site. The proposed project does not involve the alteration of any hydrologic features, such as a stream or river. The proposed project would not increase impermeable surfaces on the project site and would therefore not increase the amount of surface runoff that drains into the City's combined sewer system. The project would require excavation to a depth of up to 2 feet, but could require H-piles to as far as 20 ft bgs. Additionally, as discussed in Section E.16, Hazards and Hazardous Materials, additional excavation may be required to removed soils that contain hazardous materials. The geotechnical report encountered groundwater at approximately 10 ft bgs. Although groundwater may be encountered during construction and may require dewatering as previously discussed in Section E. 14 Geology and Soils, this dewatering would be minor and would not interfere substantially with groundwater resources, nor would it cause a lowering of the groundwater table level. Therefore, the proposed project would not substantially alter existing groundwater or surface flow conditions, and impacts on groundwater and site runoff would be *less than significant*.

Impact HY-3: The proposed project would not result in an increase in risks from flood, tsunami, seiche or mudflow. (Less than Significant)

Flood risk assessment and some flood protection projects are conducted by federal agencies including the Federal Emergency Management Agency (FEMA) and the U.S. Army Corps of Engineers (Corps). The flood management agencies and cities implement the National Flood Insurance Program (NFIP) under the jurisdiction of FEMA and its Flood Insurance Administration. Currently, the City of San Francisco does not participate in the NFIP and no flood maps are published for the City. However, FEMA is preparing Flood Insurance Rate Maps (FIRMs) for the City and County of San Francisco for the first time. FIRMs identify areas that are

subject to inundation during a flood having a one percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the flood plain that is at risk from a flood of this magnitude as a special flood hazard area ("SFHA").

Because FEMA has not previously published a FIRM for the City and County of San Francisco, there are no identified SFHAs within San Francisco's geographic boundaries. FEMA has completed the initial phases of a study of the San Francisco Bay. On September 21, 2007, FEMA issued a preliminary FIRM of San Francisco for review and comment by the City. The City has submitted comments on the preliminary FIRM to FEMA. FEMA anticipates publishing a revised preliminary FIRM in 2011, after completing the more detailed analysis that Port and City staff requested in 2007. After reviewing comments and appeals related to the revised preliminary FIRM, FEMA will finalize the FIRM and publish it for flood insurance and floodplain management purposes.

FEMA has tentatively identified SFHAs along the City's shoreline in and along the San Francisco Bay consisting of Zone A (in areas subject to inundation by tidal surge) and Zone V (areas of coastal flooding subject to wave hazards).⁵⁷ On June 10, 2008, legislation was introduced at the San Francisco Board of Supervisors to enact a floodplain management ordinance to govern new construction and substantial improvements in flood prone areas of San Francisco, and to authorize the City's participation in NFIP upon passage of the ordinance. Specifically, the proposed floodplain management ordinance includes a requirement that any new construction or substantial improvement of structures in a designated flood zone must meet the flood damage minimization requirements in the ordinance. The NFIP regulations allow a local jurisdiction to issue variances to its floodplain management ordinance under certain narrow circumstances, without jeopardizing the local jurisdiction's eligibility in the NFIP. However, the particular projects that are granted variances by the local jurisdiction may be deemed ineligible for federally-backed flood insurance by FEMA.

Once the Board of Supervisors adopts the Floodplain Management Ordinance, the Department of Public Works will publish flood maps for the City, and applicable City departments and agencies may begin implementation for new construction and substantial improvements in areas shown on the Interim Floodplain Map.

According to the preliminary map, the project site is not located within a flood zone designated on the City's interim floodplain map. Therefore, the project would result in *less than significant* impacts related to placement of structures within a 100-year flood zone.

⁵⁷ City and County of San Francisco, Office of the City Administrator, National Flood Insurance Program Flood Sheet, http://www.sfgov.org/site/uploadedfiles/risk_management/factsheet.pdf, accessed July 31, 2008

According to *General Plan's* Community Safety Element, the project site is not located within an area subject to tsunami run up or levee or dam failure.⁵⁸ The project site does not pose a significant risk from seiche or mudflow either. Therefore, the proposed project would have a *less than significant* impact with respect to risks from tsunami run up, dam failure, seiche or mudflow.

Impact HY-4: The proposed project in combination with other past, present, or reasonably foreseeable project would result in less-than-significant hydrology and water quality impacts. (Less than Significant)

The proposed project would have a less-than-significant impact on water quality standards, groundwater, drainage, or runoff, and thus would not contribute considerably to cumulative impacts in these environmental topic areas. Similarly, the project would not contribute considerably to any potential cumulative stormwater impacts. Flood and inundation hazards are site-specific; thus, the proposed project would have no cumulatively considerable impacts. Cumulative development in the project area could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC, which provides wastewater treatment for the City, has accounted for such growth in its service projections. Thus, the project would not contribute to any cumulatively considerable impacts on hydrology or water quality.

E.16 Hazards and Hazardous Materials

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
16. HAZARDS AND HAZARDOUS MATERIALS— Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁵⁸ San Francisco *General Plan*, Community Safety Element. Maps 6 and 7.

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, criterion E.16e and E.16f are not applicable to the proposed project.

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

The project would involve an approximately 14,000 sf expansion to the Restaurant Depot, which would result in increased use of relatively small quantities of hazardous materials for routine purposes. The project would likely result in additional handling of common types of hazardous materials, such as cleaners and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards resulting from hazardous materials. Thus, the project would result in *less-than-significant* impacts related to the use of hazardous materials.

Impact HZ-2: The proposed project may create a significant hazard to the public or the environment through reasonably foreseeable conditions involving the release of hazardous materials into the environment. (Less than Significant with Mitigation)

Prior Uses of the Site

The Restaurant Depot, located at 2045 Evans Avenue (Block 4343, Lot 202), was constructed in 2000. The site was previously occupied by a large warehouse and office building used by the B.R. Funsten Company. In 2000 Jetro Cash and Carry Enterprises, the project sponsor, demolished the existing building and constructed the Restaurant Depot. Pursuant to this project, a Phase I

Environmental Site Assessment (ESA) and Phase II ESA was prepared for the project site.^{59,60} The Phase II ESA investigated the possible locations of former underground storage tanks (USTs) and evaluated the site for the presence of potential contaminants in the area. The Phase II ESA found elevated hydrocarbons within the soil and groundwater in the immediate vicinity of a UST.⁶¹ The project sponsor proceeded with closure of four USTs through the San Francisco Department of Public Health, Bureau of Environmental Health Management, Local Oversight Program, receiving a Remedial Action Completion Certification on March 30, 1998 confirming the completion of a site investigation and remedial action for the UST.⁶²

In addition to the Phase I and Phase II ESA prepared for 2045 Evans Avenue, a Report of Soil Sampling and Analysis was prepared for the site in 1999.⁶³ This report describes the results from 22 borings installed at the site. Fifty-seven soil samples were collected for metal analysis. The report noted elevated metal concentrations, the presence of petroleum hydrocarbons, and elevated levels of nickel concentrations. Additionally, the bedrock and fill materials contain serpentine, which may also contain asbestos or lead.⁶⁴

Pursuant to the proposed project, the demolition of two structures on Lot 201 and expansion of the Restaurant Depot on Lot 202, a Phase I Environmental Site Assessment (Phase I ESA) was conducted for 2121 Evans Avenue. The following summarizes the results of the Phase I ESA.⁶⁵

The Phase I ESA conducted a site history by reviewing topographic maps, aerial photos, City business directories, and Sanborn Fire Insurance Maps. The findings of this review reveal that the site was developed by the Geo A. Hormel Company as a meat processing and cold storage facility in approximately 1949. The exterior of the building does not appear to have changed much over the years. The 1989 Sanborn map indicates that the site was still used by the Hormel

⁵⁹ LAW Engineering and Environmental Services. Letter to Jetro Cash and Carry. "Review of Phase I Environmental Site Assessment Report", Jetro Facility, 2045 Evans Avenue, San Francisco, CA LAW Project No. 70424-7-0102. November 17, 1997. This letter is on file and available for review as part of Planning Department Case File No. 2009.0651E.

⁶⁰ LAW Engineering and Environmental Services, Inc. Letter to Jetro Cash and Carry Enterprises. "Discussion of Environmental Concerns", Jetro Facility, 2045 Evans Avenue, San Francisco, CA, LAW project no. 70424-7-0102. April 15, 1998. This letter is on file and available for review as part of Planning Department Case File No. 2009.0651E.

⁶¹ Ibid.

⁶² City and County of San Francisco, Department of Public Health, Environmental Health Management. "Remedial Action Completion Certification." March 30, 1998. This letter is on file and available for review as part of Planning Department Case File No. 2009.0651E.

⁶³ LAW Crandall, A Division of Law Engineering and Environmental Services, Inc. *Report of Soil Sampling and Analysis*, Jetro Cash and Carry Enterprises, 2045 Evans Avenue, San Francisco, Ca. This report is on file and available for review as part of Planning Department Case File No. 2009.0651E.

⁶⁴ City and County of San Francisco, Department of Public Health, Occupational and Environmental Health. Letter to Stephanie Mallory, JMDH Real Estate of San Francisco LLC. April 16, 2010.

⁶⁵ Clean Stream Environmental Consulting, LLC. *Phase I Environmental Site Assessment, 2121 Evans Avenue, San Francisco, Ca.* September 8, 2008. This document is on file and available for public review as part of Case File No. 2009.0651E.

Company as a meat processing and cold storage facility. Neither the Hormel Company nor 'meat processing and cold storage' are listed for the site on the 1991 map.

An interview with the previous property owner revealed that there were two tanks on the property when he bought it: a large underground storage tank on the lower, western portion of the site that contained diesel, and a smaller heating oil tank on the upper, eastern portion of the site that was used for the boiler at the site by Hormel Co. The previous property owner said that he tested the tanks before he removed them and the testing indicated that they did not leak.

According to documents provided by the project sponsor, the 1,000-gallon heating oil tank and the 3,000-gallon diesel tank were both removed in February of 1990. Upon removal the tanks and tank excavations were inspected for any indications of leakage, such as corrosion holes, pits, or soil discoloration. No such conditions were observed. Two soil samples were collected beneath each of the tanks; no hydrocarbons were detected in any of the samples. In a subsequent investigation in August of 1995, three borings were drilled onsite, one near the former diesel tank, one near the northwest corner of the site where some drums had been stored in the past, and one near the southeast corner where furniture finishing activities had occurred in the past. The soil samples collected were analyzed for total petroleum hydrocarbons as diesel and gasoline (TPH-d and TPH-g); benzene, ethylbenzene, toluene, and xylenes (BTEX); and halogenated volatile organic compounds (HVOCs). No compounds were detected in any of the analyzed samples.

An oil/water separator used by the Hormel Meat Company had been located on the site. The previous owner indicated that he removed the separator when he bought the building in 1990. There are no records of any laboratory analyses having been conducted of the soils surrounding the oil/water separator when it was removed.

Site Conditions

The site is currently used as office and/or storage space for numerous businesses. In addition, a smaller shed structure located on the southeast portion of the site is used as a maintenance garage for a taxi business operating on this portion of the site. The Phase I ESA found no evidence of *Recognized Environmental Conditions*⁶⁶ except for the following:

1. The above referenced oil/water separator used by the Hormel Meat Company was removed at about the same time the UST was removed. Although there are laboratory analyses conducted of the soils below each UST to verify that no leakage has occurred,

⁶⁶ The term *recognized environmental conditions* means the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water on the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include *de minimus* conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be *de minimus* are not recognized environmental conditions.

there are no records of laboratory analyses having been conducted of the soils surrounding the oil/water separator.

2. Two hydraulic lifts are located in the maintenance garage located on the southeast portion of the site. The age of the hydraulic lifts is unknown, but it is possible that the fluid in the lifts contains polychlorinated biphenyls (PCBs). However, the lifts do not appear to extend into the subsurface.
3. Some staining was noted on the floor inside the maintenance garage, around the hydraulic lifts, at the base of 55-gallon drums used to store used motor oil, and on the asphalt paving outside. However, there was no evidence of any major spills or leaks. Numerous engine parts were stored on the concrete floor in the structure, as well as several small containers (5 gallons or less) of replaceable engine fluids and a few 55-gallon drums. A couple of 55-gallon drums were located outside the front door of the garage. Some of the drums were labeled 'Used Motor Oil'. Several taxis were on the asphalt outside; the ones closest to the garage appeared to be undergoing repair. No evidence was noted of any major spills or leaks. The business owner said that the fluids and batteries were collected for recycling offsite every two weeks.

Hazardous Materials Contamination

The proposed project and all pertinent documents related to potential hazardous materials on the project site were reviewed by the San Francisco Department of Public Health (DPH). Based on this review, the Department of Public Health has determined that the proposed project would be required to prepare a Site Mitigation Plan. Because the project site contains contaminated soils, additional testing, preparation of a Site Mitigation Plan, and disposition of the hazardous materials would be required. Remediation activities would be coordinated with the San Francisco Department of Public Health until case closure objectives are reached and the case is closed. The project sponsor has agreed to implement the following **Mitigation Measures M-HZ-1 to M-HZ-3**, which would reduce the impact of potentially contaminated soil to a *less-than-significant* level.

Mitigation Measure M-HZ-1 – Handling of Contaminated Soil

Step 1: Preparation of Site Mitigation Plan

DPH determined that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, and thus have determined that preparation of a Site Mitigation Plan (SMP) is warranted. The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification as to why; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils

(a) Specific work practices: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the

construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. If excavated materials contain over 1 percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may be located on the site.

(b) Dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after construction work hours.

(c) Surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure M-HZ-2 – Disposal of Contaminated Soil/Site Health and Safety Plan

Any contaminated soils designated as hazardous waste and required by DPH to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with U.S. Environmental Protection Agency regulations, as stipulated in the Site Mitigation Plan. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with DPH.

If DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, a Site Health and Safety Plan shall be required by the California Division of Occupational Safety and Health prior to initiating any earth-moving

activities at the site. The Site Health and Safety Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- The dust controls specified in the Construction Dust Control Ordinance (176-08).
- Protocols for managing stockpiled and excavated soils.
- The Site Health and Safety Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include at a minimum:
 1. Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier of sufficient height and structural integrity to prevent entry, based upon the degree of control required.
 2. Posting of “no trespassing” signs.
 3. Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.

If groundwater contamination is identified, the Site Health and Safety Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The Site Health and Safety Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking.

The Site Health and Safety Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

Mitigation Measure M-HZ-3 – Decontamination of Vehicles

If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.

Compliance with Mitigation Measures M-HZ-1, M-HZ-2, and M-HZ-3 would ensure that effects from subsurface hazardous materials would be reduced to *less than significant* with mitigation incorporated.

Impact with Mitigation Measures M-HZ-1 to M-HZ-3 Incorporated: Less than Significant.

Hazardous Building Materials-Lead Based Paint

The existing buildings on the project site that are proposed for demolition may contain lead-based interior or exterior paint. Demolition of these structures must comply with Building Code Section 3423-Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to December 31, 1978, or any steel structures to which lead-based paint disturbance or removal would occur, and exterior work would disturb more than 100 square or linear feet of lead-based paint, Chapter 34 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 34 contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the Department of Housing and Urban Development (HUD) Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

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

These regulations and procedures established by the San Francisco Building Code would ensure that potential impacts of demolition, associated with lead-based paint disturbance during construction activities, would be reduced to a *less-than-significant* level.

Hazardous Building Materials-Asbestos

Due to the age of the existing buildings, constructed in approximately 1949 with various additions since then, asbestos-containing materials may be found within the existing building proposed for demolition. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable Federal regulations regarding hazardous air pollutants, including asbestos. The Bay Area Air Quality Management District (BAAQMD) is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

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

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

These regulations and procedures, already established as a part of the permit review process, would ensure that any potential hazardous building materials impacts due to the presence of asbestos would be reduced to a *less-than-significant* level.

Hazardous Building Materials-Polychlorinated biphenyls

In addition to asbestos containing building materials and lead-based paint, hazardous polychlorinated biphenyls (PCBs) were frequently used in fluorescent light fixtures manufactured prior to 1978. The Phase I ESA did not perform an evaluation of the fluorescent light fixtures in the existing building. Although newer light fixtures would not contain PCB

ballasts, for purposes of this analysis, it must be assumed that PCBs are present in the fluorescent light fixtures in the building. Fluorescent light bulbs are also regulated for mercury content for the purpose of disposal. Inadvertent release of such materials during building demolition could expose construction workers, occupants, or visitors to these substances and could result in various adverse health effects if exposure were of sufficient quantity. Although abatement or notification programs such as those described above for asbestos and lead-based paint have not been adopted for PCB and mercury testing and cleanup, items containing these or other toxic substances that are intended for disposal must be managed as hazardous waste and handled in accordance with OSHA worker protection requirements. Nonetheless, potential impacts associated with encountering PCBs, mercury, lead or other hazardous substances in building materials would be considered a potentially significant impact. Hazardous building materials sampling and abatement pursuant to existing regulations prior to renovation work, as described in mitigation measure M-HAZ-4, would reduce potential impacts associated with PCBs, mercury, lead, and other toxic building substances in structures to a *less-than-significant* level.

Mitigation Measure M-HZ-4: Other Hazardous Building Materials (PCBs, Mercury, Lead, and others)

The project sponsor would ensure that pre-construction building surveys for PCB- and mercury-containing equipment, hydraulic oils, fluorescent lights, lead, mercury and other potentially toxic building materials are performed prior to the start of any demolition or renovation activities. Any hazardous building materials discovered during surveys would be abated according to federal, state, and local laws and regulations.

Impact with Mitigation Measure HZ-4 Incorporated: Less than Significant.

Impact HZ-3: The proposed project would not handle hazardous materials within a quarter-mile of a school. (No Impact)

No schools are present within one-quarter mile of the project site. The closest public school to the project site is Starr King Elementary school at 1215 Carolina Street, located approximately one-half mile from the project site in San Francisco's Potrero Hill neighborhood. Any hazardous materials on site, such as soil to be excavated during project construction, would be handled in compliance with the site mitigation plan. Thus, the proposed project would have *no impact* with respect to the handling of hazardous materials within one-quarter mile of a school.

Impact HZ-4: The proposed project is not located on a State hazardous materials database. (No Impact)

The project site is not located on the Cortese List, compiled under Government Code Section 65962.5. Other hazardous materials databases include the Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Ruse Program's EnviroStor database, which identifies sites that have known contamination or hazardous sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited

to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites. The project site is not listed within the EnviroStor database and would not, as a result, create a significant hazard to the public or the environment. Therefore, the proposed project would have *no impact* with respect to being located on a state database of hazardous materials sites.

Impact HZ-5: The proposed project would not impair or interfere with an adopted emergency response or evacuation plan or expose people to a significant risk involving fires. (Less than Significant)

The proposed project does not contain any features that would result in additional exposure of people or structures to a significant risk of loss, injury or death involving fires. San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the building permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the project would have a *less-than-significant* impact on fire safety and emergency access.

Impact HZ-6: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant cumulative hazards and hazardous materials impacts. (Less than Significant)

Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety requirements discussed for the proposed project above, which would reduce any hazard effects to less-than-significant levels. Phase I and Phase II ESAs consider the potential for contamination from off site to migrate to the project site. Overall, the project would not contribute to cumulatively considerable significant effects related to hazards and hazardous materials.

E.17 Mineral and Energy Resources

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. MINERAL AND ENERGY RESOURCES— Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	No Impact	Not Applicable
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact ME-1: The proposed project would have no impact on mineral resources. (No Impact)

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is not adequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. However, because the project site is already developed, future evaluation or designation of the site would not affect or be affected by the project. There are no operational mineral resource recovery sites in the project vicinity whose operations or accessibility would be affected by the construction or operation of the project.

No known mineral deposits exist at the project site. Thus, the project would not result in the loss of availability of a locally- or regionally-important mineral resource, and the project would have *no impact* with respect to mineral resources.

Impact ME-2: The proposed project would consume additional energy, but not in large amounts or in a wasteful manner. (Less than Significant)

The expansion of the proposed project’s commercial use would not consume large amounts of fuel, water, or energy. Electricity generation would consume additional natural gas and coal fuel. New construction in San Francisco is required to conform to current state and local energy conservation standards, including Title 24 of the California Code of Regulations. The Department of Building Inspection enforces Title 24 compliance, and documentation demonstrating compliance with these standards is submitted with the application for the building permit. As a result, the proposed project would result in a *less-than-significant* impact on the use of energy and other non-renewable natural resources.

Impact ME-3: The proposed project in combination with other past, present or reasonably foreseeable projects would result in less-than-significant impacts to mineral and energy resources. (Less than Significant)

As described above, no known minerals exist at the project site, and therefore the project would not contribute to any cumulative impact on mineral resources. The California Energy Commission is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply grid within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the project would not contribute to a cumulative impact. Overall, the project would result in less-than-significant cumulatively considerable impacts related to mineral and energy resources.

E.18 Agricultural Resources

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

Impact AF-1: The proposed project would not convert farmland, conflict with existing zoning for agricultural uses or forest land, and would not result in the loss or conversion of forest land. (No Impact)

The project site is located within an urbanized area of San Francisco. The California Department of Conservation’s Farmland Mapping and Monitoring Program identifies the site as “Urban and Built-up Land” (Department of Conservation, 2002). Because the site does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. No part of San Francisco falls under the State Public Resource Code definitions of forest land or timberland; therefore, the project would not conflict with zoning for, or cause rezoning of, forest land, result in the loss of forest land, or convert forest land to non-forest use. Thus, the proposed project would have *no impact* with respect to agricultural and forest resources.

Impact AF-2: The proposed project in combination with other past, present or reasonably foreseeable projects would not result in impacts to agricultural and forest resources. (No Impact)

As described above, the project would have no impact with respect to agriculture and forestry resources; therefore, the project would not contribute to any cumulatively considerable impact to agricultural and forest resources.

E.19 Mandatory Findings of Significance

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

<u>Topics:</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

E.18 a) The proposed project is located in an archeologically sensitive area and construction activities have the potential to result in significant impacts to any below ground archeological resources. Any potential adverse effect to CEQA-significant paleontological resources resulting from soils disturbance from the proposed project would be reduced to a less-than-significant level by implementation of mitigation measure **M-CP-1 and M-CP-2**, in Section F. Mitigation Measures and Improvement Measures, which addresses the accidental discovery of archeological resources. Therefore, the proposed project would not result in a significant impact to archeological resources through the elimination of examples of major periods of California history or prehistory.

As discussed in Section E.4, a serpentine rock outcrop runs parallel to Evans Avenue. This rock outcrop is partially covered by asphalt, with the northern portion remaining undeveloped. Construction of the proposed project may require stabilization of the rock outcrop, but would not otherwise affect the exposed portions of the outcrop. Although it is unlikely that this rock outcrop, which is mostly covered with asphalt, could contain paleontological resources, the potential for such resources within the bedrock exists. Any potential adverse effect to CEQA-significant paleontological resources resulting from soils disturbance from the proposed project would be reduced to a less-than-significant level by implementation of mitigation measure **M-CP-3**, in Section F. Mitigation Measures and Improvement Measures, which addresses the accidental discovery of paleontological resources. Accordingly, the proposed project would not result in a significant impact to paleontological resources.

As discussed in Section E.13, Biological Resources, the proposed project would have no impact with respect to habitat degradation or impacts to fish, wildlife and plant species.

E.18. b) Both long-term and short-term environmental effects associated with the proposed project would be less than significant, as discussed under each environmental topic. Each environmental topic area includes an analysis of cumulative impacts. No significant cumulative impacts from the proposed project have been identified.

E.18. c) The proposed project, as discussed in Section C (Compatibility with Existing Zoning and Plans) and Topic E.1 (Land Use and Land Use Planning) would be generally consistent with local land use and zoning requirements. Mitigation measures **M-HZ-1 through M-HZ-4**, in Section F. Mitigation Measures and Improvement Measures, have been incorporated into the proposed project to address potentially contaminated soils and hazardous building material. Implementation of mitigation measures **M-HZ-1 through M-HZ-4** would reduce any direct and indirect impact to humans from the release of hazardous materials to a less-than-significant level.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less than significant levels. Accordingly, the project sponsor has agreed to implement all mitigation measures described below.

Mitigation Measure M-CP-1 Archeological Testing

Based on a reasonable presumption that archeological resources may be present within the area of the project site that is within the footprint of the Restaurant Depot expansion, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of an archeological consultant from the pool of qualified archeological consultants maintained by the Planning Department archaeologist. The archeological consultant shall undertake an archeological testing program as specified herein and applicable to the footprint of the Restaurant Depot expansion. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations of the Restaurant Depot expansion recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include additional archeological testing, archeological monitoring, and/or an archeological data recovery program. If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

- C) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or
- D) A data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.

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

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the archeological consultant shall determine what project activities shall be archeologically monitored. In most cases, any soils- disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;
- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with project archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;
- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;
- If an intact archeological deposit is encountered, all soils-disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction activities_and equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

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

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft

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

The scope of the ADRP shall include the following elements:

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

Human Remains and Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and Federal laws. This shall include immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects.

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

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

Mitigation Measure M-CP-2: Accidental Discovery of Archeological Resources

The following mitigation measure applies to all other areas where soils disturbance will occur on the project site (Mitigation Measure M-CP-1 applies to the Restaurant Depot expansion). This 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 a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also

require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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

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

Mitigation Measure M-CP-3: Accidental Discovery of Paleontological Resources

The encounter of any feature of apparent potential to be a paleontological resource (fossilized invertebrate, vertebrate, plant, or micro-fossil) during soils disturbing activities associated with the project, requires the immediate cessation of any soils or rock-disturbing activity within 25 feet of the feature, notification of the Environmental Review Officer (ERO), and notification of a qualified paleontologist in accordance with the Society of Vertebrate Paleontology standards (SVP 1996). The paleontologist will identify and evaluate the significance of the potential resource, and document the findings in an advisory memorandum to the ERO. If it is determined that avoidance of effect to a significant paleontological resource is not feasible, the paleontologist shall prepare an excavation plan that includes curation of the paleontological resource in a permanent retrieval paleontological research collections facility, such as the University of California (Berkeley) Museum of Paleontology or California Academy of Sciences. The Major Environmental Analysis division of the Planning Department shall receive two copies of the final paleontological excavation and recovery report.

Mitigation Measure M-HZ-1 – Handling of Contaminated Soil

Step 1: Preparation of Site Mitigation Plan

DPH determined that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, and thus have determined that preparation of a Site Mitigation Plan (SMP) is warranted. The SMP shall include a discussion of the level of contamination of soils on the project site and mitigation measures for managing contaminated soils on the site, including, but not limited to: (1) the alternatives for managing contaminated soils on the site (e.g., encapsulation, partial or complete removal, treatment, recycling for reuse, or a combination); (2) the preferred alternative for managing contaminated soils on the site and a brief justification as to why; and (3) the specific practices to be used to handle, haul, and dispose of contaminated soils

on the site. The SMP shall be submitted to the DPH for review and approval. A copy of the SMP shall be submitted to the Planning Department to become part of the case file.

Step 2: Handling, Hauling, and Disposal of Contaminated Soils

(a) Specific work practices: If, based on the results of the soil tests conducted, DPH determines that the soils on the project site are contaminated at or above potentially hazardous levels, the construction contractor shall be alert for the presence of such soils during excavation and other construction activities on the site (detected through soil odor, color, and texture and results of on-site soil testing), and shall be prepared to handle, profile (i.e., characterize), and dispose of such soils appropriately (i.e., as dictated by local, state, and federal regulations) when such soils are encountered on the site. If excavated materials contain over 1 percent friable asbestos, they shall be treated as hazardous waste, and shall be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may be located on the site.

(b) Dust suppression: Soils exposed during excavation for site preparation and project construction activities shall be kept moist throughout the time they are exposed, both during and after construction work hours.

(c) Surface water runoff control: Where soils are stockpiled, visqueen shall be used to create an impermeable liner, both beneath and on top of the soils, with a berm to contain any potential surface water runoff from the soil stockpiles during inclement weather.

(d) Soils replacement: If necessary, clean fill or other suitable material(s) shall be used to bring portions of the project site, where contaminated soils have been excavated and removed, up to construction grade.

(e) Hauling and disposal: Contaminated soils shall be hauled off the project site by waste hauling trucks appropriately certified with the State of California and adequately covered to prevent dispersion of the soils during transit, and shall be disposed of at a permitted hazardous waste disposal facility registered with the State of California.

Step 3: Preparation of Closure/Certification Report

After construction activities are completed, the project sponsor shall prepare and submit a closure/certification report to DPH for review and approval. The closure/certification report shall include the mitigation measures in the SMP for handling and removing contaminated soils from the project site, whether the construction contractor modified any of these mitigation measures, and how and why the construction contractor modified those mitigation measures.

Mitigation Measure M-HZ-2 – Disposal of Contaminated Soil/Site Health and Safety Plan

Any contaminated soils designated as hazardous waste and required by DPH to be excavated shall be removed by a qualified Removal Contractor and disposed of at a regulated Class I hazardous waste landfill in accordance with U.S. Environmental Protection Agency regulations, as stipulated in the Site Mitigation Plan. The Removal Contractor shall obtain, complete, and sign hazardous waste manifests to accompany the soils to the disposal site. Other excavated soils shall

be disposed of in an appropriate landfill, as governed by applicable laws and regulations, or other appropriate actions shall be taken in coordination with DPH.

If DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, a Site Health and Safety Plan shall be required by the California Division of Occupational Safety and Health prior to initiating any earth-moving activities at the site. The Site Health and Safety Plan shall identify protocols for managing soils during construction to minimize worker and public exposure to contaminated soils. The protocols shall include at a minimum:

- Sweeping of adjacent public streets daily (with water sweepers) if any visible soil material is carried onto the streets.
- Characterization of excavated native soils proposed for use on site prior to placement to confirm that the soil meets appropriate standards.
- The dust controls specified in the Construction Dust Control Ordinance (176-08).
- Protocols for managing stockpiled and excavated soils.
- The Site Health and Safety Plan shall identify site access controls to be implemented from the time of surface disruption through the completion of earthwork construction. The protocols shall include at a minimum:
 1. Appropriate site security to prevent unauthorized pedestrian/vehicular entry, such as fencing or other barrier of sufficient height and structural integrity to prevent entry, based upon the degree of control required.
 2. Posting of “no trespassing” signs.
 3. Providing on-site meetings with construction workers to inform them about security measures and reporting/contingency procedures.

If groundwater contamination is identified, the Site Health and Safety Plan shall identify protocols for managing groundwater during construction to minimize worker and public exposure to contaminated groundwater. The protocols shall include procedures to prevent unacceptable migration of contamination from defined plumes during dewatering.

The Site Health and Safety Plan shall include a requirement that construction personnel be trained to recognize potential hazards associated with underground features that could contain hazardous substances, previously unidentified contamination, or buried hazardous debris. Excavation personnel shall also be required to wash hands and face before eating, smoking, and drinking.

The Site Health and Safety Plan shall include procedures for implementing a contingency plan, including appropriate notification and control procedures, in the event unanticipated subsurface hazards are discovered during construction. Control procedures shall include, but would not be limited to, investigation and removal of underground storage tanks or other hazards.

Mitigation Measure M-HZ-3 – Decontamination of Vehicles

If the DPH determines that the soils on the project site are contaminated with contaminants at or above potentially hazardous levels, all trucks and excavation and soil handling equipment shall be decontaminated following use and prior to removal from the site. Gross contamination shall

be first removed through brushing, wiping, or dry brooming. The vehicle or equipment shall then be washed clean (including tires). Prior to removal from the work site, all vehicles and equipment shall be inspected to ensure that contamination has been removed.

Mitigation Measure M-HZ-4: Other Hazardous Building Materials (PCBs, Mercury, Lead, and others)

The project sponsor would ensure that pre-construction building surveys for PCB- and mercury-containing equipment, hydraulic oils, fluorescent lights, lead, mercury and other potentially toxic building materials are performed prior to the start of any demolition or renovation activities. Any hazardous building materials discovered during surveys would be abated according to federal, state, and local laws and regulations.

G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was sent out on February 25, 2010, to the owners and occupants of properties within 300 feet of the project site and interested parties. No members of the public responded to the Neighborhood Notice, and only one party representing the Bayview Project Area Committee responded to the Neighborhood Notice expressing concern regarding vehicle circulation at the project site. The proposed project's impact with respect to transportation and circulation is addressed under Section E.5 of this Initial Study. The proposed project would be generally consistent with applicable zoning controls. Comments that do not pertain to physical environmental issues and comments regarding the merits of the proposed project are more appropriately directed to the decision-makers. The decision to approve or disapprove a proposed project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposed project, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment.

H. DETERMINATION

On the basis of this Initial Study:

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



Bill Wycko
Environmental Review Officer

for

John Rahaim
Director of Planning

DATE

November 15, 2010

I. INITIAL STUDY PREPARERS

Planning Department, City and County of San Francisco

Major Environmental Analysis

1650 Mission Street, Suite 400

San Francisco, CA 94103

Environmental Review Officer: Bill Wycko

Senior Environmental Planner: Rick Cooper

Environmental Planner: Jessica Range

Archeologist: Randall Dean