



SAN FRANCISCO PLANNING DEPARTMENT

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

Date: August 29, 2012
Case No.: 2006.1202E
Project Title: 1000 and 1020 Broadway; 1629 Taylor Street
Zoning: RH-2 (Residential, House; Two-Family) District
40-X Height and Bulk District
Block/Lot: Block 150, Lot 54, Lot 53 (portion), Lot 4 (portion)
Project Sponsor: Steve Kendrick
Contact: Steve Kendrick – (415) 440-8166
Lead Agency: San Francisco Planning Department
Staff Contact: Joy Navarrete – (415) 575-9040
joy.navarrete@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 residential project would subdivide the existing vacant corner parcel into three new lots and construct a residential building on each of these lots, resulting in two new single-family homes and a two-unit residential building with a common below-grade garage for 16 vehicles with access from Taylor Street through a single garage entry. The resulting westernmost lot would expand by 773.5 square feet and the northernmost lot by 390 square feet via the acquisition of a 13-foot-wide portion of the adjacent Lot 053 to the west. The new westernmost lot, fronting onto Broadway, would contain a 28-foot-high, three-story, 5,100-square-foot, one-unit residential building with 43½ feet of street frontage and 59½ feet of lot depth. The new, southeastern corner lot would contain a 32-foot-high, three-story, 4,400-square-foot, one-unit residential building with 30 feet of street frontage on Broadway and 59½ feet of street frontage on Taylor Street. The new, northernmost lot, fronting onto Taylor Street, would contain a 38-foot-high, four-story, 5,900 square-foot, two-unit residential building with 30 feet of street frontage and 73½ feet of lot depth. The two single-family homes would each have three off-street parking spaces, and the two-family building would have two parking spaces per unit. Additionally, the underground garage would extend into an adjacent parcel to the north containing an existing single-family home to provide that home with three off-street parking spaces, and into the adjacent parcel to the west to provide that home with three off-street parking spaces. Portions of the buildings' below-grade structure would extend into the required front setback and required rear yard, requiring a variance from the applicable *Planning Code* requirements. The project site is within the block bounded by Broadway to the south, Jones Street to the west, Vallejo Street to the north, and Taylor Street to the east in the Russian Hill neighborhood. The project site is located on a slope of approximately 35 percent from northwest to southeast and is supported by two retaining walls, approximately 15 to 20 feet tall, on both Broadway and Taylor Street. The retaining walls are listed as contributors to the Russian Hill/Vallejo Street Crest National Register Historic District. The project proposes six new openings in the walls, two on Broadway and four on Taylor Street (one vehicular entrance and five pedestrian entrances).

The PMND is available to view or download from the Planning Department's Negative Declarations and EIRs web page (<http://tinyurl.com/sfceqadocs>). Paper copies are also available at the Planning Information Center (PIC) counter on the ground floor of 1660 Mission Street, San Francisco.

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 **September 18, 2012**, 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 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 on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a \$521 check 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 \$521.00 payable to the San Francisco Planning Department, and must be received by 5:00 p.m. on September 18, 2012.** The appeal letter and check may also be presented in person at the PIC counter on the first floor of 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

Preliminary Mitigated Negative Declaration

Date: August 29, 2012
Case No.: **2006.1202E**
Project Title: **1000 and 1020 Broadway; 1629 Taylor Street**
Zoning: RH-2 (Residential, House; Two-Family) District
40-X Height and Bulk District
Block/Lot: Block 150, Lot 54, Lot 53 (portion), Lot 4 (portion)
Lot Size: 6,578 square feet, plus 5,400 square feet off-site (excavation only)
Project Sponsor: Steve Kendrick
Contact: Steve Kendrick – (415) 440-8166
Lead Agency: San Francisco Planning Department
Staff Contact: Joy Navarrete – (415) 575-9040
joy.navarrete@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 residential project would subdivide the existing vacant corner parcel into three new lots and construct a residential building on each of these lots, resulting in two new single-family homes and a two-unit residential building with a common below-grade garage for 16 vehicles with access from Taylor Street through a single garage entry. The resulting westernmost lot would expand by 773.5 square feet and the northernmost lot by 390 square feet via the acquisition of a 13-foot-wide portion of the adjacent Lot 053 to the west. The new westernmost lot, fronting onto Broadway, would contain a 28-foot-high, three-story, 5,100-square-foot, one-unit residential building with 43½ feet of street frontage and 59½ feet of lot depth. The new, southeastern corner lot would contain a 32-foot-high, three-story, 4,400-square-foot, one-unit residential building with 30 feet of street frontage on Broadway and 59½ feet of street frontage on Taylor Street. The new, northernmost lot, fronting onto Taylor Street, would contain a 38-foot-high, four-story, 5,900 square-foot, two-unit residential building with 30 feet of street frontage and 73½ feet of lot depth. The two single-family homes would each have three off-street parking spaces, and the two-family building would have two parking spaces per unit. Additionally, the underground garage would extend into an adjacent parcel to the north containing an existing single-family home to provide that home with three off-street parking spaces, and into the adjacent parcel to the west to provide that home with three off-street parking spaces. Portions of the buildings' below-grade structure would extend into the required front setback and required rear yard, requiring a variance from the applicable *Planning Code* requirements. The project site is within the block bounded by Broadway to the south, Jones Street to the west, Vallejo Street to the north, and Taylor Street to the east in the Russian Hill neighborhood. The project site is located on a slope of approximately 35 percent from northwest to southeast and is supported by two retaining walls, approximately 15 to 20 feet tall, on both Broadway and Taylor Street. The retaining walls are listed as contributors to the Russian Hill/Vallejo Street Crest National Register Historic District. The project proposes six new openings in the walls, two on Broadway and four on Taylor Street (one vehicular entrance and five pedestrian entrances).

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, attached.

Mitigation Measures are included in this project to avoid potentially significant effects. See page 91.

cc: Steve Kendrick, Project Sponsor
David Chiu, Supervisor, District 3
Shelley Caltagirone, Neighborhood Planner

Distribution List
Bulletin Board
Master Decision File

INITIAL STUDY

Case Number 2006.1202E – 1000 and 1020 Broadway; 1629 Taylor Street

Table of Contents

	<u>Page</u>
A. Project Description	1
Project Location	1
Project Characteristics	1
Required Approvals	3
B. Project Setting	14
C. Compatibility with Existing Zoning and Plans	15
San Francisco Planning Code	15
Plans and Policies	17
D. Summary of Environmental Effects	18
E. Evaluation of Environmental Effects	19
1. Land Use and Land Use Planning	19
2. Aesthetics	21
3. Population and Housing	24
4. Cultural Resources	26
5. Transportation and Circulation	40
6. Noise	45
7. Air Quality	50
8. Greenhouse Gas Emissions	55
9. Wind and Shadow	62
10. Recreation and Public Space	64
11. Utilities and Service Systems	66
12. Public Services	70
13. Biological Resources	72
14. Geology, Soils and Seismicity	76
15. Hydrology and Water Quality	80
16. Hazards and Hazardous Materials	84
17. Mineral and Energy Resources	87
18. Agriculture Resources	88
19. Mandatory Findings of Significance	89
F. Mitigation and Improvement Measures	91
G. Neighborhood Notification	95
H. Determination	96
I. List of Preparers	97

List of Figures

1. Project Location	4
2 Proposed Site Plan	5
3A Proposed Garage Plan	6
3B Proposed Garage Plan	7
4 Proposed Level One Plans	8
5 Proposed Level Two Plans	9
6 Proposed Level Three Plans	10
7 Proposed Level Four Plans	11
8 Proposed Taylor Street Elevations	12
9 Proposed Broadway Elevations	13

List of Tables

1. Greenhouse Gas (GHG) Reductions from the AB 32 Scoping Plan Sectors	58
2. Greenhouse Gas Reduction Strategies Applicable to the Proposed Project	60

INITIAL STUDY

Case Number 2006.1202E - 1000 and 1020 Broadway; 1629 Taylor Street

A. PROJECT DESCRIPTION

Project Location

The project site (Assessor's Block 150, Lot 54) is a 6,578-square-foot lot located on the northwest corner of the intersection of Broadway and Taylor Street, in San Francisco's Russian Hill neighborhood (see Figure 1). The project site is within the block bounded by Broadway to the south, Jones Street to the west, Vallejo Street to the north, and Taylor Street to the east. The project site also includes a portion of Lot 54 of Block 150, at 1020 Broadway (to the west of Lot 54), and a portion of Lot 4, at 1629 Taylor Street (to the north of Lot 54); work on these lots would be limited to subsurface excavation for portions of the project's parking garage (described below) that would provide off-street parking for the two adjacent lots.

The main project site (Lot 054) measures approximately 74 by 90 feet. The site is approximately 12 to 25 feet above street grades on Broadway and Taylor Street. The elevation at the Broadway/Taylor Street intersection is approximately 220 feet above Mean Sea Level (MSL).¹ The subject property is currently vacant and has some mature vegetation and trees. The project site is located in a RH-2 (Residential, House; Two-Family) District and a 40-X Height and Bulk District.

The project site is located on a slope of approximately 35 percent from northwest to southeast and is supported by two retaining walls, each approximately 15 to 20 feet tall, along both Broadway and Taylor Street. The retaining walls are listed as contributors to the Russian Hill/Vallejo Street Crest National Register Historic District.

Project Characteristics

The proposed residential project would subdivide the existing vacant corner parcel into three new lots and construct a residential building on each of these lots, resulting in two new single-family homes and a two-unit residential building with a common below-grade garage for 16 vehicles with access from Taylor Street through a single 10-foot-wide garage entry. (The garage door would be part of a larger, 14-foot wide arched opening in the existing historic retaining wall on Taylor Street that would also include a 4-foot pedestrian doorway.) The garage would provide parking for all three new dwellings, as well as two adjacent properties, at 1020 Broadway and 1629 Taylor Street. The resulting westernmost lot would expand by 773.5 square feet and the northernmost lot would expand by 390 square feet via the acquisition of a 13-foot-wide portion of the adjacent Lot 053 to the west (see Figure 2, p. 5).

¹ San Francisco City Datum (SFD) establishes the City's zero point for surveying purposes at approximately 11.3 feet above the mean sea level established by the current 1988 North American Vertical Datum.

The new westernmost lot, fronting onto Broadway, would contain a 28-foot-high, three-story, 5,100-square-foot single-family home with 43½ feet of street frontage and 59½ feet of lot depth. The new, southeastern corner lot would contain a 32-foot-high, three-story, 4,400-square-foot single-family home with 30 feet of street frontage on Broadway and 59½ feet of street frontage on Taylor Street. The new, northernmost lot, fronting onto Taylor Street, would contain a 38-foot-high, four-story, 5,900-square-foot, two-unit residential building with 30 feet of street frontage and 73½ feet of lot depth (see Figures 3 through 9, pp. 6 through 13).

The two single-family homes would each have three off-street parking spaces, and the two-unit residential building would have two parking spaces per unit. Additionally, the underground garage would extend into an adjacent parcel to the north (1629 Taylor Street, Lot 4), which contains an existing single-family home, to provide that home with three off-street parking spaces. The underground garage would also extend into the adjacent parcel to the west (1020 Broadway, Lot 53), which contains an existing single-family home, to provide that home with three off-street parking spaces. Portions of the underground construction of both living space and parking in each of the three new buildings would extend beneath the required front setback and required rear yard, requiring a variance from the applicable *Planning Code* requirements. In addition, an above-grade portion of the single-family dwelling at 1000 Broadway would extend into the required rear yards of that parcel, which would also require a variance from the *Planning Code*.

The proposed project would result in the removal of approximately 34 existing trees on the project site (a large coast redwood near the corner of Broadway and Taylor Street would be retained). According to the sponsor, a comparable number of mature replacement trees would be planted to replace those removed. The 1000 Broadway house would be set back about 20 feet from Broadway to allow for preservation of the coast redwood. The redwood tree would be protected during construction. The project would also remove several trees beneath the adjacent property at 1020 Broadway, under which the garage would extend; replacement trees would be planted. The project would preserve three evergreen elm street trees adjacent to the retaining wall on the Taylor Street side of the project site, and a privet tree in the Taylor Street sidewalk.

Open space would be provided in various configurations. The single-family home at 1000 Broadway would have front and side yards, but no rear yard; to retain the existing redwood tree near the corner of Broadway and Taylor Street, this building would be set back to the rear of its lot, and therefore would require a variance from the *Planning Code* rear yard requirement. The single-family home at 1010 Broadway would have front, side, and rear yards, although underground living area and garage of the structure would be built to the rear lot line, beneath the required rear yard setback. Accordingly, this parcel would also require a rear yard variance. Similarly, this building would also require a variance from the front setback requirement for a portion of the underground living area and garage that would be within the required setback. The duplex at 1601–1625 Taylor Street would have a front yard and a rear yard. However, because the underground living area and subsurface garage beneath this building would

be constructed to the front and rear property lines, this building would require a variance from the *Planning Code* rear yard requirement and from the *Code's* front setback requirement.

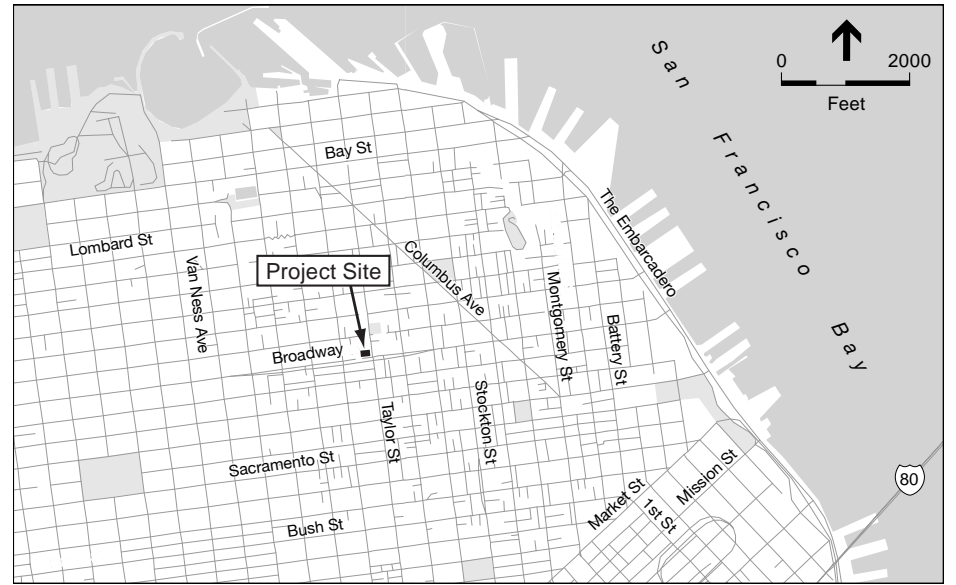
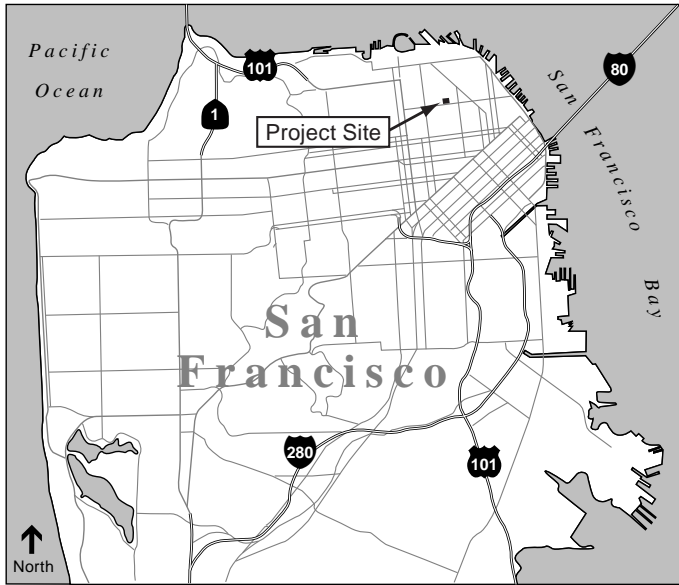
As noted, a single 10-foot-wide garage entrance would serve all three new residences; this entrance would be coupled with a 4-foot-wide pedestrian doorway that would require a single, 14-foot-wide arched penetration of the existing historic "Homer-Parker Retaining Wall" (see Section E.4, Cultural Resources, p. 26, for further discussion of the retaining walls) on the project site's Taylor Street frontage. Two additional openings, one about 10 feet wide and the other, about 4 feet wide, would be cut into the Homer-Parker Retaining Wall farther north on Taylor Street, to provide pedestrian access to each of the units in the 1601 – 1625 Taylor Street building. On Broadway, two openings, each approximately 4 feet wide, would be made in the historic "Parker-Atkinson Retaining Wall" to provide pedestrian access to the single-family dwellings at 1000 and 1010 Broadway.

Construction activities would last for approximately 12 months, including excavation and construction of the proposed project.

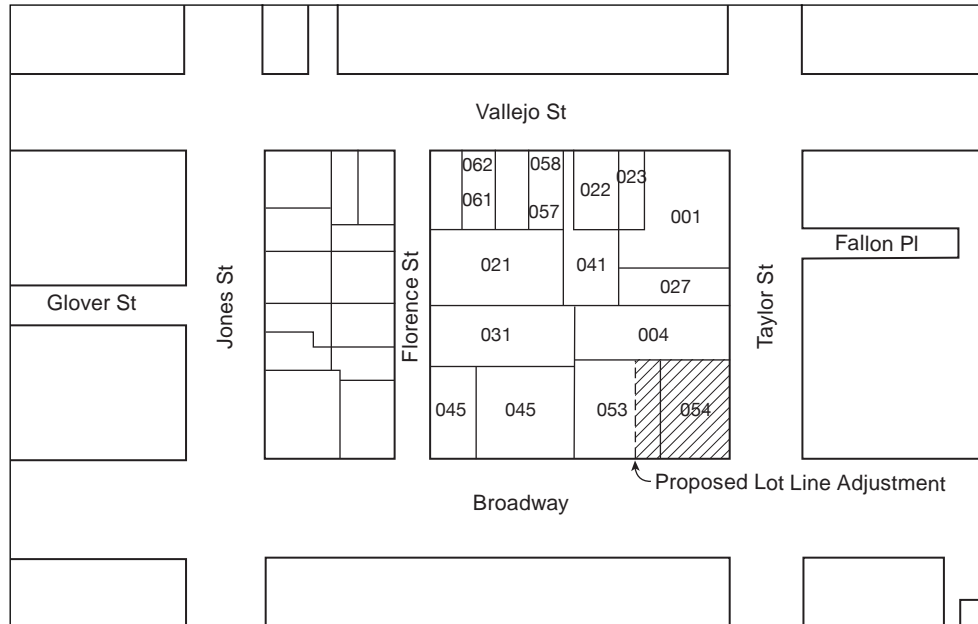
Required Approvals

The proposed project would require the following approvals:

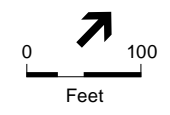
- San Francisco Planning Department approval of variances from rear yard and front setback requirements (*Planning Code* Section 134)
- Planning Department approval of building permits for new construction
- Department of Building Inspection approval of site permits
- Department of Public Works, Bureau of Streets and Mapping, approval of subdivision map and of street and sidewalk permits
- San Francisco Public Utilities Commission (SFPUC) Wastewater Enterprise, Urban Watershed Management Program (UWMP) approval of a Stormwater Control Plan and Operation and Management Plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG), prior to issuance of building permits



4



-  Project Site
- 150 Lot Number
- 053 & 054 Assessor's Blocks



2006.1202E: 1000-1020 Broadway/1029 Taylor . 206237

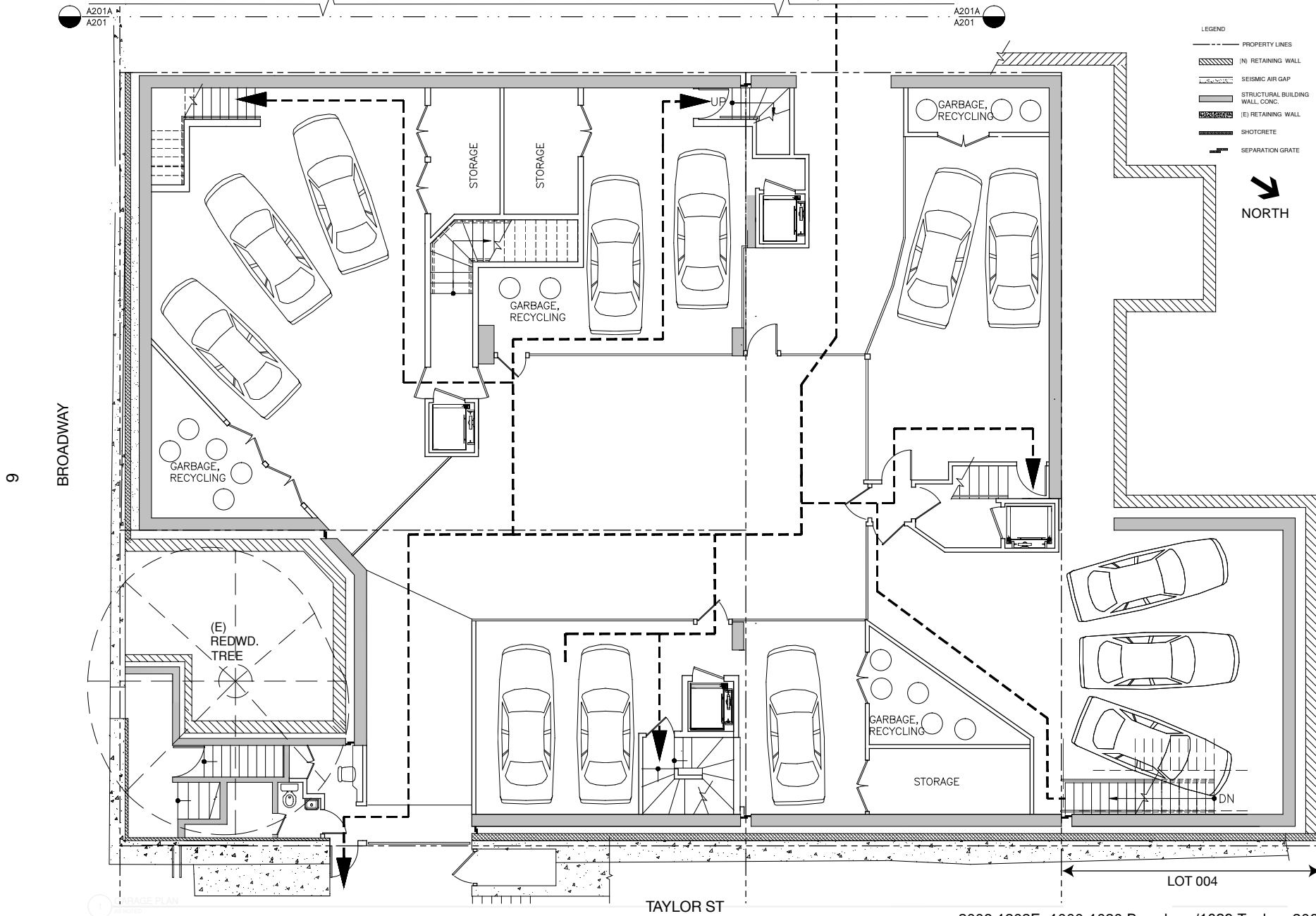
SOURCE: ESA

Figure 1
Project Location



Figure 2
Proposed Site Plan

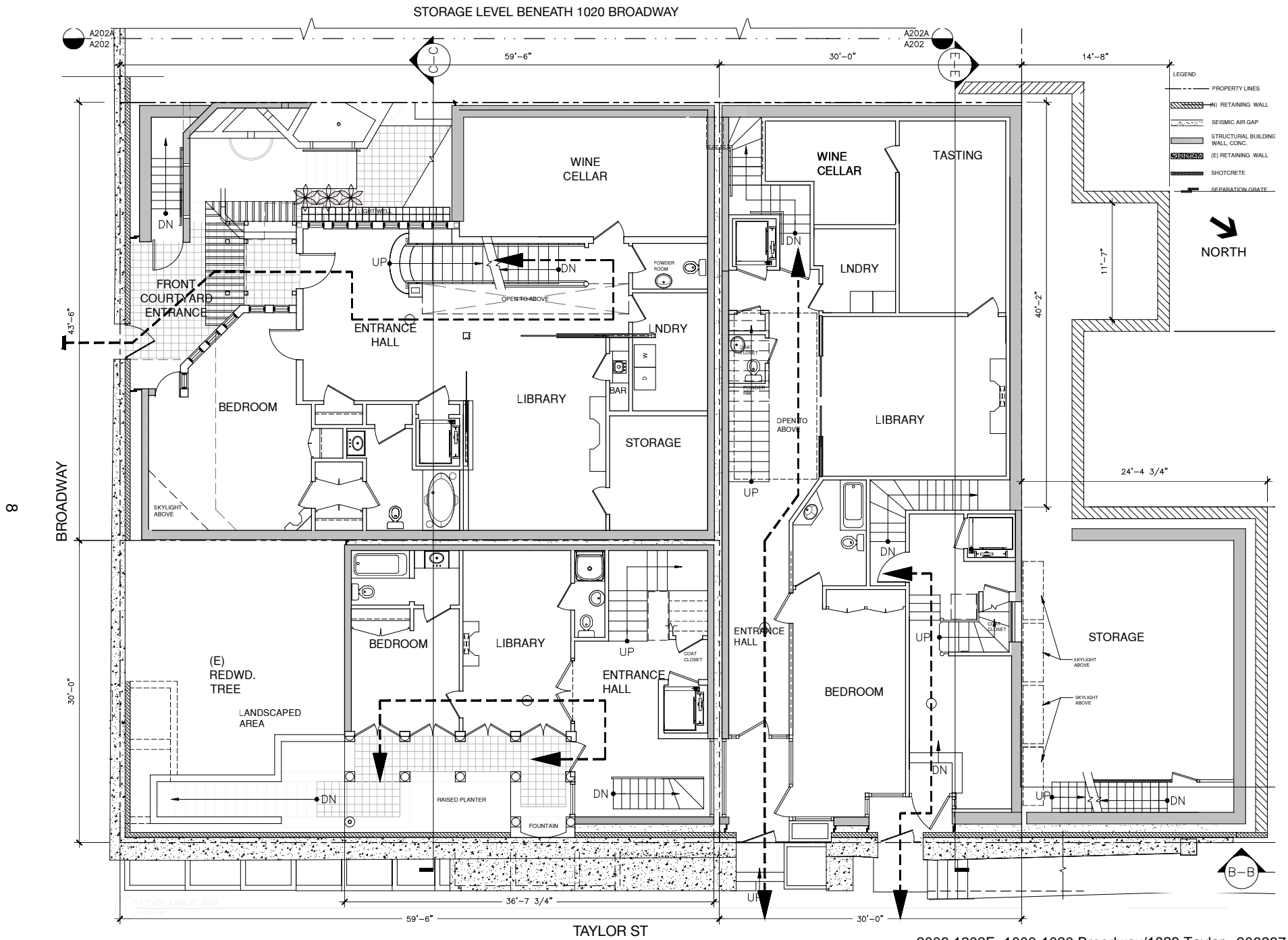
1020 BROADWAY BELOW GRADE GARAGE CONTINUED ON FIGURE 3B



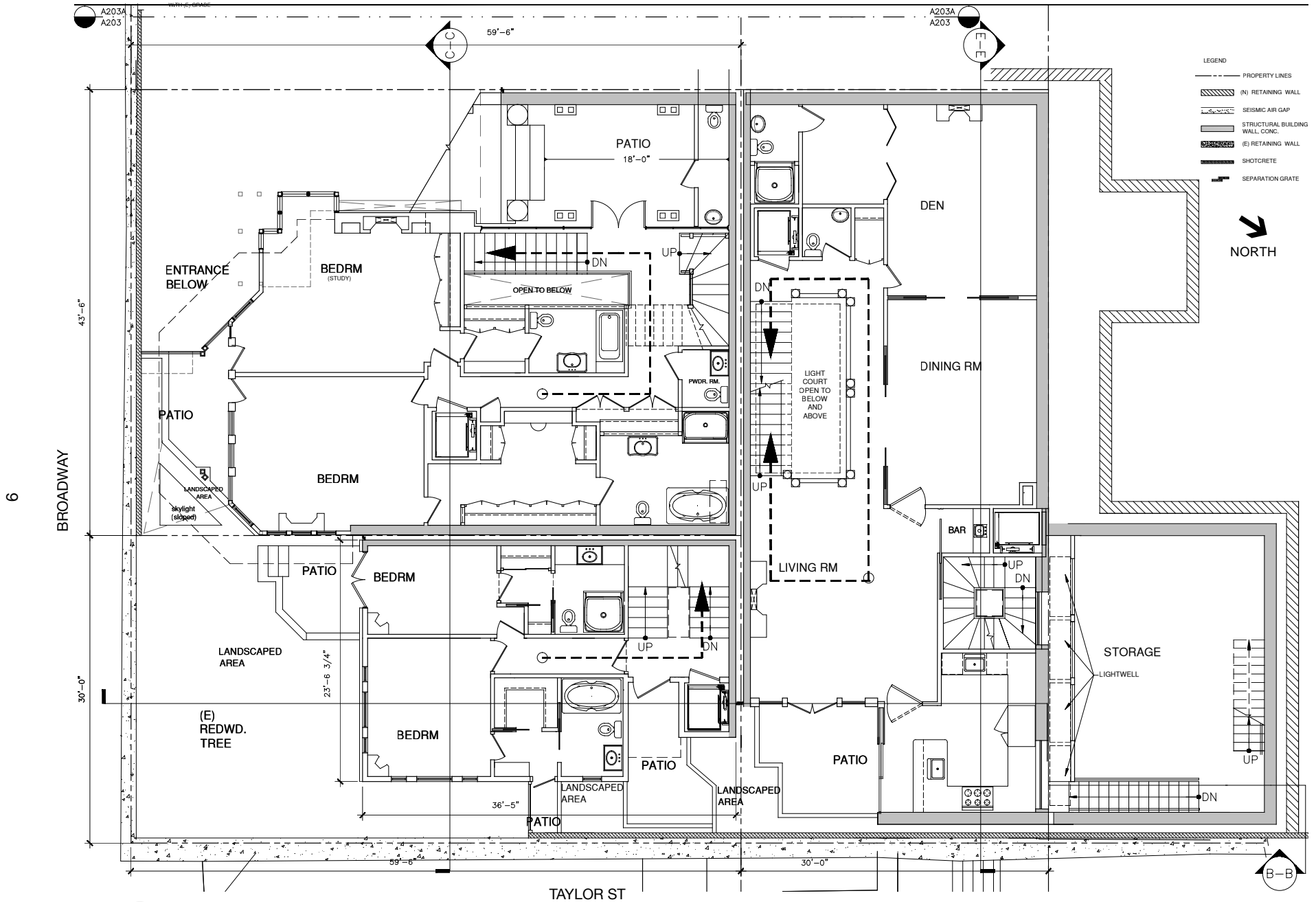
SOURCE: Page & Turnbull, Inc

2006.1202E: 1000-1020 Broadway/1029 Taylor . 206237

Figure 3A
Proposed Garage Plan



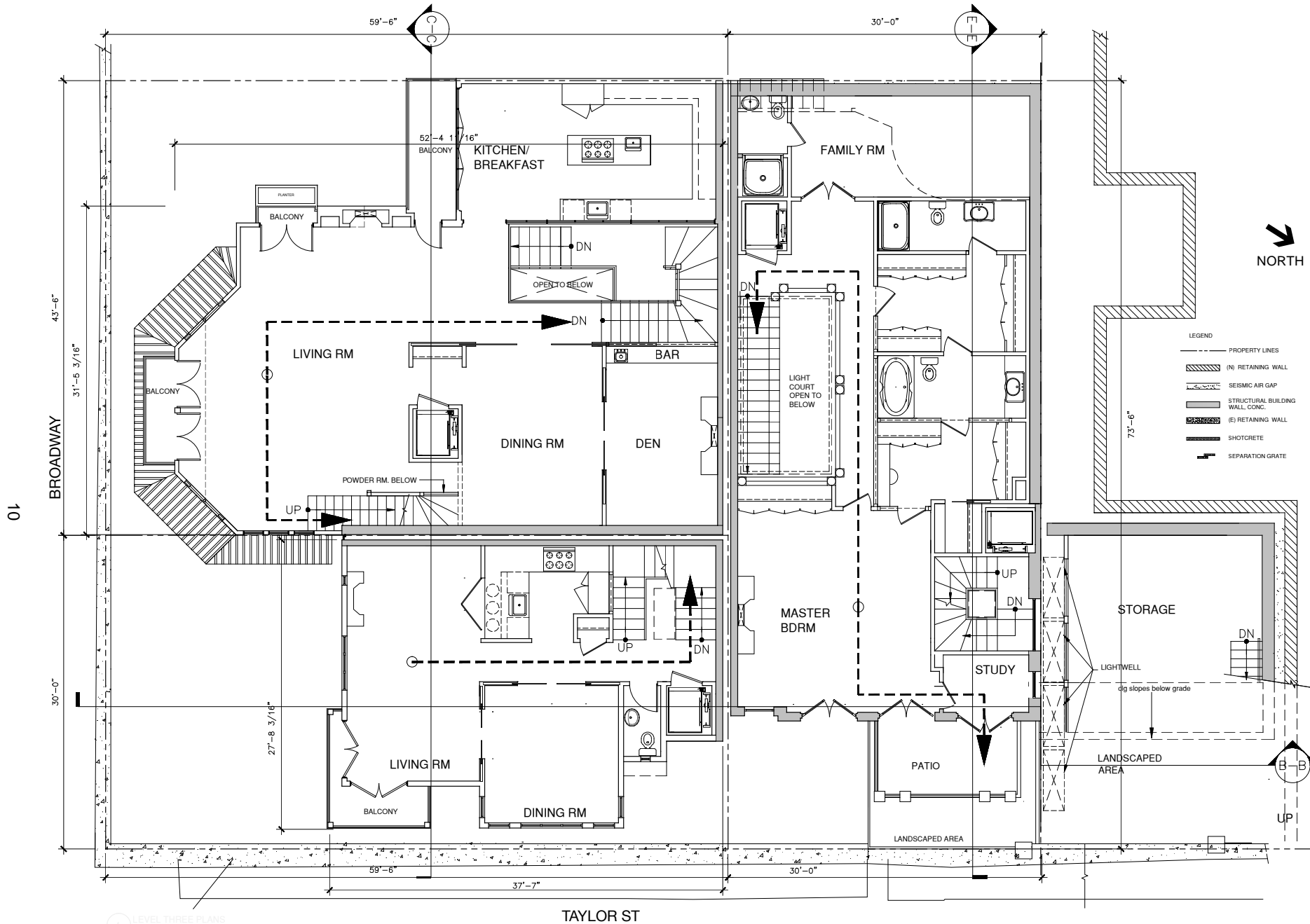
SUB-BASEMENT BENEATH 1020 BROADWAY

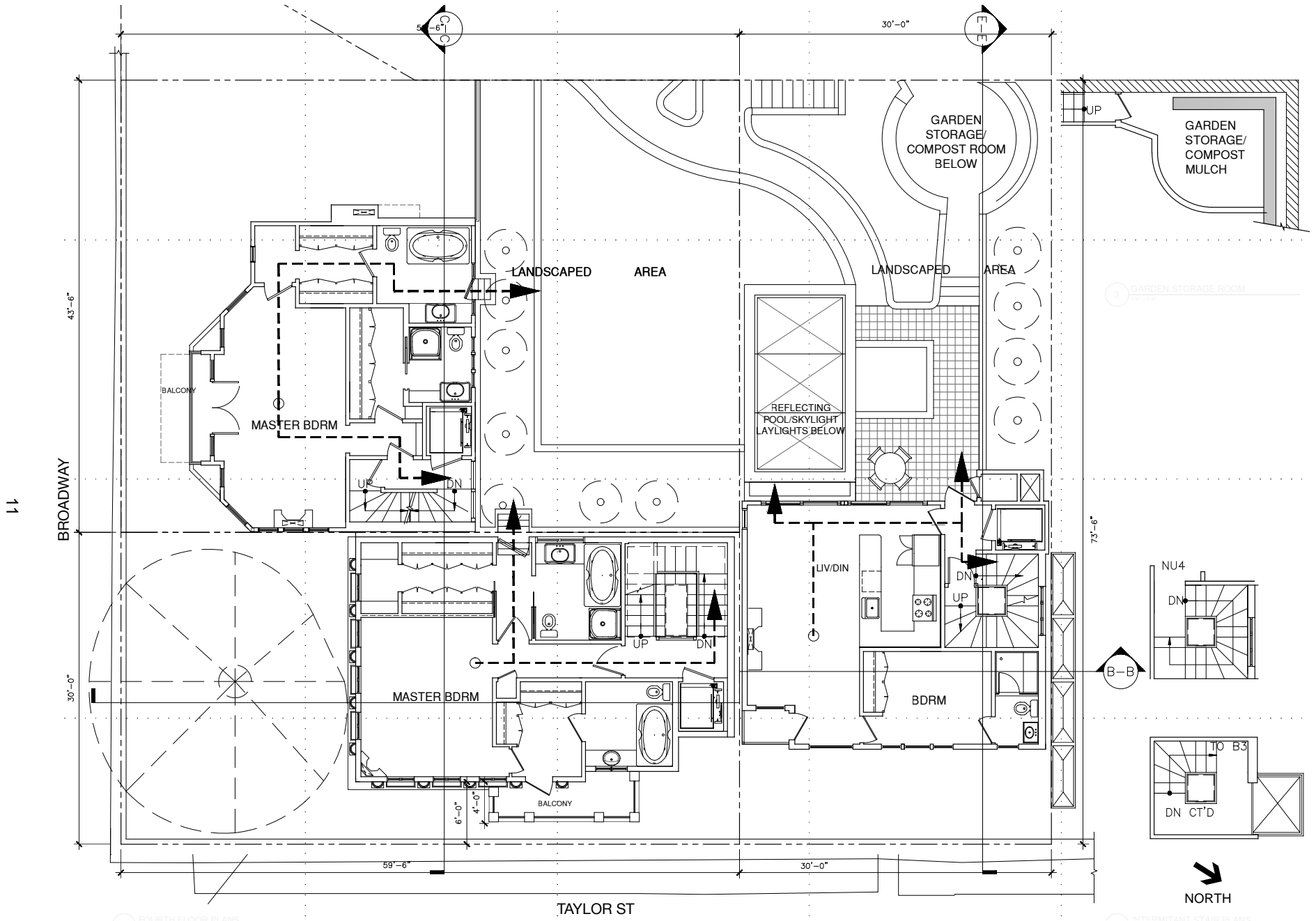


2006.1202E: 100-1020 Broadway/1029 Taylor . 206237

SOURCE: Page & Turnbull, Inc

Figure 5
Proposed Level Two Plans





FOURTH FLOOR PLANS

INTERMITTENT STAIR PLANS

SOURCE: Page & Turnbull, Inc

2006.1202E: 1000-1020 Broadway/1029 Taylor . 206237

Figure 7
Proposed Level Four Plans

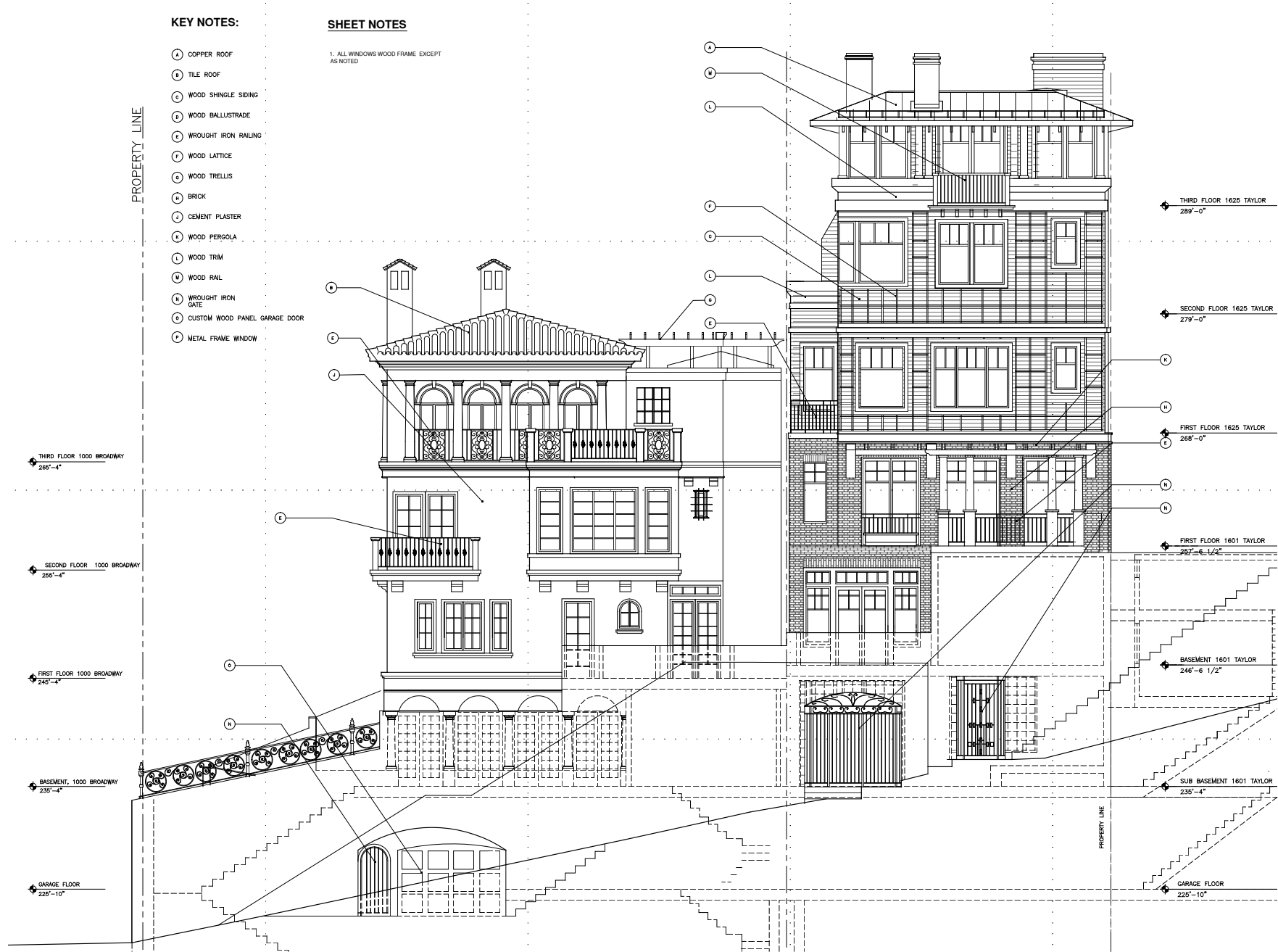
KEY NOTES:

- (A) COPPER ROOF
- (B) TILE ROOF
- (C) WOOD SHINGLE SIDING
- (D) WOOD BALLUSTRADE
- (E) WROUGHT IRON RAILING
- (F) WOOD LATTICE
- (G) WOOD TRELLIS
- (H) BRICK
- (J) CEMENT PLASTER
- (K) WOOD PERGOLA
- (L) WOOD TRIM
- (M) WOOD RAIL
- (N) WROUGHT IRON GATE
- (O) CUSTOM WOOD PANEL GARAGE DOOR
- (P) METAL FRAME WINDOW

SHEET NOTES

1. ALL WINDOWS WOOD FRAME EXCEPT AS NOTED

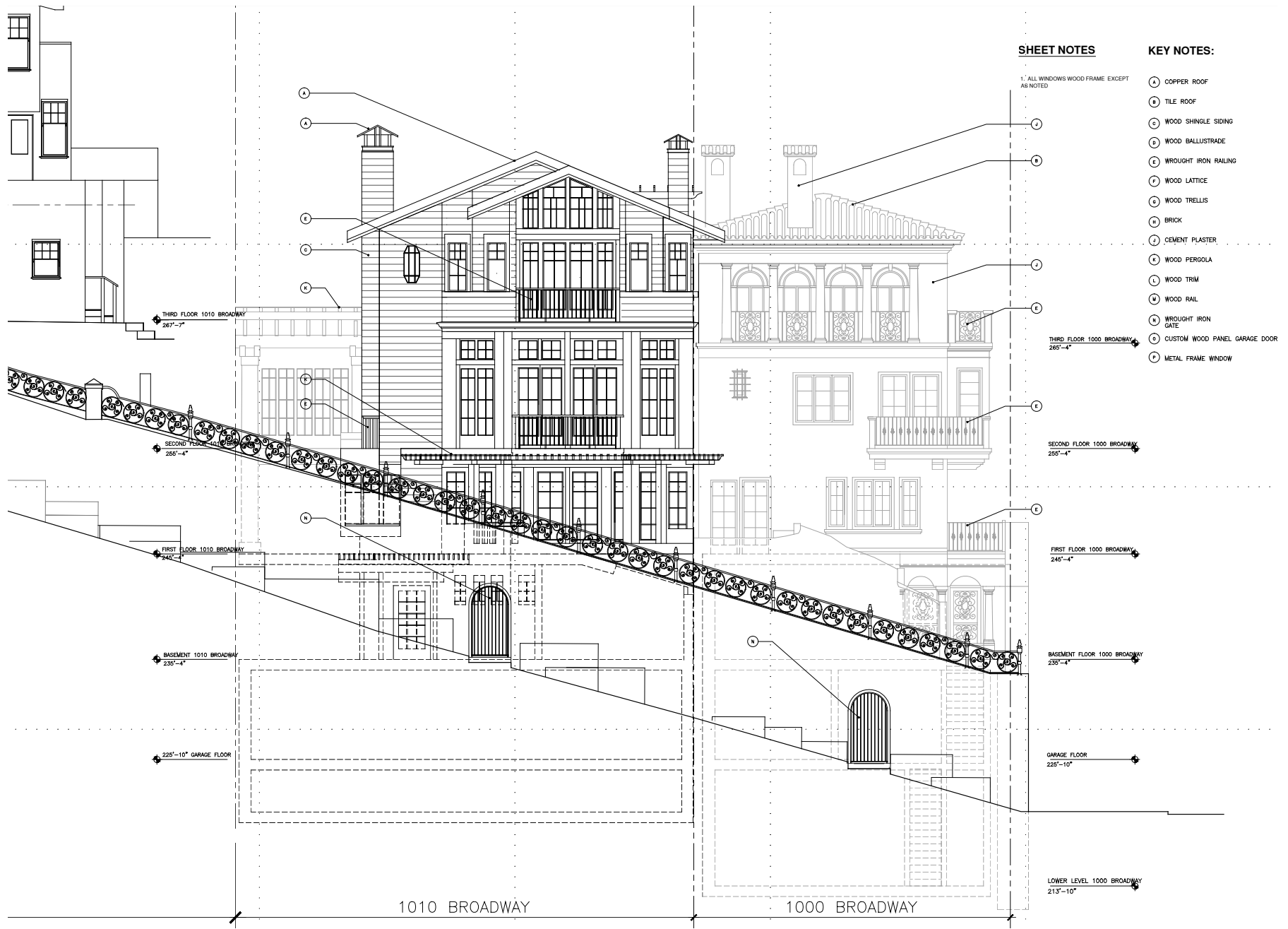
12



2006.1202E: 1000-1020 Broadway/1029 Taylor . 206237

SOURCE: Page & Turnbull, Inc

Figure 8
Proposed Taylor Street Elevations



2006.1202E: 1000-1020 Broadway/1029 Taylor . 206237

SOURCE: Page & Turnbull, Inc

Figure 9
Proposed Broadway Elevations

B. PROJECT SETTING

The 6,578-square-foot project site² is in the Russian Hill neighborhood of San Francisco, bordering the Nob Hill and North Beach neighborhoods, on the northwest corner of Broadway and Taylor Street. The project site vicinity is primarily residential in nature, with residential buildings generally ranging in height from 20 to 40 feet (two to four stories) tall. The project site is situated directly adjacent to single family homes to both the north and west. A retaining wall separates the subject block from its more densely built surroundings.

The project site is located within the Russian Hill/Vallejo Street Crest Historic District. The historic district, which is listed on the National Register of Historic Places, is predominantly occupied by single-family residences and duplexes, some with wide setbacks. The district is characterized by a “layered elegance and rusticity” that derive from the area’s initial isolation due to the steep topography that “determined unique patterns of growth on the Summit [of Russian Hill], first requiring paths of steps for pedestrians to reach the top, and later, demanding massive retaining walls to secure stable plots of land for residential construction.”³

The residential historic district has retained its somewhat secluded character. Most of the buildings in the historic district are two to three stories in height (some with additional stories stepping down the slope), with wood-frame structural systems, and are rendered in either First or Second Bay Region Traditions, Pueblo Revival, Spanish Eclectic, and Mediterranean Revival styles. Many of the homes in the neighborhood are historic resources as contributors to the National Register district, including two of the earliest First Bay Area Tradition buildings: 1034 and 1036 Vallejo Street (both 1888) designed by Joseph Worcester; and the double house at 1013-1017 and 1019 Vallejo Street (both 1892) designed by Willis Polk. The historic district includes a large amount of green space, including street trees, curbside lawns and plantings, as well as picturesque gardens surrounding Vallejo Street between Taylor and Jones Streets and the Vallejo steps, designed by Willis Polk and completed in 1914.

The immediate area outside of the historic district is densely built up. The buildings are situated on rectangular lots and are typically not set back from the street or adjacent buildings. The buildings are rendered in a number of early- to mid-20th century styles. The buildings surrounding the Russian Hill/Vallejo Street Crest Historic District are typically three- to four-story-with-basement wood-frame structures rendered in a variety of architectural styles.

Adjacent to the project site, Broadway is a two-way two-lane east-west roadway with a steep grade and perpendicular parking on both sides of the street. Broadway is interrupted midway between Taylor and

² “Project site,” except where otherwise noted, refers to the main project site at Block 150, Lot 54 (1000 Broadway), as it is proposed to be expanded through acquisition of a 13-foot-wide strip of adjacent Lot 53; “project site” does not include the two adjacent parcels (Lot 4 and reduced Lot 53), where the only work would be below grade.

³ Page & Turnbull, *Historic Resource Evaluation: Wysteria Residences*, June 6, 2011. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1202E.

Jones Streets, at the top of the steep hill on the project block, where the street’s western edge ends at a concrete wall. Taylor Street is a two-way, two-lane, east-west roadway with perpendicular parking on the west side of the street, adjacent to the project site.

The project site vicinity is served by local transit lines, with Muni bus stops within two- and three- blocks of the project site. The Montgomery and the Embarcadero BART and Muni Metro light rail stations are located about one mile to the southeast.

C. COMPATIBILITY WITH ZONING, PLANS, AND POLICIES

	<i>Applicable</i>	<i>Not Applicable</i>
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 type="checkbox"/>	<input checked="" 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"/>

SAN FRANCISCO PLANNING CODE

The *San Francisco Planning Code (Planning Code)*, which incorporates the City’s Zoning Maps, governs permitted uses, densities, and configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless (1) the proposed project conforms to the *Planning Code*, (2) allowable exceptions are granted pursuant to provisions of the *Planning Code*, or (3) amendments to the *Planning Code* are included as part of the proposed project.

The project site is located in a RH-2 (Residential, House; Two-Family) District and a 40-X Height and Bulk District. RH-2 Districts are described in Section 206.1 of the *Planning Code* and are typified by one-family and two-family houses. Structures are finely scaled and usually do not exceed 30 feet in width or 40 feet in height. Building styles are often more varied than in single-family areas, but certain streets and tracts are quite uniform. Ground-level open space (in the form of rear yards) is normally available, and it frequently is private for each unit.

The RH-2 District in which the project site is situated generally extends south from Lombard Street to Pacific Avenue. The 40-X Height and Bulk District predominates throughout the project site vicinity.

The proposed project would entail the construction of two single-family homes and a duplex on three lots. Thus, the proposed project would be consistent with the use and residential density permitted by the *Planning Code* within the RH-2 District.

The proposed project would require subdivision of the existing vacant corner parcel into three new lots. The resulting westernmost lot would expand by 773.5 square feet and the northernmost lot would expand by 390 square feet via the acquisition of a 13-foot-wide portion of the adjacent Lot 053 to the west. The new westernmost lot, fronting onto Broadway, would have 43½ feet of street frontage and 59½ feet of lot depth. The new, southeastern corner lot would have 30 feet of street frontage on Broadway and 59½ feet of street frontage on Taylor Street. The new, northernmost lot, fronting onto Taylor Street, would have 30 feet of street frontage and 73½ feet of lot depth.

The project would be required to obtain a variance from the *Planning Code* front setback and rear yard requirements to allow for portions of underground living areas and a part of the underground parking garage to be constructed to the front and rear property lines of each of the new buildings. Neither the parking structure nor the underground living areas would be visible from the public view, but portions of these areas would require a variance from Section 134 of the *Planning Code*.

Under Section 151 of the *Planning Code*, the minimum parking requirement in the RH-2 District is one off-street parking space for every residential unit. The proposed project would provide three spaces for each single-family home and four spaces for the duplex (two for each unit). In addition, the proposed project would provide three off-street parking each for two existing adjacent single-family homes via excavation and garage construction on portions of the adjacent parcels. In total, the proposed project would provide 16 off-street parking spaces and would exceed the minimum residential parking requirements. However, the project would not exceed the maximum number of parking spaces permitted by the *Planning Code* as an accessory use.⁴

Under Section 155.5 of the *Planning Code*, bicycle parking is required for residential buildings of four units or more. Because the project would construct four dwelling units in three separate buildings, no bicycle parking would be required. However, the proposed parking garage and other subgrade storage space would allow for ample bicycle parking, if desired by the residents.

The proposed project would result in a new 10-foot-wide curb cut and corresponding opening in the existing retaining wall on Taylor Street to allow access through the proposed garage entrance for the new residential buildings; as noted in the Project Description, adjacent to this opening would be a 4-foot pedestrian doorway.

Section 415 of the *Planning Code* sets forth the requirements and procedures for the Affordable Housing Program. Under Section 415.3, these requirements would apply to projects that consist of five or more units. As the proposed project includes four units, it would not be required to provide affordable housing.

⁴ Section 204.5(c) of the *Planning Code* permits a maximum of three parking spaces per residential unit, where one space is required.

PLANS AND POLICIES

San Francisco Plans and Policies

San Francisco General Plan

The *San Francisco General Plan* provides general policies and objectives to guide land use decisions. The General Plan contains 10 elements (Commerce and Industry, Recreation and Open Space, Housing, Community Facilities, Urban Design, Environmental Protection, Transportation, Air Quality, Community Safety, and Arts) that set forth goals, policies, and objectives for the physical development of the City. The proposed project would not obviously or substantially conflict with any General Plan goals, policies, or objectives. The compatibility of the proposed project with General Plan goals, policies, and objectives that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of the process would not alter the physical environmental effects of the project.

Proposition M—The Accountable Planning Initiative

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 subsections of Section E of this Initial Study addressing the environmental issues associated with the policies, are (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character (Topic 1, Land Use and Land Use Planning, Question 1c); (3) preservation and enhancement of affordable housing (Topic 3, Population and Housing, Question 3b, with regard to housing supply and displacement issues); (4) discouragement of commuter automobiles (Topic 5, Transportation and Circulation, Questions 5a, 5b, and 5f); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership (Topic 1, Land Use and Land Use Planning, Question 1c); (6) maximization of earthquake preparedness (Topic 14, Geology and Soils, Questions 14 a through 14d); (7) landmark and historic building preservation (Topic 4, Cultural Resources, Question 4a); and (8) protection of open space (Topic 9, Wind and Shadow, Questions 9a and 9b; and Topic 10, Recreation, Questions 10a and 10c).

Prior to issuing a permit for any project that requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that 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 Section E, Evaluation of Environmental Effects, of this Initial Study, providing information for use in the approvals for the proposed project.

Regional Plans and Policies

The five principal regional planning agencies and their policy documents that guide planning in the nine-county Bay Area are the Association for Bay Area Governments (ABAG) *Projections 2009*, the Bay Area

Air Quality Management District (BAAQMD) *2010 Clean Air Plan*, the Metropolitan Transportation Commission (MTIC) *Regional Transportation Plan–Transportation 2035*, the San Francisco Regional Water Quality Control Board (RWQCB) *San Francisco Basin Plan*, and the San Francisco Bay Conservation and Development Commission (BCDC) *San Francisco Bay Plan*. Due to the size and nature of the proposed project, there would be no anticipated conflicts with regional plans.

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 checked="" type="checkbox"/> Air Quality | <input type="checkbox"/> Biological Resources |
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <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 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 type="checkbox"/> Mandatory Findings of Significance |

This Initial Study examines the proposed project to identify potential effects on the environment. For each item on the Initial Study checklist, the evaluation has considered the impacts of the proposed project both individually and cumulatively. All items on the Initial Study checklist that have been checked “Less than Significant with Mitigation Incorporated,” “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 issue. A discussion is included for those items checked “Less than Significant with Mitigation Incorporated” and “Less than Significant Impact” and for most items checked “No Impact” or “Not Applicable.” For all of the items checked “No Impact” or “Not Applicable” without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department, such as the Department’s *Transportation Impact Analysis Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively. The items checked above have been determined to be “Less than Significant with Mitigation Incorporated.”

E. EVALUATION OF ENVIRONMENTAL EFFECTS

<i>Topics:</i>	<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"/>

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

The proposed project would be built within the existing street grid and existing activities in the area would continue as they do now. The proposed project would not interfere with or change the existing street plan nor impede the passage of persons or vehicles. Therefore, the proposed project would not physically divide an established community, and this impact would be less than significant.

Impact LU-2: The proposed project would not be inconsistent with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

The proposed project would not obviously conflict with applicable plans, policies, and regulations such that an adverse physical change would result (see Section C, Compatibility with Existing Zoning, Plans, and Policies, p. 19).⁵ In addition, the proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. (Environmental plans and policies are those, like the Bay Area 2010 Clean Air Plan, that directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment.) Therefore, the proposed project would have a less-than-significant impact with regard to conflicts with existing plans and zoning.

⁵ The fact that a project, like the proposed project analyzed herein, would require a variance does not indicate inconsistency with the *Planning Code*, since the *Code* expressly provides for variances to be granted under certain circumstances.

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

The proposed project would not introduce new or incompatible land uses to the area. The area surrounding the project site primarily contains two- to four-story residential buildings. The proposed project would include three residential buildings, one at 28 feet high (three stories), one at 32 feet high (three stories), and one at 38 feet high (four stories). The proposed buildings would be similar to the other buildings on the project block and would be consistent with the residential character of the area. Further, the project would include extensive landscaping, similar to that of adjacent and nearby properties, and the new residential buildings that would be generally comparable in size to adjacent and nearby homes. In particular, the two single-family dwellings, at 1000 and 1010 Broadway, would have an apparent height of three to four stories above the existing retaining wall, which would be comparable with several other houses on the project block. The multi-family building, at 1601 – 1625 Taylor Street, would have an apparent height of four floors above the existing retaining wall, with a fifth level, largely below-grade, also partially visible. This structure would be taller than many nearby buildings, although the existing multi-family buildings at One Florence Street, at Broadway, and 1001 Vallejo Street, at Taylor Street, are each at least six stories above grade. Additionally, the adjacent residence at 1629 Taylor Street is four stories tall above the existing retaining wall, although the setback of the top story diminishes this building's apparent height. Moreover, the 1601 – 1625 Taylor Street building would have a relatively small floor area (approximately 25 feet square) for its uppermost two stories. Additionally, there are several multi-family buildings 15 stories and taller on Green Street, two blocks north of the project site. The proposed residential buildings would result in a less-than-significant impact on neighborhood character.

Impact C-LU: The proposed project would not make a considerable contribution to any cumulative significant land use impacts. (Less than Significant)

The limited scale of the proposed project, and the fact that the project would have no significant project-specific impact, would preclude any cumulative land use impacts. Moreover, the project site is on the opposite side of the Russian Hill neighborhood from a recently approved conversion of a former commercial garage to residential use, at 1945 Hyde Street between Green and Union Streets (Case No. 2010.0162E, Categorical Exemption issued January 27, 2011, and upheld by the Board of Supervisors August 2, 2011 [Motion 11-0129]).⁶ Thus, the proposed project would not interact with the Hyde Street project in such a way as to result in cumulative adverse land use impacts. A project at 735 – 743 Green Street (Case No. 2007.1249E), about two--and-a-half blocks northeast of the project site, recently completed the addition of a new dwelling unit and a new below-grade garage to an existing building and construction of a new three-unit building at the rear of the property. A newly proposed project, at 1461 Mason Street (Case No. 2011.0869), one-half block east of the project site, would construct nine dwelling

⁶ Upon discretionary review of this project's building permit, the Planning Commission on June 16, 2011, approved the permit, with modifications, and the Zoning Administrator approved a variance from the off-street parking requirements of the Planning Code.

units on a parcel currently used for surface parking. Neither of these projects nor the proposed 1000 Broadway project is large enough, singly or together, to disrupt or divide an established community or adversely affect the character of the vicinity. Other active applications on file with the Planning Department or Department of Building Inspection for projects within about two blocks of the project site include proposals for addition of a dwelling unit to an existing building, interior remodeling, foundation repair, reroofing, window replacement, staircase construction, addition of roof decks, condominium conversions, a two-lot subdivision. None of these projects could interact with the proposed project to result in cumulative adverse land use impacts.

For the reasons discussed above, the proposed project’s impacts related to land use, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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"/>

Impact AE-1: The proposed project would not have a substantial adverse effect on a scenic vista. (Less than Significant)

The project site and adjacent sidewalks are at the top of Russian Hill and offer City and Bay views. Both Broadway and Taylor Street are identified in the San Francisco General Plan Urban Design Element as street areas important to urban design and views because they provide views of important buildings and are called out as having excellent (project block of Broadway) or good (project block of Taylor Street) street views. The proposed new residential buildings would be set back both horizontally and vertically from the roadway; would be comparable in scale, massing, and architectural style to adjacent and nearby residences; and would include extensive landscaping comparable to that of surrounding properties. Therefore, the proposed project would not adversely change public views and would not block or degrade any existing public scenic views or vistas.

The project would be visible from windows of at least three dozen adjacent and nearby properties, due to the project's corner lot location and the upsloping topography both to the west and north. The proposed project would be visible from residences upslope of the site, as well as from residences on Broadway and Taylor Street. From these private residences, the proposed project would block limited portions of the sky and/or change the visual character of the existing skyline because the proposed project would construct three residential structures up to approximately 40 feet (three to four stories) in height.

The proposed project would not adversely affect views currently observed from streets adjacent to the project site, such as north-south views on Taylor Street or east-west views on Broadway, and it would not eliminate any scenic view or vista now observed from public areas. The project could potentially partially block or modify existing views from the adjacent residential buildings. Such changes would be an unavoidable consequence of the proposed project and could be considered undesirable for those affected individuals. While this loss or change of views might be of concern to those affected, it would not affect a substantial number of people and would not be considered a significant impact pursuant to CEQA in the densely developed urban context of the Russian Hill neighborhood. Therefore, the proposed project's impact on scenic vistas would be less than significant.

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

Scenic resources are the visible physical features of a landscape (e.g., land, water, vegetation, animals, structures, or other features). Scenic resources of the built environment may include City landmarks that would be identified along a tour route, including, but not limited to, Coit Tower and the Golden Gate Bridge.

The project site's visual appearance is dominated by mature vegetation and trees atop a 15- to 20-foot-high retaining wall. In addition, the proposed residential structures would be set back from the street and would be screened by new and existing plantings and trees and their design would render them generally compatible with surrounding buildings. The defining elements that give the project site its visual character, namely the retaining walls and the dominate vegetation, would be generally preserved through project design; minimal holes would penetrate the walls, the prominent redwood tree would be preserved, structures would be set back from the street, and landscaping would be dense. Therefore, the proposed project would not adversely affect any scenic resources within the vicinity of the project site, and any associated impact would be less than significant.

Effects related to historical resources are discussed under Topic E.4. Cultural and Paleontological Resources, p. 26. Tree removal is discussed further under Topic E.13. Biological Resources, p. 72.

Impact AE-3: The proposed project would result in a change to the existing character of the project site, but this change would not degrade the visual character or quality of the site and its surroundings. (Less than Significant)

The proposed residential buildings would be three or four stories high and up to approximately 40 feet tall. The project site vicinity is occupied by three- to four-story buildings with residential uses on Broadway and Taylor Street. The vicinity of the project site is characterized by a range of building heights and massing. Architectural styles range from traditional to contemporary periods of construction, from the late 19th and early 20th centuries to recent construction. The proposed buildings would be generally the same height as the existing buildings that surround the site, including the residential buildings adjacent to the project site. The proposed residential buildings would be generally compatible with the architectural style, heights, and massing of the buildings found in the immediate vicinity. Thus, any impact of the proposed project on public views available from street-level vantage points would be less than significant.

The proposed project would construct three new residences on the corner project site. Both 1000 Broadway and 1010 Broadway would be three to four stories above the grade of the existing retaining walls; 1601-1625 Taylor Street would be four stories above the wall grade, with a fifth level, largely below grade, also partially visible. The building at 1000 Broadway would have Mediterranean Revival features; 1010 Broadway and 1601-1625 Taylor would be designed with First Bay Region architectural motifs (see discussion below under Topic E.4. Cultural and Paleontological Resources). The new residences would feature visual architectural elements that distinguish them as contemporary buildings, including a high ratio of glass to wall surface and wraparound windows, use of modern building materials, and integration of green technologies (such as wind turbines integrated into chimney caps and solar panels).

Design and aesthetics are, by definition, subjective and open to interpretation by decision-makers and members of the public. A proposed project would therefore normally be considered to have a significant adverse effect on visual quality under CEQA only if it would cause a substantial and demonstrable negative change. The proposed project would not cause such a change. The project would change the visual character of the project site by developing it with residential buildings, but the height and massing of the proposed buildings would be similar to many existing buildings in the vicinity. Although the proposed project would introduce new buildings on the vacant site, they would not represent an incompatible or intrusive visual feature relative to existing buildings. For these reasons, the proposed project would not be expected to result in a substantial and demonstrable negative change to the existing visual character of the project site vicinity.

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

The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. The project's lighting would be consistent with exterior lighting typical of

other residential buildings in the project site vicinity. For these reasons, the proposed project would not generate obtrusive light or glare that would substantially affect other properties. Light and glare would not be considered a significant impact of the project.

Impact C-AE: The proposed project would not make a considerable contribution to any cumulative significant effects related to population or housing. (Less than Significant)

The limited scale of the proposed project, and its lack of significant project-specific impact, would preclude any cumulative aesthetic impacts. Moreover, the project site is on the opposite side of the Russian Hill neighborhood from a recently approved conversion of a former commercial garage to residential use, at 1945 Hyde Street, and therefore the two projects could not generally be seen from the same location, thereby precluding cumulative adverse aesthetic impacts. For the reasons discussed above, the proposed project’s impacts related to aesthetics, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Currently, the project site is vacant and has no structures. The proposed development of two single-family homes and a duplex would result in an on-site population increase of approximately 8 residents.⁷

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

In general, a project would be considered growth-inducing if its implementation would result in substantial population increases and/or new development that might not occur if the project were not implemented. The 2010 U.S. Census indicates that the population of the project’s census tract, Census

⁷ U.S. Census Bureau 2010 Redistricting Data show that Census Tract 108 has an average household population of 1.95 persons/household. For the project, 1.95 persons/household x 4 units = approximately 8 residents.

Tract 108, is approximately 4,578 persons. Based on year 2010 population totals, the proposed project would increase the population in Census Tract 108 by less than one percent.⁸ The project would increase the overall residential population of the City and County of San Francisco by approximately 0.001 percent.⁹ The proposed project would not increase employment; therefore, the proposed project and would not generate a substantial demand for additional housing in the context of Citywide employment growth.

While the project would increase population at the site, compared to existing conditions, project-specific impacts would not be significant relative to the number of area-wide residents and employees in the project vicinity. Overall, the increase in housing would be less than significant in to the context of the expected increases in the population of San Francisco. The project would not directly or indirectly result in a significant increase in population. Project-related impacts with respect to population growth would be less than significant.

Impact PH-2: The proposed project would not displace substantial numbers of people or existing housing units or create demand for additional housing, necessitating the construction of replacement housing. (Less than Significant)

As noted above, the project site is currently vacant and includes no residents. Hence, there would be no residents displaced as a result of the project. The proposed project would result in less-than-significant impacts related to displacement of people.

Impact C-PH: The proposed project would not make a considerable contribution to any cumulative significant effects related to population or housing. (Less than Significant)

The limited scale of the proposed project, and its lack of significant project-specific impacts, would preclude any cumulative effects related to population and housing. For the reasons discussed above, the proposed project's impacts related to population and housing, both individually and cumulatively, would be less than significant.

⁸ Census 2010 population in Census Tract 108 was 4,578 and the proposed project would increase population by about 8 residents. $8 \text{ residents} / 4,578 \text{ residents} = 0.0017 = 0.17 \text{ percent} = \text{less than a one percent increase.}$

⁹ The calculation is based on the estimated Census 2010 population of 805,235 persons in the City and County of San Francisco (and population generated by household size factor). $(8 \text{ residents} / 805,235 \text{ residents} = 0.00001 = .001 \text{ percent})$

<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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Because the proposed project site is located within the boundaries of the Russian Hill/Vallejo Street Crest District, a historic resource evaluation was prepared for the proposed project.¹⁰ Following review of this document and the project plans, Planning Department preservation staff prepared a Historic Resource Evaluation Response.¹¹

Russian Hill/Vallejo Street Crest Historic District. The project site is located at the northwest corner of Broadway and Taylor Street, within the boundaries of the Russian Hill/Vallejo Street Crest District, which is listed on the National Register of Historic Places. Excepting the south side of Green Street between Jones and Taylor Streets, which is dominated by newer construction, including the 32-story “Eichler Summit” at 999 Green Street, the historic district largely overlaps the two-block area, bounded by Broadway and Taylor, Green, and Jones Streets, that has historically been referred to as the Summit of Russian Hill, as the hill’s peak is on Vallejo Street between Jones and Taylor. The district contains 27 contributing buildings, 7 contributing structures, and 15 non-contributing buildings. Most of the

¹⁰ Page & Turnbull, *Historic Resource Evaluation: Wysteria Residences*, June 6, 2011. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1202E. Other sources include: William Kostura, *Russian Hill: The Summit, 1853 – 1906*. Aerie Publications, San Francisco; 1997; and Anne Bloomfield, *National Register of Historic Places Inventory—Nomination Form: Russian Hill/Vallejo Street Crest District*, May 1, 1987. The Kostura book is available in the San Francisco History Room of the Main Library; the National Register nomination form is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1202E.

¹¹ San Francisco Planning Department, “Historic Resource Evaluation Response [HRER]: 1000 Broadway, 1010 Broadway, 1601-1625 Taylor Street,” Case No. 2006.1202E, September 22, 2011. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1202E.

buildings in the district are of wood frame construction, two to three stories in height (plus basement), “some with additional stories stepping down the hillside.”¹²

The project site is currently vacant and is not a contributor to the district; however, the two retaining walls that define the site’s southern and eastern boundaries are both contributing elements to the district. Additionally, two adjacent residences (1020 Broadway and 1629 Taylor) are listed as contributors to the district.

According to the historic resource evaluation, the Russian Hill/Vallejo Street Crest District:

is significant under National Register under Criterion A (Event), Criterion B (Person), and Criterion C (Design/Construction) within the areas of architecture, art, community planning, engineering, landscape architecture, literature, and philosophy for the period of significance from 1888 to 1941. Under Criterion A (Event), this district is significant because noted persons in the arts met within the district for mutual support and because it was one of the few areas that escaped the Great Fire after the 1906 Earthquake. Under Criterion B (Person), this district is significant for persons who lived within this neighborhood, including artists’ and writers’ friend Catherine Atkinson, painter Maynard Dixon, poet and suffragist Sara Bard Field, photographer Dorothea Lange, journalist Rose Wilder Lane, industrialist and Russian Hill planner Horatio P. Livermore, architect Willis Polk, painter Mary Curtis Richardson, artist Dora Norton Williams, and clergyman-philosopher Joseph Worcester. Finally under Criterion C (Design/Construction), this district is significant for: the masterworks of Willis Polk; the only surviving works of Joseph Worcester; examples of works by Charles F. Whittlesey, Julia Morgan, Albert Farr, and Charles W. McCall; the collection of First Bay Tradition residences; and the area’s Beaux-Arts planning.¹³

The project site originally contained the first residence built on Russian Hill¹⁴ by building contractor Charles Homer in 1853, just five years after the start of the Gold Rush. That year, Homer purchased the entire city block bounded by Broadway, Taylor, Vallejo, and Jones Streets, and soon three homes had been built on this block, all by men involved in the building trades: Homer, brick contractor Joseph Atkinson, and architect William Ranlett, who formed a business partnership that same year. Ranlett was known for his renovation of the Revolutionary War-era home known as the Hermitage in Bergen County, New Jersey, and he is believed to have designed the first three homes on Russian Hill for himself and his business partners. Two other builders purchased land from Homer and built their own homes on the hill in 1854.

At the time, Russian Hill was a largely barren, rocky outcrop high above the City below. Access to the homes was by dirt paths and, in some cases, wooden stairways. By the 1860s, residents had begun to construct retaining walls, coincident with the City’s beginning to grade streets, which resulted in the need to excavate the hillside. The first retaining wall was built in 1863 by Samuel Theller, who by then owned

¹² Bloomfield, National Register nomination form, *op. cit.*; p. 8.

¹³ Page & Turnbull (footnote 10, p. 28); pp. 10 – 11.

¹⁴ Russian Hill derives its name from the fact that graves of several Russian sailors were found at the western end of the project block in the early 1850s (Page & Turnbull, *op. cit.*; p. 17).

Ranlett's former house at what is now 1637 Taylor Street.¹⁵ Four years later, the Homer-Parker family (Charles Homer's daughter, Ella, married Charles Parker, who she had met when he was a boarder in her mother's home) built a retaining wall along Taylor Street north of Broadway; this wall—the "Homer-Parker Retaining Wall"—now forms the eastern boundary of the project site, and is a contributing element to the Russian Hill/Vallejo Street Crest District. Another wall was constructed farther north along Taylor, at Vallejo Street, in 1867. Broadway was not graded until the early 1890s, at which time a retaining wall was constructed along Broadway running west from Taylor Street, adjacent to both the Homer-Parker Atkinson properties. This wall—the "Parker-Atkinson Retaining Wall"—now forms the southern boundary of the project site and is also a contributing element to the historic district. The retaining walls are identified in the National Register nomination form for the district as being significant as both engineering and landscape achievements, and for their role in fending off the 1906 Great Fire. The retaining walls are generally credited with saving the two-block Summit area, along with the south side of Green Street between Leavenworth and Jones Street from the Fire.¹⁶ The greenery-topped retaining walls are described in the historic district nomination form as creating "a significant verdant edge for the district."¹⁷

With five homes built atop the Summit, Homer subdivided the western portion of his land into smaller lots that he sold, mostly to artisans and tradesmen, who built small cottages along Jones Street and Florence Street, a small alley to the east.¹⁸ Only two other, relatively small, houses were built in the historic district before the late 1880s. Additional permanent construction in the district did not occur until 1888, when Joseph Worcester, pastor of the Swedenborgian (New Jerusalem) Church and an amateur architect, designed three identical, wood-shingled homes on the north side of Vallejo Street, between Jones and Taylor Streets, northwest of the project site. Two of these homes remain at 1034 and 1036 Vallejo. They are contributors to the historic district and are considered to be the oldest surviving examples of the architectural style known as the "First Bay Area Tradition." According to the historic resource evaluation prepared for the project, "Worcester introduced the idea of the rustic house to the

¹⁵ Ranlett's house, once known as the "House of Many Corners" because of its stepped setbacks from the street, which resulted in only one-third of the building mass abutting the street. Ranlett filled each of the resulting corner wall surfaces with windows facing south and east, towards the growing City. Unfortunately, Ranlett encountered financial difficulties in connection with his founding, with two others, of Lone Mountain Cemetery. Ranlett and his family had left San Francisco by 1857 and, in the 1890s, apparently as a result of a divorce settlement among subsequent owners, the House of Many Corners was literally divided in two, with the northern portion being moved elsewhere and only the southern portion remaining at 1607 [now 1637] Taylor, where it remains today (Kostura [see footnote 10, p. 28], pp. 27 – 28 and pp. 101 – 105). Because of substantial alterations, including a new façade added in 1975, the building is not a contributor to the historic district.

¹⁶ Local legend also offers another key to the district having survived the 1906 conflagration: publisher William Dakin, before abandoning his "House of the Flag" at 1652 – 1656 Taylor Street to the advancing fire, lowered his largest flag in salute, "inspiring a company of soldiers to ascend the hill and battle the flames. They found a bathtub full of water, sand from the construction [a nearby home], and soda water siphons for places hard to reach," and successfully fought back the fire (Bloomfield [see footnote 10, p. 28]; p. 23).

¹⁷ Page & Turnbull, *op. cit.*; p. 3.

¹⁸ These buildings were destroyed in the 1906 earthquake and fire.

growing city of San Francisco with the design and construction of three simple, shingled houses....”¹⁹ Worcester, who himself lived on the Summit, attracted artists and intellectuals who often visited him, including, among others, naturalist John Muir, painters Mary Curtis Richardson and William Keith, writers Charles Keeler and Gelett Burgess; and architects Ernest Coxhead, John Galen Howard, and Willis Polk.

Worcester’s work was to greatly influence Polk who would go on to have his own career as a prominent local master architect, including the still-extant Polk-Williams House, a duplex that cascades down the hillside at 1013 – 1019 Vallejo Street, north of the project site. Polk undertook interior remodeling of two of the original Summit houses, later expanded one (originally a small home owned by contractor David Morrison but, by the 1890, the property of prominent businessman Horatio “H.P.” Livermore, who by then owned most of the land on the Summit), and was responsible for the design of the so-called Vallejo Street improvements, “a series of classically detailed retaining walls, balustrades and stairways designed to accommodate the steep grades of Vallejo Street between Jones and Taylor Streets. Constructed with unpainted concrete and erected in 1914, these improvements still exist close to their original condition.”²⁰

The Homer house, on the project site, was demolished in 1910, although members of the Homer-Parker family continued to reside on the hill. After the 1906 earthquake and fire, two of Homer’s grandchildren, Ethel Parker Roeder and Homer Parker, commissioned architect Albert Farr to design homes to either side of the original Homer house, at 1020 Broadway and 1629 Taylor Street, respectively.²¹ A number of other prominent architects were also active on the Summit after 1906. These included Chicago architect Charles F. Whittlesey, who built six homes on Florence Street in a Pueblo/Mission Revival Style; Charles W. McCall of Oakland, who built three Mission/Spanish Colonial Revival homes on Florence Street; Julia Morgan, who built a Bay Area Tradition cottage at 1023 Vallejo Street; and Polk, who designed the Vallejo Street improvements and built four houses on Russian Hill Place in the Mission/Spanish Colonial Revival Style.

Of the other original Summit residents, only the Atkinson family retained a long-term presence. Catherine (Kate) Atkinson, daughter of Joseph Atkinson and his wife, June, inherited the Atkinson house at 1032 Broadway upon her father’s death in 1880, and lived there for nearly another 40 years, often in the company of other family members, including her aunt and uncle, Kate and Almarin Paul, and their three children. Like Joseph Worcester, Kate Atkinson attracted a number of artists and writers to her home, including poet and artist Bruce Porter and writer Gelett Burgess (perhaps best known for his poem, “The Purple Cow,”²² which graced the cover of Porter and Burgess’ literary journal, *The Lark*, in 1895); Burgess lived on the Summit for a time. Other artists who called the Summit home included the wife-and-husband of photographer Dorothea Lange and painter Maynard Dixon, and painter Dora Norton

¹⁹ Page & Turnbull, op. cit.; p. 20.

²⁰ Page & Turnbull, op. cit.; p. 23.

²¹ The Ethel Roeder home was later owned by noted poet and suffragist Sara Bard Field.

²² “I never saw a purple cow / I never hope to see one / But I can tell you anyhow / I’d rather see than be one.”

Williams; Williams, around 1915, had as a tenant Rose Wilder Lane, a reporter for the *San Francisco Bulletin* and earlier one of the first California women selling real estate. Lane had as a visitor her mother, Laura Ingalls Wilder, some 17 years before she began to publish the first of the *Little House* books.

From 1941 until the beginning of high-rise construction in the 1960s, there was little change on the Summit. A 40-foot height limit, instituted after the construction of several towers, has limited the potential for major new development. Among the projects built on the Summit since the 1960s are The Hermitage condominium building at 1020 Vallejo Street by architects Esherick, Homsey, Dodge and Davis (now EHDD) in 1984. The National Register nomination form notes that, although this building was on the site of one of Polk's original houses and Joseph Worcester's cottage (both demolished for an unrelated project that was never built), The Hermitage nevertheless "follows the district's traditions of quality architects, input from the Livermore family ... and natural shingles." The Russian Hill/Vallejo Street Crest District was listed in the National Register of Historic Places in 1987. The only substantive changes since that time have involved the remodeling of the Livermore house (the original and substantially expanded Morrison house) by architect Robert A.M. Stern; construction of adjacent condominiums at 1035 – 1055 Vallejo Street; and demolition and new construction of a single-family house at Florence and Vallejo Streets. Just outside the historic district, a large condominium project was developed in 2002 on the south side of Green Street between Jones and Taylor Streets.

Among the buildings in the historic district, two are individually identified as City Landmarks—the Atkinson House at 1032 Broadway and the House of the Flag at 1652 – 1656 Taylor Street (across Taylor Street from, and north of, the project site, at the corner of Taylor and Vallejo Streets). Another nearby City Landmark is the Feusier Octagon House at 1067 Green Street, between Leavenworth and Jones Streets.

Impact CP-1: The proposed project would cause a substantial adverse change in the significance of the Russian Hill/Vallejo Street Crest District, a historical resource as defined in CEQA Guidelines §15064.5. (Less than Significant with Mitigation)

The Russian Hill/Vallejo Street Crest District is considered a historic resource under CEQA because it is listed in the National Register, which, by definition, results in the district also being listed in the California Register of Historical Resources. According to CEQA Section 21041.1, a "project that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment." State CEQA Guidelines Section 15064.5(b) defines "a substantial adverse change in the significance of an historic resource" as a change that "demolishes or materially impairs in an adverse manner those physical characteristics that convey its historical significance" and that justify its inclusion in, or eligibility for any state or local register of historic resources, such as the National or California Registers or Article 10 or 11 of the *Planning Code*, or that otherwise convey its historical significance and justify the resource's identification as a historical resource.

The CEQA Guidelines further state that a project that meets the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Secretary's Standards) is generally considered to have a less-than-

significant impact. But the reverse is not necessarily true: for a project that would not be consistent with the Secretary's Standards, the impact evaluation must determine whether the proposed changes would constitute "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Although the historic resources evaluation prepared by Page & Turnbull found that the proposed project would be generally consistent with the Secretary's Standards, the Planning Department Historic Resources Evaluation Response (HRER) found that the project would not comply with the standards because the new construction would not be compatible with the massing, size, scale, and architectural features of the district and because the project would alter the historic retaining walls. Therefore, for purposes of a conservative assessment, this analysis finds that the project would have a significant impact on the Russian Hill/Vallejo Crest Historic District.

The proposed project would add three new buildings to an existing vacant lot within the Russian Hill/Vallejo Crest Historic District. According to the Planning Department HRER, the project would "involve material and visual alterations that substantially change defining characteristics of the subject property and its site and environment."²³ The project would further "result in a semi-attached, 'complex' appearance on the site that is not compatible with the existing historical pattern of separate structural masses and detached residential buildings on the subject property and on the subject block. Also, the proposed project will construct a new residential building (duplex at 1601-1625 Taylor Street) that will appear to be five full stories in height above natural grade, which will result in a 'tower' mass that is not compatible with the existing pattern of three-story and four-story structures on the subject block. Also, the proposed project will result in construction of a new residential building (1000 Broadway) that may not be differentiated from older historical structures that were constructed as examples of the Spanish Colonial Revival/Eclectic architectural style between approximately 1915 and 1940."²⁴ Although the project would include extensive landscaping, including retention of a large redwood tree at the corner of Broadway and Taylor, thereby maintaining a "verdant edge" to the district, the proposed project would alter the spatial relationship of the site to the surrounding buildings within the district. The project would reduce the sense of "a greenery-enveloped rural enclave in the midst of the city" (National Register nomination form, Section 8, Significance), which could diminish the integrity of setting and feeling of the district.

Planning Department preservation staff has determined that the new construction would be inconsistent with Standard No. 9 of the Secretary's Standards, which calls new additions to be differentiated from the old and to be compatible with the massing, size, scale, and architectural features that characterize a historical resource. Staff has additionally identified potential incompatibility with respect to Standard No. 3, which calls for avoiding "a false sense of historical development," specifically in regard to the design of the corner building at 1000 Broadway, which would "include specific features and architectural elements that may be considered to be conjectural, because they are typically found in similar

²³ San Francisco Planning Department, HRER (see footnote 11, p. 26); p. 9.

combinations/patterns on other historical buildings that were constructed as examples of the Spanish Colonial Revival/Eclectic architectural style between approximately 1915 and 1940 [, including]: tile roofs; elaborated chimney tops; arches; columns; wrought iron railings; and relatively rich levels of detail and decoration.”²⁵

The foregoing would result a significant impact to the historic district. In order to reduce the potential impacts to a less-than-significant level, the project sponsor would be required to implement **Mitigation Measure M-CP-1**.

Mitigation Measures

M-CP-1a: HABS Documentation. Prior to the issuance of demolition or site permits, the project sponsor shall undertake HABS (Historic American Building Survey) documentation of the subject property, structures; objects; materials; and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:

- *Measured Drawings:* A set of measured drawings that depict the existing size, scale and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings;
- *HABS-Level Photography:* Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs should be reviewed by Planning Department Preservation staff for concurrence, and all digital photography should be conducted according to the latest National Park Service Standards. The photography should be undertaken by a qualified professional with demonstrated experience in HABS Photography; and,
- *HABS Historical Report:* A written historical narrative and report, per HABS Historical Report Guidelines.

The professional shall prepare the documentation and submit it for review and approval by the Planning Department’s Preservation Specialist prior to the issuance of building permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

²⁴ San Francisco Planning Department, HRER (see footnote 11, p. 26); p. 9.

²⁵ San Francisco Planning Department, HRER (see footnote 11, p. 26); p. 4.

M-CP-1b: Design Revisions to New Structures. The project sponsor shall revise the project plans in the following manner to increase the compatibility of the new structures with the Historic District in the following manner:

- Provide visual separation between the three buildings.
- Reduce the massing of the top floor of 1601-1625 Taylor Street.
- Use contemporary materials rather than clay tile for the roof of 1000 Broadway.
- Use simplified contemporary patterns for the 1000 Broadway metal railings.
- Use simplified columns and arches at 1000 Broadway.

Implementation of Mitigation Measures M-CP-1a and M-CP-1b would reduce impacts to the Russian Hill/Vallejo Street Crest Historic District to a less-than-significant level.

Impact CP-2: The proposed project would cause an adverse impact on the integrity of the Homer-Parker and Parker-Atkinson Retaining Walls along Taylor Street and Broadway, respectively. (Less Than Significant With Mitigation Incorporated)

The Homer-Parker Retaining Wall on Taylor Street and the Parker-Atkinson Retaining Wall along Broadway are character-defining features of the Russian Hill/Vallejo Street Crest Historic District. There are two existing openings (one pedestrian and one vehicular) in the Parker-Atkinson wall on Broadway to provide access to residences above. There are no existing openings in the Homer-Parker wall on Taylor Street (the home above it is accessed by stairways that surmount the wall). However, there are two openings (one pedestrian and one vehicular) in the Samuel Teller Retaining Wall farther north on Taylor Street, at 1939 Taylor; this third retaining wall is joined to the Parker-Atkinson Wall so that the two function together as the barrier along Taylor Street.

As described above in the Project Description on p. 11, the proposed project would penetrate the Homer-Parker Retaining Wall on Taylor Street, a contributing feature of the historic district, by creating two openings near the intersection with Broadway, one 10 feet wide for the garage and the second, 4 feet wide for a pedestrian doorway to the garage (combined within a single 14-foot-wide arched opening). The project would create two additional new pedestrian openings farther north along this wall, one about 10 feet wide (to the unit at 1601 Taylor Street) and the other, about 4 feet wide (to the unit at 1625 Taylor Street). Similarly, the proposed project would cut two new 4-foot-wide pedestrian openings (to the houses at 1000 Broadway and 1010 Broadway) into the Parker-Atkinson Retaining Wall along Broadway, also a contributing element of the district.

The existing retaining walls “currently exhibit signs of deterioration (including cracking, bowing, and tilting). These existing signs of deterioration, as well as the existing remnants of stairs that were previously located at an exterior wall and that have deteriorated, are changes to the existing concrete perimeter retaining walls that have acquired historic significance in their own right, because they indicate the passage of time and its effects on the existing historic retaining walls, and because they expose the

character of historical materials, construction techniques, and examples of fine craftsmanship that characterize the subject property and the historic district.”²⁶ The project’s geotechnical evaluation noted, “The retaining walls are in various stages of deterioration. During our site visit, we observed vertical cracks with an out-of-wall offset along portions of the retaining walls on both Broadway and Taylor Streets. The offset indicates some leaning of the walls.”²⁷

The proposed project would structurally reinforce both retaining walls to prevent further deterioration. According to a structural engineering evaluation, “Bracing of these walls during construction can be accomplished with a system of drilled-in-place vertical steel beams and shotcrete placed behind the walls as excavation proceeds. Underpinning can be provided by drilled-in-place pipes combined with concrete underpinning piers incorporated into the shotcrete at the back of the existing walls. Support of these walls for the permanent condition will need to be addressed by structurally connecting them to the building below the sidewalk level.”²⁸

Planning Department preservation staff has determined that alteration of the retaining walls through creation of the new openings would be inconsistent with Standards No. 1 and No. 2 of the Secretary’s Standards, which call for making minimal changes to, and avoiding removal of, character-defining features of a historical resource, and Standard No. 5, which calls for preserving distinctive features, finishes, and construction techniques or examples of fine craftsmanship that characterize a property. According to the Department’s HRER, the project would be inconsistent with Standard No. 1 because it would involve “material and visual alterations that substantially change defining characteristics of the subject property and its site and environment,”²⁹ and would be inconsistent with Standards No. 2 and No. 5, because “These proposed changes appear to exceed the minimum number of new openings, the minimum amount of existing wall material required to be removed, and the minimum change in design (including introduction of varied and complex new features) to the existing concrete perimeter retaining walls that is required in order to provide pedestrian/vehicular access to the proposed three separate residential properties.”³⁰

According to the historic resource evaluation, altogether, approximately 5 percent of the surface area of the existing retaining walls would be removed by the six new openings. (This count considers the garage and pedestrian doorways as separate openings, although they would be grouped within a single archway

²⁶ San Francisco Planning Department, HRER (see footnote 11, p. 26); p. 5.

²⁷ Treadwell & Rollo, *Updated Geotechnical Feasibility Study, Wysteria Residences, San Francisco*, February 5, 2010. This report is on file at the Planning Department 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2006.1202E.

²⁸ Tuan and Robinson Structural Engineers, *Engineering Evaluation – Planned Site Retaining Walls, Shoring, and Underpinning, Wysteria Residences, Broadway and Taylor Streets San Francisco*, February 3, 2010. This report is available for public review at the Planning Department 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2006.1202E.

²⁹ San Francisco Planning Department, HRER (see footnote 11, p. 26); p. 2.

³⁰ San Francisco Planning Department, HRER (see footnote 11, p. 26); p. 3.

in the Homer-Parker wall.) The historic resource evaluation states that the project would “rehabilitate and seismically retrofit the two retaining walls on Broadway and Taylor Street, walls which are already showing significant signs of failure (including cracking, bowing and tilting). While this action will alter some of the wall’s historic materials, the retrofit is necessary to prevent the walls from deteriorating beyond repair.”³¹

As noted above, the project proposes six additional openings in the walls, two pedestrian openings on Broadway and four openings on Taylor Street (one vehicular entrance and three pedestrian entrances). The proposed openings would remove approximately 5 percent of the surface area of the existing retaining walls. For the purposes of a conservative assessment, and because the Homer-Parker Retaining Wall has no existing penetrations, the creation of four new openings in the Homer-Parker Retaining Wall along Taylor Street, including two openings 10 feet wide and two 4 feet wide, and the creation of two 4-foot-wide openings proposed to be cut in the Parker-Atkinson Retaining Wall on Broadway is considered a potentially significant effect on these character-defining features of the district.

In order to reduce the potential impacts to the integrity of the Homer-Parker and Parker-Atkinson Retaining Walls, the project sponsor would be required to implement **Mitigation Measure M-CP-2**, which would reduce the impact to a less-than-significant impact.

Mitigation Measures

M-CP-2a: Condition Assessment of and Stabilization Plan for Retaining Walls. Prior to the start of work, the project sponsor shall engage qualified professional(s) to perform detailed geotechnical investigations, and other studies as necessary, to determine the exact structural condition of the existing historic concrete retaining walls and surrounding environment. This analysis shall investigate the feasibility, and implementation if feasible, of measures to strengthen/support the existing historic concrete retaining walls in situ, such that further structural deterioration is prevented, and such that existing conditions (cracking, bowing, and tilting) are retained and preserved. If it is determined that structural stability requires correction of existing cracking, bowing, and/or tilting, then the analysis shall investigate and the project sponsor shall implement the least visually and materially intrusive measures to strengthen/support the existing historic concrete retaining walls, such that further structural deterioration is prevented. The project sponsor and/or project architect shall present the conclusions of this analysis to Planning Department preservation staff for review and approval prior to the issuance of building or site permits.

M-CP-2b: Minimize Openings in the Historic Retaining Walls. The project sponsor and architect shall work with Planning Department preservation staff to reduce the surface area and/or number of penetrations in the historic retaining walls for pedestrian and vehicular access.

³¹ Page & Turnbull, op. cit.; p. 44.

The project sponsor and/or project architect shall present the resulting retaining wall plans and elevations to Planning Department preservation staff for review and approval prior to the issuance of building or site permits.

M-CP-2c: Design Revisions to Openings in Retaining Walls. In addition to Mitigation Measure M-CP-2b, the project sponsor and project architect shall revise the project design to decrease the impacts to the retaining walls in the following manner:

- Reduce the size of 1601 and 1625 Taylor Street opening(s) to match the openings at 1000 Broadway and 1010 Broadway.
- Narrow the width of garage door opening to 8 feet.
- Redesign the garage man-gate to match 1000 and 1010 Broadway gates.
- Recess all doors and gates to the rear plane of the retaining wall.
- Attach all gates within recesses rather than to the exterior surfaces of the retaining walls.
- Leave cuts through retaining walls unfinished to expose their original composition.

M-CP-2c: Construction Management Plan for Retaining Walls. Prior to the start of work, the project sponsor shall contract with a qualified preservation architect, historian, structural engineer, and geotechnical professional, as applicable, for preparation of a detailed, comprehensive construction management plan that identifies all proposed physical alterations to, and/or chemical treatments of, the existing retaining walls around the site perimeter (including cutting into and through the existing concrete historic retaining walls, removal of wall material, and treatment of new exposed wall surfaces and edges), and that includes preventative and/or remedial measures to ensure that any physical alterations and/or chemical treatments that are required as part of the proposed project are undertaken in a fashion that results in the least practicable alteration of the retaining walls' historic fabric. The construction management plan shall be presented to Planning Department preservation staff for review and approval prior to the issuance of site or excavation permit(s). The project sponsor shall include in contractors' specifications compliance with the construction management plan.

M-CP-2d: Provide Interpretive Signage. Because there are currently no interpretive plaques or signage in the Russian Hill/Vallejo Street Crest National Register Historic District, the project sponsor shall consult with Planning Department preservation staff to develop signage to be attached to the project site retaining wall(s) to inform the public of the presence of a historic district or explain its significance and landmarks.

Implementation of Mitigation Measure M-CP-2a through M-CP-2d would retain and preserve changes to the retaining walls that have acquired historic significance in their own right, and minimize the effects of repair and/or replacement of deteriorated features that have acquired historic significance in their own

right, to the greatest extent feasible, thereby reducing the effects on the historic retaining walls to a less-than-significant level.

Improvement Measure

I-CP-2: Non-destructive removal and storage of materials from planned wall perforations. To the degree physically possible and financially feasible, a construction technique such as water jet cutting could be used to cut the various wall penetrations in a manner that their “plugs” can be preserved intact. The “plugs” could be stored at the site so as to provide the opportunity to restore these historic materials to retaining walls. Alternatively, the “plugs” could be incorporated into landscaping features on the site, which would also allow for potential reversal of the impact.

With implementation of Mitigation Measures M-CP-1 and M-CP-2, the proposed project would have a less-than-significant impact on historic resources.

Impact CP-3: The proposed project could cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5. (Less than Significant with Mitigation Incorporated)

The proposed project would require excavation on average of approximately 42 feet below the existing ground surface, removing approximately 18,780 cubic yards of soil. Due to the proposed excavation work, the Planning Department conducted a study to determine if any archeological resources would be affected. In an email dated December 10, 2010, the Planning Department staff indicated that there appear to be no CEQA-significant archeological deposits present at the project site.³² Additionally, in order to reduce the potential impacts of any accidental discovery of potentially significant archeological resources, the project sponsor would be required to comply with **Mitigation Measure M-CP-3**, which would reduce this impact to a less-than-significant level.

Mitigation Measure

M-CP-3: Archeological Resources (Accidental Discovery). The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior

³² Email from Don Lewis, San Francisco Planning Department, to Steve Kendrick, Project Applicant, December 10, 2010. A copy of this email is available for public review at the Planning Department, 1650 Mission Street, 4th Floor, as part of Case File No. 2006.1202E.

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 archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning 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 Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The

Environmental Planning division of the Planning Department shall receive 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 CP-4: The proposed project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. (No Impact)

Paleontology is a multidisciplinary science that combines elements of geology, biology, chemistry, and physics in an effort to understand the history of life on earth. Paleontological resources, or fossils, are the remains, imprints, or traces of once-living organisms preserved in rocks and sediments. Paleontological resources include vertebrate, invertebrate, and plant fossils or the trace or imprint of such fossils. The fossil record is the only evidence that life on earth has existed for more than 3.6 billion years. Fossils are considered non-renewable resources because the organisms from which they derive no longer exist. Thus, once destroyed, a fossil can never be replaced. Paleontological resources are lithologically dependent; that is, deposition and preservation of paleontological resources are related to the lithologic unit in which they occur. If the rock types representing a deposition environment conducive to deposition and preservation of fossils are not favorable, fossils will not be present. Rock types that may contain fossils include sedimentary and volcanic formations.

The project site is generally underlain by fill and colluvium with underlying of shale. Although the project would result a large quantity of excavation, fill and shale are not expected to contain fossils. Therefore, the proposed project would have no impact on paleontological resources or unique geological features related to such resources.

Impact CP-5: The proposed project would not disturb human remains, including those interred outside of formal cemeteries. (Less than Significant)

Impacts on Native American burials are considered under CEQA Guidelines Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within a project site, the CEQA lead agency is required to work with the appropriate tribal entity, as identified by the California Native American Heritage Commission (NAHC). The lead agency may develop an agreement with the appropriate tribal entity 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 soil-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 archeological sensitivity analysis, discussed above under Impact CP-2, did not identify the project site as a site of potential Native American burials. As such the project is not anticipated to disturb any human remains, including Native American burials, and is expected to have no impact on human remains.

Impact C-CU: The proposed project would not make a considerable contribution to any cumulative significant effects on cultural or paleontological resources. (Less than Significant)

For the reasons discussed above, the proposed project’s impacts on cultural and paleontological resources, both individually and cumulatively, would be less than significant with implementation of Mitigation Measures.M-CP-1, M-CP-2, and M-CP-3. With implementation of these measures, the proposed project would not make a considerable contribution to any cumulative adverse effects on historical, archeological or paleontological resources, and cumulative effects would be less than significant.

<i>Topics:</i>	<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, 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"/>

<i>Topics:</i>	<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>
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"/>
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, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located near a public or private airport or within an airport land use plan area. Therefore, significance criterion 5c would not apply to the proposed project.

The project site is located at the intersection of Broadway and Taylor Street, in the Russian Hill neighborhood of San Francisco. Adjacent to the project site, Broadway is a two-way, two-lane, east-west roadway with a steep grade and perpendicular parking on both sides of the street. Broadway dead-ends midway between Taylor and Jones Streets, at the top of the steep hill on the project block, where the street is interrupted by a concrete wall. Taylor Street is a two-way, two-lane, east-west roadway with perpendicular parking on the west side of the street, adjacent to the project site. The intersection at Broadway and Taylor Street is controlled by stop signs on all four approaches.

Neither Broadway nor Taylor Street are listed in the *San Francisco General Plan* as a Major Arterial or part of the Congestion Management Program (CMP) Network, a Transit Important Street, part of the Citywide Pedestrian Network, a Metropolitan Transportation System (MTS) Network Street, a Neighborhood Commercial Street, part of the Citywide bicycle route, or a Freight Traffic Route (Other Major Arterials).

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 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, pedestrian and bicycle circulation, and

parking and freight loading. The section also evaluates potential traffic impacts during project construction.

Project Travel Demand. The proposed project would construct two single-family homes and a duplex. As set forth in the Planning Department's *Transportation Impacts Analysis Guidelines for Environmental Review* (October 2002), the Planning Department evaluates traffic conditions for the weekday p.m. peak hour conditions, which typically represent the worst conditions of the local transportation network.

The proposed project is estimated to generate 40 new average daily person-trips, including 7 in the p.m. peak hour. These net new trips would be distributed among various modes of transportation, including single occupancy vehicles, carpools, public transit, walking, and bicycling. Of the estimated 7 p.m. peak hour person-trips, approximately 2 would be vehicular trips, 3 would be transit trips, and 2 would be walking trips.³³ These vehicle trips generated by the proposed project would not be considered a substantial traffic increase relative to the existing capacity of the local street system, and the impacts would be less than significant.

Loading. No off-street loading spaces would be provided for the proposed project, and none are required by the *Planning Code* because the residential space would be less than 100,000 square feet. The proposed project would include 15,400 square feet of residential space with four dwelling units. Deliveries to the project site would include standard delivery services like FedEx or UPS. Since the proposed project would be residential, it would generate relatively few service calls and deliveries, and the effect on traffic flow would be considered less than significant.

Parking. Parking impacts are not considered significant under CEQA, but a discussion of parking is presented here as an informational item.

Parking Requirements. *San Francisco Planning Code* Section 151 (Schedule for Required Off-Street Parking Spaces) requires a minimum of one off-street parking space for every dwelling unit. Therefore, per the requirements of the *Planning Code*, the proposed project would be required to provide four off-street parking spaces for the four proposed residential units.

Parking Proposed by Project. The proposed project would provide a total of 16 off-street parking spaces, consisting of 10 spaces for the proposed new residential units and six spaces for two existing single-family homes (three spaces for 1020 Broadway and three spaces for 1629 Taylor Street). The parking proposed by the project would exceed the requirements of *Planning Code* Section 151. The project would not exceed the maximum of three parking spaces per dwelling unit permitted by *Planning Code* Section 204.5 as an accessory use, when one space is required.

³³ Residential trips were calculated at 10 trips per three - and two-bedroom unit for the proposed project's four dwelling units.

Project Parking Demand. The proposed project would generate a parking demand (which can differ from the *Planning Code* parking requirement) of approximately six parking spaces for the proposed new residential units. The parking demand of six spaces would be met by the 10 residential spaces to be provided by the proposed project. Moreover, inasmuch as the project would also provide six new parking spaces for two existing dwelling units, the proposed project would reduce the site vicinity's parking deficit.

Loss of On-Street Parking. The proposed project would include one garage entrance from Taylor Street, which would provide parking for the proposed new dwelling as well as for the two existing residences (1020 Broadway and 1629 Taylor Street). The garage would require a 10-foot-wide curb cut, which would displace approximately two on-street parking spaces. However, the project would provide off-street parking for the new residences in excess of *Planning Code* requirements, in addition to providing six parking spaces for two adjacent parcels that contain existing single-family homes. In total, the proposed project would include 16 off-street parking spaces.

Construction Activities. The proposed project would be constructed over a period anticipated to last approximately 12 months. Construction activities would include daily vehicle trips generated by the arrival and departure of construction workers, as well as haul trucks carrying soil and rock excavated from the proposed sub-grade garage. Approximately 15 workers would drive to the construction site each day for approximately 12 months for excavation and construction of the proposed project. Construction workers would initially park on-street during the excavation stage, but then would use the finished garage as a parking area during building construction. Construction of the garage is expected to take approximately 10 to 12 weeks.

Trucks would haul excavated materials away from the site and haul assembly materials to the site. The proposed project would excavate approximately 18,780 cubic yards of dirt, which would require 418 truck loads, or 836 one-way truck trips (assuming 45 cubic yards per semi-trailer truck). Broadway and Taylor Street would be used to haul building materials to the site. Construction of the proposed project would not require any lane closures. Assuming five weeks of excavation, this would amount to 33 truck trips per day, or about 4 trips per hour (one every 15 minutes), assuming an eight-hour work day. The impact of construction truck traffic would be a temporary lessening of the capacities of local streets due to the slower movement and larger turning radii of trucks, which could affect both traffic and transit operations. However, this level of truck activity would not be sufficient to result in significant impacts on intersection operations or transit service. Throughout the remainder of the construction period, there would be a more normal flow of construction-related trucks into and out of the site, generally limited to trucks making occasional deliveries of material.

The impacts of construction on parking and traffic would be limited in scope and temporary in duration, and would be less than significant. However, implementation of Improvement Measure IM-TR-1 would further decrease the less-than-significant construction period impacts.

Improvement Measure

I-TR-1: Construction Traffic Measures. The following measures would minimize disruption of the general traffic flow on adjacent streets:

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the SFMTA).
- The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the Police Department, the Fire Department, Muni's Street Operations and Special Events Office, the Planning Department, and other City agencies to determine feasible traffic measures to reduce traffic congestion and other potential transit disruption and pedestrian circulation effects during construction of the project.

Impact TR-2: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (Less than Significant)

The proposed project would not include any design features that would substantially increase traffic hazards (e.g., by creating a new sharp curve or dangerous intersections), and would not include any incompatible uses, as discussed above in Topic 1, Land Use and Land Use Planning; therefore, the project would not have adverse impacts associated with traffic hazards. The proposed project would include one 10-foot-wide curb cut on Taylor Street. The curb cut would provide access to the new parking garage serving the proposed new residential buildings and the existing residences at 1020 Broadway and 1629 Taylor Street. The new curb cut would be the project's only transportation-related design feature and would not be out of character with the neighborhood or create a substantial increased traffic hazard.

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

The proposed project would not result in a significant impact with regard to emergency access as the project site is accessible from both Broadway and Taylor Street. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic-related hazards or emergency access provisions. Proposed buildings would be required to meet the standards contained in the Building and Fire Codes, and the Department of Building Inspection and Fire Department would review the final building plans to ensure sufficient access and safety. The proposed project would therefore have a less-than-significant impact on emergency access conditions in the vicinity of the project site.

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)

Public Transit Service. Muni provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car, and electric streetcar lines. Muni provides public transit service in the immediate vicinity. Muni lines passing within three blocks of the project site include the 10-Townsend, 12-Folsom, 30-Stockton, 41-Union, and 45-

Union-Stockton bus lines, and the Powell–Mason and Powell–Hyde cable car lines. The nearest BART station, the Montgomery Street station, is approximately one mile south of the project site on Market Street.

The estimated three peak hour transit trips generated by the project would be distributed among the Muni lines providing service in the vicinity of the project site. This increase in transit demand associated with the project would not have a noticeable impact upon transit service or operations. In view of the above, project related impacts on public transit would be less than significant.

Pedestrian Facilities. Pedestrian conditions in the vicinity of the project for both sidewalks and crosswalks were observed to be adequate, with pedestrian flow operating at acceptable levels of service. The proposed project would generate approximately 12 peak-hour pedestrian trips, which would not substantially change the existing pedestrian conditions. 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. Pedestrian impacts would therefore be less than significant.

Bicycle Facilities. In the vicinity of the project site, Columbus Avenue and Broadway are designated Citywide Bicycle Routes. Columbus Avenue is part of the Bicycle Route #11 and Broadway is part of Bicycle Route #17. These routes are interconnected to the Citywide Bicycle Network and provide access to and from the project site from locations throughout the City. Any increase in traffic generated by the project would not be substantial enough to affect bicycle travel in the area, and project impacts on bicycle facilities would be less than significant.

Impact C-TR: The proposed project would not make a considerable contribution to any cumulative significant transportation effects. (Less than Significant)

The limited scale of the proposed project, and the fact that the project would have no significant project-specific impact, would preclude any cumulative transportation effects. For the reasons discussed above, the proposed project’s transportation impacts, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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"/>

<i>Topics:</i>	<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>
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"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not within an airport land use plan area, nor is it in the vicinity of a private airstrip. Therefore, Questions 6e and 6f are not applicable.

Impact NO-1: The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, but could be substantially affected by existing noise levels and expose persons to noise levels in excess of standards established in the local general plan or noise ordinance. (Less than Significant)

“Sensitive receptors” are places such as residences, schools, hospitals, and convalescent homes, where people require quiet for sleep or concentration. The nearest sensitive receptors to the project site are residences immediately adjacent to the site and across Broadway and Taylor Streets to the south and east, respectively. The new residential units proposed by the project would also be considered sensitive to noise.

Applicable Noise Standards. The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to state guidelines promulgated by the Governor’s Office of Planning and Research, indicate maximum acceptable exterior noise levels for various newly developed land uses. For residential uses, the maximum “satisfactory” exterior noise level without incorporating noise insulation into a project is 60

dBA³⁴ (Ldn),³⁵ while the guidelines indicate that residential development should be discouraged at exterior noise levels above 65 dBA (Ldn). Where exterior noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements would be necessary prior to final review and approval, and new construction or development of residential uses will require that noise insulation features be included in the design.

In addition, Title 24 of the California Code of Regulations (the state building code) establishes uniform noise insulation standards for residential projects. Title 24 requires that for interior noise levels with windows closed, exterior noise sources shall not exceed 45 dBA (Ldn) in any habitable room. (Title 24 requirements apply to residential structures other than detached single-family dwellings.)

Existing Noise in Project Site Vicinity. Ambient noise levels in the project site vicinity are typical of noise levels in greater San Francisco, which are dominated by vehicular traffic, including trucks, cars, Muni buses, and emergency vehicles. Neither Broadway nor Taylor Street in the project site vicinity carries heavy traffic. Broadway, on a steep slope, may generate moderate levels of traffic noise as vehicles brake at or accelerate from the intersection, but vehicle volumes are low and therefore not a substantial source of noise. Observation indicates that surrounding land uses are not noisy, as would be expected of residential neighborhoods. Based on citywide modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH),³⁶ the roadways adjacent to the project site, Broadway and Taylor Streets have ambient noise conditions greater than 65 dBA.³⁷ However, Broadway is not a through street on the project block, and observation indicates the site is relatively quiet.

Project Noise Exposure. Based on modeling of existing noise levels, the proposed project would locate new residential units, considered to be sensitive receptors, in an environment with noise levels that are normally considered unacceptable for residential uses. Accordingly, the project sponsor would be required by the Department of Building Inspection and Title 24 to incorporate noise insulation features in the multi-unit building at 1601–1625 Taylor Street to maintain an interior noise level of 45 dBA (Ldn) in habitable rooms. It is anticipated that, at a minimum, sound-rated windows and/or doors would be installed as part of the proposed project. Inasmuch as double-paned windows, which are commonly used in new construction, typically offer a minimum of 25 dBA of noise reduction, conventional construction techniques are expected to result in acceptable interior noise levels in both the multi-family and single-family dwellings. Therefore, the project would not result in a significant impact with respect to exposure

³⁴ The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

³⁵ The Ldn is a measure of community noise levels. Ldn is an A-weighted sound level measured over a 24-month 24-hour time period.

³⁶ Traffic noise map presented on DPH website: <http://www.sfdph.org/dph/EH/Noise/default.asp>.

³⁷ Noise levels in the Broadway Tunnel below the project site are in excess of 75 dBA, but are contained within the tunnel.

of project residents to ambient noise levels. The Department of Building Inspection would review project plans for compliance with Title 24 noise standards. Compliance with Title 24 standards and with the *San Francisco General Plan* would ensure that effects from exposure to ambient noise would not result in significant impacts, either individually or cumulatively.

Noise from Project Operations. Vehicular traffic makes the greatest contribution to ambient noise levels throughout most of San Francisco. Generally, traffic must double in volume to produce a noticeable increase in the ambient noise level in the project vicinity.

The proposed project would generate approximately 40 new average daily person-trips trips, including 7 p.m. peak-hour vehicle trips. This increase in vehicle trips would not cause traffic volumes to double on area streets, and it would not have a noticeable effect on ambient noise levels in the project site vicinity. The project also would not contribute to any potential cumulative traffic noise effects. As a residential development, the proposed project would not include features or uses that would be expected to generate substantial noise. Therefore, operational noise from the proposed project, including traffic-related noise, would not significantly increase the ambient noise levels in the project vicinity.

Impact NO-2: The proposed project would not result in a substantial temporary or periodic increase in ambient noise levels and vibration in the project vicinity above levels existing without the project. (Less than Significant)

Demolition, excavation and project construction would temporarily and intermittently increase noise and possibly vibration levels around the project site and may be considered an annoyance by occupants of nearby properties. Noise and vibration levels over the estimated 12-month construction period would fluctuate depending on the construction phase, equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers. Construction noise associated with the proposed project would include excavation, truck traffic, foundation construction, building erection, and finishing. Of these, excavation and erection of the new buildings would likely generate the most construction-related noise.

Noise from Excavation. Much of the excavation would occur behind the existing concrete retaining walls that surround the site, since the walls would remain with implementation of the proposed project. Therefore, the walls would act as a noise barrier between the excavation site and most surrounding residential receptors, resulting in noise levels during most of the excavation period that would be about 15 dBA or lower than would otherwise be the case during excavation. In addition, noise attenuates with distance from the source, and most nearby receptors are 75 feet away or more. Therefore, construction noise during excavation would be less than significant.

The primary exception to the foregoing would involve the adjacent homes at 1020 Broadway and 1629 Taylor Street, both of which would be exposed to exterior noise levels that, on average, could exceed 85 dBA with two excavators operating simultaneously. Noise levels could be even higher when construction work is under way at the point closest to one of these residences. However, the noise level

would diminish as the excavation deepens, because the side walls of the excavation pit would serve to partially attenuate equipment noise, and the source would also be increasingly distant from the adjacent receptors. Moreover, interior noise levels would be 10 to 15 dBA lower with windows closed.

Noise from Building Construction. Construction of the garage and building foundations would entail pouring and finishing of concrete over a period of approximately 5 weeks. As with excavation, most of this activity would be behind the existing retaining walls, thereby shielding nearby receptors from most of the noise. The primary noise source would be concrete mixer trucks. However, this would be an intermittent source of noise that would occur only when concrete is being poured, and would be less than significant. Actual building framing and construction, would not generate significant noise, because the new residences would be wood-frame construction and thus the erecting of the structures would be hand work by carpenters and other tradespeople.

In general, construction activities other than pile driving typically generate maximum noise levels no greater than 90 dBA (and steady-state noise levels of about 85 dBA, Leq) at 50 feet from the activity. As noted, closed windows typically can reduce daytime interior noise levels to an acceptable level. Therefore, for nearby sensitive receptors, although construction noise could be annoying at times, it would not be expected to exceed noise levels commonly experienced in an urban environment, and would not be considered significant. The project sponsor anticipates using a stiffened mat slab foundation. Construction of the proposed residential buildings would not require pile driving. The proposed project would not create unusual levels of groundborne vibration that would disturb nearby residents or businesses, and vibration impacts would be less than significant.

Noise from Construction Truck Traffic. Throughout the construction period there would be truck traffic to and from the site, hauling away excavated materials and debris, or delivering building materials. It is anticipated that construction hours would occur from 8:00 a.m. to 5:00 p.m. during the week. Noise from truck traffic is not expected to cause a significant impact, given ambient noise levels in the vicinity and the limited hours and duration of project construction.

San Francisco Noise Ordinance Requirements. The San Francisco Noise Ordinance (Article 29 of the *Police Code*) regulates construction-related noise and would serve to avoid significant noise impacts on sensitive receptors during construction of the proposed project. 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, such as jackhammers, must have both the intake and exhaust muffled to the satisfaction of the Director of the Department 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 would be required to comply with regulations set forth in the Noise Ordinance.

Conclusion. Given the above-mentioned City noise regulations and the temporary nature of construction work, construction noise would have a less-than-significant effect on the environment. Additionally, Improvement Measure I-TR-1, page 44, intended to minimize the disruption of traffic flow by limiting truck movement to the hours between 9:00 a.m. and 3:30 p.m., would also have the secondary effect of reducing the construction noise impacts.

Impact C-NO: The proposed project would not make a considerable contribution to any cumulative significant noise impacts. (Less than Significant)

Traffic generated by construction of the proposed project would not make a considerable contribution to cumulative traffic noise impacts, given the fact that no other major projects are proposed for construction in the near vicinity. The recently approved residential conversion project at 1945 Hyde Street is located on the other side of Russian Hill from the proposed project site, and therefore is unlikely to result in construction traffic that, combined with traffic from proposed project construction, would constitute a significant cumulative impact. As for operational traffic noise, the relatively small scale of the proposed project, at four units, makes it unlikely that project traffic would contribute considerably to any potential long-term increase in traffic-generated noise. For the reasons discussed above, the proposed project's noise impacts, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county Bay Area Air Basin. BAAQMD is responsible for attaining and maintaining air quality in

the air basin within federal and state air quality standards. Specifically, BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. BAAQMD has also adopted CEQA Air Quality Guidelines (Air Quality Guidelines) to assist lead agencies in evaluating the air quality impacts of projects and plans proposed in the air basin.

Impact AQ-1: Construction of the proposed project could generate a substantial amount of fugitive dust emissions. (Less than Significant with Mitigation Incorporated)

Project-related 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 federal 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 (CARB), 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. 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.

San Francisco Construction Dust Control Ordinance. 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.

The Construction 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 Department of Building Inspection. The Director of Building Inspection may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

In accordance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the Director of Building Inspection. Dust suppression activities may include watering all

active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water must be used if required by Article 21, Section 1100 et seq. of the San Francisco Public Works Code. If not required, reclaimed water should be used whenever possible. Contractors must provide as much water as necessary to control dust (without creating runoff in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors must wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the work day. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated materials, backfill material, import material, gravel, sand, road base, and soil must be covered with a 10-millimeter (0.01-inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. Additionally, the California Vehicle Code (Section 23114(a)) requires that haul trucks be covered or otherwise loaded to as to preclude material spilling or blowing from the truck.

For project sites greater than one half-acre in size, the ordinance requires that the project sponsor submit a Dust Control Plan for approval by the San Francisco Health Department. The Department of Building Inspection will not issue a building permit without written notification from the Director of Public Health that the applicant has a site-specific Dust Control Plan, unless the Director waives the requirement. Interior-only tenant improvements, even if over one-half acre, that will not produce exterior visible dust are exempt from the site-specific Dust Control Plan requirement.

Measures Applicable to Project. Because the project site is less than one-half acre in size, the proposed project is not subject to the San Francisco Construction Dust Control Ordinance requirement to prepare a Dust Control Plan, although the basic measures in the ordinance noted above would apply. Because the project would involve excavation of nearly 19,000 cubic yards, however, implementation of Mitigation Measure M-AQ-1 would reduce impacts from dust and criteria pollutants resulting from construction a less-than-significant level.

Mitigation Measure

M-AQ-1: Construction Emissions Minimization. To reduce construction period emissions, the project sponsor shall incorporate the following into construction specifications:

- Prepare and implement a modified dust control plan that requires the following: wet down areas of soil at least three times per day; establish a hotline for surrounding community members who may be potentially affected by project-related dust; install dust curtains and windbreaks on the property lines, as necessary; sweep affected streets with water sweepers at the end of the day; terminate construction activities when winds exceed 25 miles per hour; and apply soil stabilizers to inactive areas.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Implementation of the above mitigation measure and compliance with the Construction Dust Control Ordinance would ensure that the project's fugitive dust impacts would be less than significant.

Impact AQ-2: Construction of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation. (Less than Significant)

The City's thresholds of significance for criteria air pollutant emissions resulting from construction or operation of a proposed project are whether the project would emit reactive organic gases (ROG), oxides of nitrogen (NO_x), or fine particulate matter (PM₁₀) in excess of 54 pounds per day or whether the project would emit particulate matter (PM₁₀) in excess of 82 pounds per day. Vehicle exhaust resulting from on- and off-road construction equipment would contain criteria air pollutants. However, the proposed project is not of such a size that construction emissions would be expected to exceed any of the thresholds of significance for criteria air pollutants from construction, and therefore the project would result in a less-than-significant air quality impact related to construction exhaust emissions.

Impact AQ-3: Construction of the proposed project would not generate emissions of toxic air contaminants that could result in adverse health impacts to nearby receptors. (Less than Significant)

Construction activities that involve the use of heavy diesel-powered equipment, such as excavation, generate emissions of diesel particulate matter, which is classified as a toxic air contaminant (TAC) by CARB. Diesel particulate largely consists of particulate matter smaller than 2.5 microns in diameter (PM_{2.5}), which can cause respiratory problems and well as increasing long-term cancer risks to nearby receptors. There are also other potential health effects that can result from individual chemical components of diesel exhaust, such as acrolein. The project site is not within an area that the Planning Department, through modeling in association with the Department of Public Health and BAAQMD, has identified as a "hot spot" where existing ambient concentrations of TACs from nearby roadways and stationary sources are in excess of 100 in one million. Accordingly, the project would not result in a significant impact, either individually or cumulatively, with respect to construction-generated emissions of TACs.

Impact AQ-4: Operation of the proposed project would not violate an air quality standard or contribute to an existing or projected air quality violation. (Less than Significant)

The project proposes four dwelling units. Emissions criteria air pollutants and ozone precursors from project-generated traffic and stationary sources (e.g., space heating) from a project of this size would be far below the City's thresholds of significance. Therefore, the impact would be less than significant.

Impact AQ-5: Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

San Francisco Department of Public Health Guidance. The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks.³⁸ Consistent with the CARB guidance, DPH has indicated that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, in 2008 San Francisco added Article 38 of the *San Francisco Health Code*, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM_{2.5}. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM_{2.5} from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average).³⁹ If this standard is exceeded, the project sponsor must design the project to reduce exposure of the residential units to PM_{2.5}. Reduced exposure to PM_{2.5} may be accomplished through the location of air intakes or by installation of a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM_{2.5} from habitable areas of residential units.

Because the proposed project would develop four dwelling units, it would be exempt from Article 38. Moreover, while the project is located within the Potential Roadway Exposure Zone, as mapped by DPH, the mapping does not account for the fact that the high traffic volume that passes the site is below grade, in the Broadway Tunnel.⁴⁰ Accordingly, the site is effectively outside the Potential Roadway Exposure Zone.

³⁸ San Francisco Department of Public Health, Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. http://www.sfphes.org/publications/Mitigating_Roadway_AQLU_Conflicts.pdf, accessed June 21, 2010.

³⁹ According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8–10 percent of the range of ambient PM_{2.5} concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM_{2.5}. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, “Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco’s non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco’s population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)

⁴⁰ Although DPH mapping appears to indicate that the site is within a Potential Roadway Exposure Zone, consultation with DPH staff revealed that the modeling was based on traffic volumes within the Broadway Tunnel and not on volumes adjacent to the project site.

Hot Spot Analysis. As noted above, the project site is not within an area that the Planning Department, has identified as an air quality hot spot. Accordingly, the project would not result in a significant impact, either individually or cumulatively, with respect to exposure of project residents to TACs.

Impact AQ-5: The proposed project would not create objectionable odors affecting a substantial number of people. (Less than Significant)

The project would not result in a perceptible increase or change in noxious odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of noxious odors. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore would not adversely affect project site residents.

Impact C-AQ: Construction and operation of the proposed project would not result in a cumulatively considerable net increase in criteria air pollutants or otherwise conflict with regional air quality plans. (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, which is the applicable regional air quality plan developed for attainment of state air quality standards. 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 interfere with implementation of the *2010 Clean Air Plan*, and this impact would be less than significant. As noted above, project-specific emissions would be well below applicable significance thresholds. For the reasons discussed above, the proposed project’s air quality impacts, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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 of an agency 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"/>

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 GHGs has been implicated as the driving force for global climate change. The primary GHGs are carbon dioxide (CO₂), methane, nitrous oxide, ozone, and water vapor. CO₂ is the “reference

gas for GHG emissions, meaning that emissions of total GHGs are typically reported in “carbon dioxide-equivalent” (CO₂E) measures.⁴¹

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.

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.⁴² 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.

The California Air Resources Board (CARB) estimated that in 2008 California produced about 478 million gross metric tons (MMTCO₂E) of CO₂E emissions. CARB found that transportation is the source of 37 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 24 percent and industrial sources at 19 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of CO₂E emissions.⁴³ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the largest source of GHG emissions, accounting for approximately 39 percent of the Bay Area’s 95.8 MMTCO₂E of GHG emissions in 2007. Industrial and commercial sources (including office and retail uses) were the second largest contributors of GHG emissions contributing about 36 percent of total emissions. Electricity generation accounts for approximately 16 percent of the Bay Area’s GHG emissions, followed by residential fuel usage (e.g., home water heaters, furnaces, etc.) at 7 percent, and agriculture at 1 percent. Among industrial sources, oil refining currently accounts for more than 40 percent of GHG emissions, or approximately 15 percent of the total Bay Area GHG emissions.⁴⁴

⁴¹ 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.

⁴² California Climate Change Portal. Frequently Asked Questions About Global Climate Change. Available online at <http://www.climatechange.ca.gov/publications/faqs.html>, accessed January 1, 2011.

⁴³ California Air Resources Board, “California Greenhouse Gas Inventory for 2000-2008—by Category as Defined in the Scoping Plan.” Available online at http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-08_2010-05-12.pdf, accessed January 1, 2011.

⁴⁴ BAAQMD, *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, updated February 2010. Available online at w.baaqmd.gov/Divisions/Planning-and-Research/Emission-Inventory/Greenhouse-Gases.aspx, accessed February 14, 2012.

The U.S. EPA is the federal agency responsible for implementing the federal Clean Air Act. The U.S. Supreme Court ruled on April 2, 2007, that CO₂ is an air pollutant as defined under the Clean Air Act, and that EPA has the authority to regulate emissions of GHGs. However, there are no federal regulations or policies regarding GHG emissions applicable to the proposed project.

CARB is the state agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act, adopted in 1988. In 2006, the California legislature passed Assembly Bill 32 (AB 32), also known as the Global Warming Solutions Act. AB 32 requires CARB 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.⁴⁵ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMTCO₂E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors (see **Table 1**). ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan. 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.

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 CARB. 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.

⁴⁵ 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.

In 2010, the San Francisco Planning Department prepared a draft of the City's *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy).⁴⁶ This document presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's Qualified Greenhouse Gas Reduction Strategy, as recommended by BAAQMD. BAAQMD reviewed San Francisco's GHG Reduction Strategy and concluded that the strategy meets the criteria for a Qualified GHG Reduction Strategy 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."⁴⁷

**TABLE 1
GREENHOUSE GAS (GHG) REDUCTIONS FROM THE AB 32 SCOPING PLAN SECTORS⁴⁸**

GHG Reduction Measures By Sector	GHG Reductions (MMT CO₂E)
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	9
• Extended Producer Responsibility	
• Environmentally Preferable Purchasing	
Total	42.8-43.8

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, installing solar panels on building roofs, implementing a green building strategy, adopting of a zero waste strategy, administering a construction and demolition debris recovery ordinance, providing a solar energy generation subsidy, incorporating of alternative fuel

⁴⁶ 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>.

⁴⁷ 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.

⁴⁸ Ibid.

vehicles in the City's transportation fleet (including buses and taxis), and administering 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 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 are consistent with the State's long-term (2050) GHG reduction goals. San Francisco's GHG Reduction Strategy 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. 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.

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 of California's ability to meet statewide GHG reduction targets outlined in AB 32, nor affect the City's ability to meet San Francisco's local GHG reduction targets. Projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change, 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 sustainability 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.

Impact GG-1: The proposed project would generate greenhouse gas emissions, but not at 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 proposed project would increase on-site activity by constructing four new dwelling units, which would result in additional vehicle trips and an increase in energy use. The project would also result in an increase in water usage, which would generate indirect emissions from the energy required to pump,

treat, and convey water. The project would 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, wastewater treatment, and solid waste disposal.

Many of the approaches in the City’s GHG Reduction Strategy are required by compliance with City codes and ordinances. For example, compliance with the City’s Green Building Ordinance, Residential Water Conservation Ordinance, Stormwater Management Ordinance, and Mandatory Recycling and Composting Ordinance, would reduce energy use, potable water consumption, and generation of non-recyclable and non-compostable waste, compared to buildings designed to prior standards, while City requirements for planting of street trees would add to carbon sequestration.

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*. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. Table 2 presents the project’s consistency with the City’s *Strategies to Address Greenhouse Gas Emissions*.

**TABLE 2
GREENHOUSE GAS REDUCTION STRATEGIES APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Requirements	Project Compliance	Discussion
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (Building Code, Chapter 13C)	Under the Green Point Rated system and in compliance with the Green Building Ordinance, all new residential buildings will be required to be at a minimum 15% more energy efficient than Title 24 energy efficiency requirements.	X Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be required to comply with the Green Building Ordinance for residential use, which would increase energy efficiency by a minimum of 15 percent beyond the 2005 Title 24 energy efficiency requirements.
San Francisco Green Building Requirements for Stormwater Management (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. Projects subject to the Green Building Ordinance Requirements must comply with either LEED® Sustainable Sites Credits 6.1 and 6.2, or with the City’s Stormwater ordinance and stormwater design guidelines.	X Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would disturb over 5,000 square feet, and thus would be required to comply with the San Francisco Public Utilities Commission’s stormwater design guidelines, which emphasize low impact development using a variety of Best Management Practices for managing stormwater runoff and reducing impervious surfaces, thereby reducing the volume of combined stormwater and sanitary sewage requiring treatment.

**TABLE 2 (cont'd.)
GREENHOUSE GAS REDUCTION STRATEGIES APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Requirements	Project Compliance	Discussion
Residential Water Conservation Ordinance (Building Code, Housing Code, Chapter 12A)	<p>Requires all residential properties (existing and new), prior to sale, to upgrade to the following minimum standards:</p> <ol style="list-style-type: none"> 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. <p>Although these requirement apply to existing buildings, compliance must be completed through the Department of Building Inspection, for which a discretionary permit (subject to CEQA) would be issued.</p>	<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 Residential Water Conservation Ordinance.
Waste Reduction Sector			
San Francisco Green Building Requirements for solid waste (Building Code, Chapter 13C)	Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with the San Francisco Green Building Requirements for solid waste.
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 comply with the Mandatory Recycling and Composting Ordinance.
San Francisco Green Building Requirements for construction and demolition debris recycling (Building Code, Chapter 13C)	These projects proposing demolition are required to divert at least 75% of the project's construction and demolition debris to recycling.	<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 San Francisco Green Building Requirements for demolition debris.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (Planning Code Section 428)	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant on 24-inch box tree for every 20 feet along the property street frontage.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	Planning Code Section 143 requires new construction, significant alterations or relocation of buildings within many of San Francisco's zoning districts to plant one 24-inch box tree for every 20 feet along the property street frontage. In conformance with Planning Code Section 143, the proposed project would plant new trees on Broadway and Taylor Street as required.

**TABLE 2 (cont'd.)
GREENHOUSE GAS REDUCTION STRATEGIES APPLICABLE TO THE PROPOSED PROJECT**

Regulation	Requirements	Project Compliance	Discussion
Wood Burning Fireplace Ordinance (Building Code, Chapter 31, Section 3102.8)	Bans the installation of wood burning fire places except for the following: <ul style="list-style-type: none"> • Pellet-fueled wood heater • EPA approved wood heater • Wood heater approved by the Northern Sonoma Air Pollution Control District 	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would not include any wood burning fireplaces.

SOURCE: Environmental Science Associates

Impact C-GG: The proposed project would not make a considerable contribution to any cumulative significant effects related to emissions of greenhouse gases. (Less than Significant)

The scale of the proposed project, which would develop four new residential units, renders inconceivable the potential for the proposed project to result in a considerable contribution to cumulative global, or even statewide or region-wide, impacts of greenhouse gases. For the reasons discussed above, the proposed project’s impacts related emissions of greenhouse gases, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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 not alter wind in a manner that substantially affects public areas. (Less than Significant)

Winds in San Francisco are generally from the west, off the Pacific Ocean. Wind speeds, in general, are greatest in the spring and summer and lowest in the fall. Generally the strongest wind (speed) is in the late afternoon and the lightest is in the morning.

Ground-level wind accelerations near buildings are controlled by three main building elements: exposure, massing, and orientation. Exposure is a measure of the extent that the building extends above surrounding structures into the wind stream. A building that is surrounded by taller structures is not

likely to cause adverse wind accelerations at ground level. Building massing controls how much wind is intercepted by a structure and patterns of wind distribution and accelerations. In general, a flat façade would have a greater potential for wind acceleration, particularly at the ground level, as compared to an articulated façade; i.e., a façade that has unusual shapes or uses setbacks. Similar to massing, building orientation determines how much wind is intercepted by the structure, a factor that directly determines wind acceleration. In general, a building oriented with its wide axis across the prevailing wind direction will have a greater impact on ground-level winds than a building oriented with its long axis along the prevailing wind direction.

The project site, which is currently vacant, is located on the corner of Broadway and Taylor Street. The buildings across the street from the project site are three to four stories in height, and the buildings in the immediate vicinity also generally range from three to four stories in height, with a few taller structures.

As described Section A, Project Description, and illustrated in Figures 2 through 9, the proposed project would construct three residential buildings with façades that would include varied planes; the project would not have flat façades. The building heights proposed by the project range from 28 feet to 32 feet (three stories) for the single-family homes and 38 feet (four stories) for the duplex. The proposed project would be sheltered from prevailing winds due to its location on the downward (east) slope of Russian Hill.

Based on consideration of proposed building height, massing, and orientation, the proposed project would not have the potential to cause significant changes to the wind environment in pedestrian areas adjacent or near the site. The proposed project would not affect the climate either in the neighborhood or regionally. Accordingly, the proposed project would result in a less-than-significant wind impact.

Impact WS-2: The proposed project would not create new shadow in a manner that could substantially affect 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 certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year-round. *Planning Code* Section 295 restricts net new shadow on public open spaces under the jurisdiction of, or to be acquired by, the Recreation and Park Department, by any structure exceeding 40 feet, unless the Planning Commission, in consultation with the Recreation and Park Commission, finds the impact to be less than significant. The nearest public open space to the project site that is subject to Section 295 is the Ina Coolbrith Park (half a block north of the project site).

The proposed project would not increase the total amount of shading above levels that are common and generally accepted in urban areas. The height of the buildings at 38 feet or less and the distance between the project site and Ina Coolbrith Park (which is also upslope from the project site) would prevent any project-related shadows on the park, thereby avoiding any significant impact. The proposed project would not exceed 40 feet in height, and therefore Section 295 would not apply.

Impact C-WS: The proposed project would not make a considerable contribution to any cumulative significant effects related to wind or shadow. (Less than Significant)

The relatively small scale of the proposed project would preclude its interaction with other projects that could result in cumulative impacts related to wind or shadow. For the reasons discussed above, the proposed project’s impacts related to wind and shadow, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact RE-1: The proposed project would increase the use of existing neighborhood parks or other recreational facilities, but not to an extent that substantial physical deterioration of the facilities would occur or be accelerated. (Less than Significant)

In 1998, the City of San Francisco initiated the Great Parks for a Great City Assessment Project to determine the condition of the park system as well as to determine future needs. In August 2004, the San Francisco Recreation and Park Department published a Recreation Assessment Report that evaluates the recreation needs of San Francisco residents.⁴⁹ Nine service area maps were developed for the Recreation Assessment Report. The service area maps were intended to help Recreation and Park Department staff and key leadership assess where services are offered, how equitable the service delivery is across the City, and how effective the service is as it applies to participating levels overlaid against the demographics of where the service is provided.

The project site is not located within an area of the City that was determined to be underserved for parks and recreation facilities. Parks and recreation facilities in the area include Ina Coolbrith Mini-Park (half a block north of the project site on Taylor Street, in line with the Vallejo Street Staircase), Washington Square Park (Union Street at Columbus Boulevard), Alice Marble Playground (Hyde and Filbert Streets),

and Who Hei Yuen Park (Jackson and Powell Streets). Additionally, there are landscaped landings on the Vallejo Street Staircase on west side of Vallejo Street north of the project site. The projected addition of eight residents would incrementally increase the demand for park and recreation services and facilities in the area, but not in excess of the amounts provided for in the project site vicinity. Based on overall current use of the surrounding parks, the parks would accommodate this demand.

The proposed project would provide on-site open space for passive recreational use for project residents through front, rear, and side yards and patios. The provision of private open space would provide recreation and outdoor opportunities on the site, reducing the impacts of the project on surrounding recreation areas.

With the projected addition of eight new residents to the area,⁵⁰ the proposed project would not require the construction or expansion of off-site recreation facilities. The increase in demand would not be in excess of amounts expected and provided for in the area and the City as a whole. The additional use of the recreational facilities would be relatively minor compared with the existing use and therefore the proposed project would not result in substantial physical deterioration of existing recreational resources. The impact on recreational facilities would, therefore, be less than significant.

Impact RE-2: The proposed project would include some limited outdoor recreational facilities, but would not require construction or expansion of recreational facilities that would have an adverse physical effect on the environment. (Less than Significant)

As discussed above, the proposed project would provide open space on-site for the residents, in the form of front, side, and rear yards in various configurations. In total, the project site would have approximately 4,500 square feet of open space on-site, or 68 percent of the site would be considered open space. The requirement for the RH-2 zoning district is 125 square feet of open space per unit. The proposed project would exceed the requirements per unit:

- 1000 Broadway: 1,034.4 square feet of open space
- 1010 Broadway: 1,876.6 square feet of open space
- 1601 Taylor Street: 374.7 square feet of open space
- 1625 Taylor Street: 1,215.0 square feet of open space

Residents at the project site would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not substantially increase demand for or use of either

⁴⁹ San Francisco Recreation and Park Department, Recreation Assessment Report, August 2004. This document is on file and available for public review by appointment at the Planning Department, 1650 Mission Street, 4th Floor, and is available online at http://www.parks.sfgov.org/site/recpark_index.asp?id=27310.

⁵⁰ See footnote 7, p. 27.

neighborhood parks and recreational facilities (discussed above) or Citywide facilities such as Golden Gate Park, such that any increased user demand would require the construction of new recreational facilities or the expansion of existing facilities. The proposed project's impact on recreational facilities would be less than significant.

Impact RE-3: The proposed project would not physically degrade existing recreational facilities. (No Impact)

The project site has no recreational resources that would be affected by the proposed project, and construction of the proposed project would not physically degrade existing recreational facilities. Additionally, the incremental increase in demand on existing recreational facilities from the proposed project would not physically degrade existing recreational facilities, either individually or cumulatively.

Impact C-RE: The proposed project would not make a considerable contribution to any cumulative significant recreation impacts. (Less than Significant)

As with Population and Housing, the relatively small scale of the proposed four-unit project would preclude the project's interaction with other projects in a manner that could result in significant cumulative impacts on recreational facilities. For the reasons discussed above, the proposed project's impacts related to land use, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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"/>

<i>Topics:</i>	<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 significantly affect wastewater collection and treatment facilities and would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities. (Less than Significant)

Project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Additionally, during wet weather events, combined wastewater and stormwater flows from the project area would be treated at the North Point Wet Weather Facility. Because the NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board (RWQCB), the project would not conflict with RWQCB requirements. The project would not require substantial expansion of wastewater/stormwater treatment facilities or an extension of a sewer trunk line because the site is currently served by existing facilities. Additionally, compliance with the Stormwater Management Ordinance in general would require the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project sponsor would implement and install appropriate stormwater management systems that retain runoff on-site, promote stormwater reuse, and limit site discharges entering the combined sewer collection system. This in turn would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges, and minimize the potential for upsizing or constructing new facilities. As no new wastewater/stormwater infrastructure would be required to serve the project, this impact would be less than significant.

Impact UT-2: The proposed project would not require expansion or construction of new water supply or treatment facilities. (Less than Significant)

Under Senate Bill 610 and Senate Bill 221, all large-scale projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand.⁵¹ Under

⁵¹ California Department of Water Resources, Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001, 2003. Available at www.owue.water.ca.gov/Guidebook_101003.pdf.

Senate Bill 610, a Water Supply Assessment (WSA) is required if a proposed project is subject to CEQA review in an Environmental Impact Report (EIR) or Negative Declaration and is any of the following: (1) a residential development of more than 500 dwelling units, (2) a shopping center of business employing more than 1,000 persons or having more than 500,000 square feet of floor space, (3) a commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space, (4) a hotel or motel with more than 500 rooms, (5) an industrial or manufacturing establishment housing more than 1,000 persons or having more than 650,000 square feet or 40 acres, (6) a mixed-use project containing any of the foregoing, or (7) any other project that would have a water demand at least equal to a 500-dwelling-unit project. The proposed project would not exceed any of these thresholds and therefore would not be required to prepare a WSA.

In connection with the *2005 Urban Water Management Plan*, the San Francisco Public Utilities Commission (SFPUC) adopted a resolution finding that the SFPUC's Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a project is covered by the demand projections identified in the UWMP, which includes all known or expected development projects and projected development in San Francisco at that time through 2020. The UWMP used growth projections prepared by the Planning Department and Association of Bay Area Governments (ABAG) to estimate future water demand. The SFPUC recently published its 2010 UWMP, which likewise relies on population projections from ABAG. As discussed under Topic 3, Population and Housing, the project would be within the projected population growth for San Francisco. Therefore, the project would not exceed the UWMP's water supply projections.

The proposed project would require water connections per the SFPUC. The proposed project would use existing wastewater and storm drainage infrastructure unless the SFPUC recommends changes to the size and design of this infrastructure.

The proposed project, with an estimated eight residents, would create a demand for approximately 400 gallons of water per day.⁵² Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within the City's anticipated water use and supply projections. The new residential units would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by California State Building Code Section 402.0(c). Since the proposed water demand could be accommodated by existing and planned water supply anticipated under the SFPUC's 2010 UWMP and would include water conservation devices, it would not result in a substantial increase in water use and could be served from existing water supply entitlements and resources.

⁵² Based on current residential use in San Francisco of 50 gallons per capita per day x 8 residents =400 gallons per day (SFPUC, *2010 Urban Water Management Plan for the City and County of San Francisco*, June 2011, p. 34). Available at: <https://infrastructure.sfwater.org/fds/fds.aspx?lib=SFPUC&doc=676971&data=260633835>. Accessed June 14, 2011.

Considering all of the above, the proposed project would result in less-than-significant project-specific and cumulative water supply impacts.

Impact UT-3: The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. (Less than Significant)

Solid waste generated in San Francisco is transported to and disposed of at the Altamont Landfill. The landfill has a permitted peak maximum daily disposal of 11,150 tons per day and is currently operating at approximately 4,000 to 5,000 tons per day. The landfill has an annual solid waste capacity of 2,226,500 tons from the City of San Francisco. However, the City is well below its allowed capacity, generating approximately 550,000 tons of solid waste in 2005. The Altamont Landfill is expected to remain operational for 20 or more years and has current plans to increase capacity by adding 250 additional acres of fill area. With the City's increase in recycling efforts and the Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2026. However, the City's remaining contracted capacity at the landfill is anticipated to be reached as soon as 2015. The San Francisco Department of the Environment has recommended that the City contract with Recology to ship the City's solid waste to the Ostrom Road Landfill in Yuba County when the current agreement with the Altamont Landfill expires in 2025.

Given the existing and anticipated increase in solid waste recycling, the proposed expansion of landfill size and capacity, and the small scale of the proposed project, project impacts on solid waste facilities would be less than significant and the project could not contribute considerably to cumulative impacts, regardless of the ultimate disposal site. The proposed project would be subject to the City's Mandatory Recycling and Composting Ordinance, which requires all San Francisco residents and commercial landlords to separate their refuse into recyclables, compostables, and trash, thereby minimizing solid waste disposal and maximizing recycling. The project would also be subject to the City's Construction and Demolition Debris Recovery Ordinance, which requires all construction and demolition debris to be transported to a registered facility that can divert a minimum of 65 percent of the material from landfills. Therefore, the project's impact on existing landfill capacity would be less than significant.

Impact UT-4: The construction and operation of the proposed project would follow all applicable statutes and regulations related to solid waste. (Less than Significant)

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment indicate that the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse,

and other efforts, while 700,000 tons went to a landfill.⁵³ San Francisco achieved a 77-percent landfill diversion rate for 2008, up from 70 percent in 2006 and the highest of any city in the country. San Francisco diverted more than 1.6 million tons of waste material in 2008 through recycling, composting, and re-use. The City sent 560,000 tons of waste to the landfill in 2008, the lowest total recorded.⁵⁴

San Francisco Ordinance No. 27-06 requires a minimum of 65 percent of all construction and demolition debris to be recycled and diverted from landfills. Furthermore, the project would be required to comply with City’s Ordinance 100-09, the Mandatory Recycling and Composting Ordinance, which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. With waste diversion and expansions that have occurred at the Altamont Landfill, there is adequate capacity to accommodate San Francisco’s solid waste.

Therefore, solid waste generated from the project’s construction and operation would not substantially affect the projected life of the landfill, and no associated impacts related to solid waste would occur.

Impact C-UT: The proposed project would not make a considerable contribution to any cumulative significant effects related on utilities or service systems. (Less than Significant)

As with Population and Housing, the relatively small scale of the proposed four-unit residential project would preclude the project’s interaction with other projects in a manner that could result in significant cumulative impacts on utilities or service systems. For the reasons discussed above, the proposed project’s impacts related to utilities and service systems, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵³ San Francisco Office of the Controller, Community Indicators Report. Available at: http://www.sfgov.org/wcm_controller/community_indicators/physicalenvironment/index.htm. Accessed June 2, 2011.

⁵⁴ Office of the Mayor, City and County of San Francisco, Press Release, “Mayor Newsom Announces San Francisco’s Waste Diversion Rate At 77 Percent, Shattering City Goal And National Recycling Records,” August 27, 2010.

Impact PS-1: The proposed project would increase demand for police and fire protection services, but not to an extent that would require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts. (Less than Significant)

The project site currently receives emergency services from the San Francisco Fire Department (SFFD), Station 2 at 1340 Powell Street, which is approximately three blocks east of the project site, and the San Francisco Police Department (SFPD), Central Station at 776 Vallejo Street, which is approximately three blocks northeast of the project site. No new stations are proposed in the project site vicinity; however, the SFPD and SFFD have sufficient resources to accommodate a project of this size. Given the scale of the proposed project, it would not necessitate the construction of a new police station. Overall, the project would have a less-than-significant impact on police and fire protection services.

Impact PS-2: The proposed project would indirectly generate school students, but these new students would be accommodated within existing school facilities and would not require new or physically altered school facilities. (Less than Significant)

The San Francisco Unified School District (SFUSD) provides school services to the project area. Currently, the SFUSD schools nearest the project site include Yick Wo Alternative Elementary School (grades K through five, 2245 Jones St., 0.35 miles), Spring Valley Elementary School (grades K through five, 1451 Jackson St., 0.34 miles), Jean Parker Elementary School (grades K through five, 840 Broadway St., 0.16 miles), Francisco Middle School (grades 6 through 8, 2190 Powell St., 0.54 miles), and the Galileo Academy of Science and Technology (grades 9 through 12, 1150 Francisco St., 0.71 miles). There are numerous schools at all levels within two miles of the project site.

In the last decade, overall SFUSD enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow.⁵⁵ The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11-percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of fall 2010 was approximately 53,000. The SFUSD currently maintains a property and building portfolio that has a

⁵⁵ San Francisco Unified School District, *Capital Plan FY 2010-2019*, September 2009. Available at <http://www.sfusd.edu/en/assets/sfusd-staff/about-SFUSD/files/capital-plan-final-2010-2019.pdf>. Accessed June 2, 2011.

student capacity for over 90,000 students.⁵⁶ Thus, even with increasing enrollment, facilities throughout San Francisco are underused.

The increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. The proposed project would thus result in a less-than-significant impact on schools.

Impact PS-3: The proposed project would increase demand for other government services, but not to an extent that would result in significant physical impacts. (Less than Significant)

The incremental population increase of approximately eight residents that would occupy the proposed residential units would not necessitate the need for new or physically altered government facilities, and therefore any related impact would be less than significant.

Impact C-PS: The proposed project would not make a considerable contribution to any cumulative significant effects related to public services. (Less than Significant)

As with Population and Housing, the relatively small scale of the proposed four-unit project would preclude the project’s interaction with other projects in a manner that could result in significant cumulative public services impacts. For the reasons discussed above, the proposed project’s impacts related to public services, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

⁵⁶ S.F.U.S.D. 2010-2011, http://web.sfusd.edu/Services/research_public/RPA_DARC/SFUSD_DARC_School_Year_2010-11.pdf. Accessed June 2, 2011.

<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>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A biological survey report was prepared for the proposed project and is the basis for the following analysis.⁵⁷

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special-status species, sensitive natural community, or protected wetlands, or conflict with an adopted conservation plan. (Less than Significant)

The majority of the area around the project site is covered with structures and other impermeable surfaces. The project site was once the site of a residence (demolished in 1910) and now is entirely covered with dense, overgrown vegetation. The project site is not located within or near any riparian habitat, sensitive natural community, or federally protected wetlands, or within or near the boundaries of any adopted conservation plan. The project site is in a developed urban area and does not support or provide habitat for any rare or endangered wildlife species, animal, or plant life or habitat. Therefore, the project would have less than significant impacts on special-status species, sensitive natural communities, or protected wetlands, nor would it conflict with an adopted conservation plan.

Impact BI-2: The proposed project could interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (Less than Significant)

Thirty-five trees were assessed during a 2010 tree assessment for the project site and adjacent properties.⁵⁸ The proposed project would result in the removal of most of the existing trees within the

⁵⁷ Environmental Science Associates, "1000 Broadway Biological Survey Report," January 20, 2011. This report is available for public review at the Planning Department, 1650 Mission Street, Suite 400, as part of Case File No. 2006.1202E.

project site except for a coast redwood near the corner of Broadway and Taylor Street. This redwood is one of the largest trees on the project site, and the project has been designed with the building at 1000 Broadway set back about 20 feet from Broadway to accommodate retention of this tree. The project would also remove several trees beneath the adjacent property at 1020 Broadway, under which the garage would extend. Four of the approximately 30 trees proposed for removal are considered “significant trees” under the Public Works Code.⁵⁹ The project would preserve three evergreen elm street trees adjacent to the project site, adjacent to the retaining wall on the Taylor Street side of the project site, and a privet tree in the Taylor Street sidewalk. The project would include planting of replacement mature trees, in a number comparable to the number of trees removed.

Birds may nest in the trees on or adjacent to the project site. Nesting birds and their nests and eggs are fully protected by *California Fish and Game Code* (Sections 3503, 3503.5) and the Migratory Bird Treaty Act (MBTA). The MBTA protects over 800 species, including geese, ducks, shorebirds, raptors, songbirds, and many relatively common species. Destruction or disturbance of a nest would be a violation of these regulations and is considered a potentially significant impact, in that the potential exists that special-status bird species (although not observed at the site) could be affected.

A number of non-native trees would be removed from the project site. Impacts on nesting birds would most likely occur during the bird nesting period (January 15 through August 15). Therefore, to reduce potential for effects on nesting birds, including special-status species, from tree removal, construction should occur outside the bird nesting season (January 15 to August 15). Bird nesting season is generally recognized to be from March 15 to August 15 in most areas of California, but can begin as early as January 15th in the San Francisco area. If construction during bird nesting cannot be fully avoided, pre-construction nesting surveys should be conducted prior to work in order to comply with the MBTA. The MBTA makes it unlawful to “take” (kill, harm, harass, shoot, etc.) any migratory bird listed in 50CFR 10, including their nests, eggs, or young. Pursuant to the MBTA, the project sponsor shall conduct pre-construction bird nesting surveys within seven days of the start of construction (i.e., active ground disturbance). If active nests are identified during the pre-construction bird nesting survey, the project sponsor shall contact the California Department of Fish and Game for guidance on obtaining and complying with a Section 1081 Agreement, which may include setting up and maintaining a line-of-sight buffer area around the active nest and prohibiting construction activities within the buffer, modifying construction activities, and/or removing or relocating active nests.

⁵⁸ Ralph Osterling Consultants, Inc., *1000 Broadway at Taylor Street: Arborist Tree Assessment Report*, January 11, 2010. This report is available for review at the Planning Department, 1650 Mission Street, Suite 400, in Case File No. 2006.1202E.

⁵⁹ “Significant trees” are defined in the City’s Urban Forestry Ordinance (Article 16 of the Public Works Code) as trees that are either on property under the jurisdiction of the San Francisco Department of Public Works or, if on private property, are within 10 feet of the public right-of-way, and that are 12 inches or more in diameter, 20 feet or more in height, or have a canopy in excess of 15 feet in diameter.

Impact BI-3: Implementation of the proposed project would not conflict with local tree protection regulations. (Less than Significant)

The Arborist Tree Assessment Report for the proposed project indicated that, among the 35 trees on or adjacent to the project site, there are four significant trees on or adjacent to the project site and four street trees adjacent to the site. The proposed project would result in removal and replanting of all but five of the trees on the project site, the most noteworthy of which is the coast redwood at the southeast corner of the parcel.

The San Francisco Board of Supervisors adopted legislation that amended the City's Urban Forestry Ordinance, Public Works Code Sections 801 et. seq., to require a permit from the Department of Public Works for removal of any protected trees.⁶⁰ Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco. Article 16 of the San Francisco Public Works Code, the Urban Forestry Ordinance, provides for the protection of landmark trees, significant trees, and street trees. Landmark trees are designated by the Board of Supervisors upon the recommendation of the Urban Forestry Council, which determines whether a nominated tree meets the qualification for landmark designations by using established criteria (Section 810). Special permits are required to remove a landmark tree on private property or on City-owned property; there are no landmark trees on the project site. As noted above, significant trees are those trees within the jurisdiction of the Department of Public Works, or trees on private property within 10 feet of the public right-of-way, that meet certain size criteria. The removal of significant trees on privately owned property is subject to the requirements for the removal of street trees. As part of the determination to authorize removal of a significant tree, the Director of Public Works is required to consider certain factors related to the tree, including (among others) its size, age, species, and visual, cultural, and ecological characteristics (Section 810A(c)). The removal of "street trees" (trees within the public right-of-way or on land within the jurisdiction of the Department of Public Works) by abutting property owners requires a permit under Article 16 of the Public Works Code. If the Department of Public Works were to grant a permit under Article 16, it would require that replacement trees be planted (at a one-to-one ratio) or that an in-lieu fee be paid (Section 806(b)). With compliance with Section 806(b), the project would not conflict with any local policies or ordinances protecting trees, and therefore, would not conflict with the local tree protection regulations. This would be a less than significant impact.

Impact C-BI: The proposed project would not make a considerable contribution to any cumulative significant effects related on biological resources. (Less than Significant)

Because the project site is not located near any areas of substantial habitat value or use by special status species, the proposed project would not combine with other projects in proximity such that there could be a significant cumulative impact on biological resources. This is a less than significant cumulative impact.

⁶⁰ San Francisco Planning Department, Director's Bulletin No. 2006-01, May 5, 2006, Planning Department Implementation of Tree Protection Legislation, page 2, http://www.sfgov.org/site/uploadedfiles/planning/projects_reports/db2006_01treedisclosuredirector.pdf.

For the reasons discussed above, the proposed project would not conflict with any local policies or ordinances protecting biological resources; affect any rare, threatened, or endangered species; diminish habitat; or remove any protected trees. Therefore, the proposed project would not result in any significant impact on biological resources, either individually and cumulatively.

<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>
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 proposed project would be connected to the existing sewer system and would not require use of septic systems. Therefore, Question 14e is not applicable to the proposed project.

Impact GE-1: The proposed project would not result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known

earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or landslides. (Less than Significant)

A geotechnical feasibility report was prepared for the proposed project by Treadwell and Rollo Engineers.⁶¹ This report was also included in a structural engineering review by Tuan and Robinson Structural Engineers.⁶² Both engineering consultants found that the project is geotechnically feasible and no geologic conditions are present that would preclude the safe construction of the proposed project.⁶³

Existing Site Conditions. The subsurface soils at the site generally consist of fill and colluvium with fill thicknesses averaging approximately 3 feet.⁶⁴ Underlying the fill and colluvium, thinly bedded shale is anticipated at depths of approximately 12 below ground surface (bgs).⁶⁵

The Community Safety Element of the *San Francisco General Plan* contains maps that illustrating areas of the city where one or more geologic hazards exist. Maps 2 and 3 in the Community Safety Element show the intensity of ground-shaking in San Francisco from two of the most probable earthquakes, one of magnitude 7.1 on the San Andreas Fault and one of magnitude 7.1 on the northern segment of the Hayward Fault. The project site is in a Seismic Hazards Study Zone designated by the California Division of Mines and Geology as an area subject to “extreme” to “heavy” damage from seismic ground-shaking along both the Peninsula segment of the San Andreas Fault and the Northern segment of the Hayward fault. The project site is not in an area subject to seiche, or tsunami run-up, or reservoir hazards (Maps 6, and 7 in the Community Safety Element) but is located in an area considered susceptible to landslides (Map 5).⁶⁶

The geotechnical report found low potential for fault rupture, lateral spreading, and liquefaction. Based on its San Francisco location, it is likely that the site would experience periodic minor earthquakes and potentially a major (moment magnitude [Mw] greater than 7.1 characteristic) earthquake on one or more of the nearby faults during the life of the proposed development. The closest mapped active fault to the project site is the San Andreas Fault located approximately 10 kilometers to the west. The Working Group

⁶¹ Treadwell and Rollo, *Updated Geotechnical Feasibility Study, Wysteria Residences, San Francisco*, February 5, 2010. This report is on file at the Planning Department 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2006.1202E.

⁶² Tuan and Robinson Structural Engineers, *Engineering Evaluation – Planned Site Retaining Walls, Shoring, and Underpinning, Wysteria Residences, Broadway and Taylor Streets San Francisco*, February 3, 2010. This report is available for public review at the Planning Department 1650 Mission Street, Suite 400, San Francisco as part of Case File No. 2006.1202E.

⁶³ Tuan and Robinson Structural Engineers, February 3, 2010 and Treadwell and Rollo, February 5, 2010. *op. cit.*

⁶⁴ Treadwell and Rollo, February 5, 2010. *op. cit.*

⁶⁵ Based on borings drilled at the neighboring site located at 1032 Broadway.

⁶⁶ San Francisco Planning Department, Community Safety Element, *San Francisco General Plan*, April 1997.

for California Earthquake Probabilities estimates a 63 percent probability of an earthquake of Mw 6.7 or greater occurring on one of the major faults in the Bay Area by 2038.⁶⁷

The project site is not within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known fault or potentially active fault exists on the site. In a seismically active area such as the San Francisco Bay Area, the possibility exists for future faulting in areas where no faults previously existed. The geotechnical investigation report for the project site concluded that the risk of surface faulting is low. However, during an earthquake along any of the major faults mentioned above, the ground at the project site would experience strong to very strong shaking.

The project site is not located in a Seismic Hazards Zone as delineated by the California Division of Mines and Geology as historically or potentially subject to liquefaction.⁶⁸ The lack of shallow groundwater and relatively shallow depth of bedrock indicate that the potential for liquefaction at the project site is low. Lateral spreading of lurching is generally caused by liquefaction of marginally stable soils underlying gentle slopes. Because the site has a low potential for liquefaction, it was concluded that the potential for lateral spreading is also low.⁶⁹

A preliminary review of conditions as part of the geotechnical feasibility study conducted for the project site found no evidence of existing slope instability other than some minor slope creep as evidenced in the existing retaining wall.⁷⁰ Development of the site would provide an opportunity to correct any existing slope creep⁷¹ or any surficial instability, if present. During construction activities, proposed excavation would provide opportunities to further evaluate slope stability conditions through observation of newly exposed surfaces not currently accessible. All excavation activities would be coordinated and observed under the direction of a licensed geotechnical professional. Standard geotechnical practices include adaptive management practices to adjust foundation design for any unforeseen conditions that can only become evident during construction. Therefore, any signs of slope instability not currently evident would be corrected through design and as a result, the project would have a low potential for adverse effects from landslides.

Impacts of Proposed Project. Construction of the proposed project would include excavation for the subterranean garages as well as strengthening and shoring of an existing retaining wall. The proposed project would be required to conform to the San Francisco Building Code, which ensures the safety of all new construction in the City. Decisions about appropriate foundation design and whether additional

⁶⁷ Earthquake probabilities were analyzed by the Working Group for California Earthquake Probabilities, a group assembled by the U.S. Geological Survey, Earthquake Hazards Program. Its analysis is available online for review at <http://earthquake.usgs.gov/regional/nca/ucerf/>.

⁶⁸ California Division of Mines and Geology, *Seismic Hazard Zones, City and County of San Francisco Quadrangle*, 2001. Available online at http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_sf.pdf.

⁶⁹ Treadwell and Rollo, 2010. *op. cit.*

⁷⁰ Treadwell and Rollo, 2010. *op. cit.*

⁷¹ Slope creep is the slow deformation or downward progression of soil or rock materials on an existing slope.

background studies are required would be considered as part of the Department of Building Inspection (DBI) review process. Background information provided to DBI would provide for the security and stability of adjoining properties as well as the subject property during construction. Therefore, potential damage to structures (including existing adjacent structures) from geologic hazards on the project site would be addressed through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. Any changes incorporated into the foundation design required to meet the Building Code standards that are identified as a result of the DBI review process would constitute minor modifications of the project and would not require additional environmental analysis. In light of the above, the proposed project would not result in a significant effect related to seismic or geologic hazards.

Impact GE-2: The proposed project would not result in substantial loss of topsoil or erosion. (Less than Significant)

The proposed project would not substantially change the general topography of the site or any unique geologic or physical features of the site. The project would require excavation for the construction of the subterranean garages and removal of approximately 18,780 cubic yards of subsurface material. However, the project site size of 6,578 square feet, plus an additional 5,400 square feet of off-site excavation (0.27 acre in total), would be well under the one-acre threshold for a National Pollutant Discharge Elimination System (NPDES) General Construction Permit. In addition, the site has relatively shallow soils with underlying bedrock. Therefore, despite the substantial amount of excavation required for the subterranean garages, the proposed project would result in relatively minimal disturbance of site soils. Regardless, the project sponsor and its contractor would be required to implement Best Management Practices that include erosion and sedimentation control measures, as required by the City and/or resources agencies, which would reduce short-term construction-related erosion impacts to less-than-significant levels.

Impact GE-3: The proposed project would not result in substantial changes to site topographical features. (Less than Significant)

The project site is relatively steep and primarily surrounded by residential uses. Apart from clearing and excavation for the subterranean level garages and building foundation, the proposed project would not alter the visible topography of the project site or otherwise affect any unique geologic or physical features of the site. The proposed project would have a less-than-significant impact with respect to topographical features of the site.

Impact C-GE: The proposed project would not make a considerable contribution to any cumulative significant effects related to geology or soils. (Less than Significant)

Although the proposed project would result in a relatively large degree of excavation, there are no other foreseeable projects in the vicinity that would combine with the proposed project's impacts in a

considerable manner. For the reasons discussed above, the proposed project's impacts related to geology and soils, both individually and cumulatively, would be less than significant.

<i>Topics:</i>	<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>
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"/>
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 checked="" type="checkbox"/>	<input 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 water quality standards or otherwise substantially degrade water quality. (Less than Significant)

The proposed project would not substantially degrade water quality or contaminate a public water supply. All wastewater from the proposed project and storm water runoff from the project site would flow into the city's combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Additionally, during wet weather events, combined sanitary and stormwater flows from the project area would be treated at the North Point Wet Weather Facility. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant. Additionally, compliance with the Stormwater Management Ordinance in general would require the project to maintain or reduce the existing volume and rate of stormwater runoff discharged from the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff on-site, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system.

Over the construction period, there would be a potential for erosion and transportation of soil particles during site preparation, excavation, foundation pouring, and construction of the building shell. Once in surface water, runoff, sediment, and other pollutants could leave the construction site and ultimately be released into San Francisco Bay. As discussed above, stormwater runoff from project construction would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Pursuant to Building Code Chapter 33 (Excavation and Grading) and the City's NPDES permit, the project sponsor would be required to implement Best Management Practices that include erosion and sediment control measures to reduce potential erosion impacts. Therefore, the proposed project would not substantially degrade water quality.

Impact HY-2: The proposed project would not 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. (Less than Significant)

As discussed in Topic E.14. Geology and Soils (p. 76), groundwater was not observed in the borings drilled to a maximum depth of 12 feet bgs. However, groundwater will vary with time and zones of seepage may be encountered near the ground surface following rain or irrigation upslope of the project site. Any groundwater that is encountered during construction of the proposed project is subject to the requirements of the City's Sewer Use Ordinance (Ordinance Number 19-92, amended 116-97), , as supplemented by Department of Public Works Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system. The proposed project would convert the site's pervious surface area into a largely impervious surface;

however, the relatively small area of the project site would not represent a substantial area of potential groundwater recharge. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not substantially interfere with groundwater recharge.

Impact HY-3: The proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Less than Significant)

The project site is currently a vacant lot covered with pervious surfaces. Construction of the proposed project would increase impervious surface coverage on the site, reducing infiltration and groundwater recharge. However, compliance with the Stormwater Management Ordinance (SMO) would require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site by retaining runoff on-site, promoting stormwater reuse, and limiting site discharges that enter the combined sewer collection system. Therefore, the proposed project would not substantially alter existing groundwater quality or surface flow conditions thus having a less than significant impact.

Impact HY-4: The proposed project would not expose people, housing, or structures to substantial risk of loss due to flooding. (Less than Significant)

Development in the City and County of San Francisco must account for flooding potential. 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. FEMA is preparing Flood Insurance Rate Maps (FIRMs) for 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).

In 2007, FEMA issued preliminary FIRMs for review and comment by the City, and anticipates publishing revised preliminary FIRMs by late 2012, after completing a more detailed analysis of flood hazards associated with San Francisco Bay as requested by Port and City staff. As proposed, the FIRMs would designate portions of waterfront piers, Mission Bay, Bayview Hunters Point, Hunters Point Shipyard, Candlestick Point, and Treasure Island as Zone A (areas subject to inundation by tidal surge) or Zone V (areas of coastal flooding subject to wave hazards).⁷² The project site is not located within Zone A or Zone V or a Special Flood Hazard Area identified on San Francisco’s Interim Floodplain Map.^{73,74}

⁷² City and County of San Francisco, Office of the City Administrator, San Francisco Floodplain Management Program Fact Sheet, January 25, 2001, at: <http://sfgsa.org/Modules/ShowDocument.aspx?documentid=7520>. Accessed March 8, 2011.

⁷³ Federal Emergency Management Agency, Preliminary Flood Insurance Rate Map, City and County of San Francisco, California, Panel 120 of 260, Map Number 06075C0120A, September 21, 2007, <http://sfgsa.org/Modules/ShowImage.aspx?imageid=2672>. accessed June 22, 2010.

Furthermore, the project site is not located within an area identified by the SFPUC as prone to flooding due to combined sewer backups or flooding, which can affect locations—such as parts of the South of Market—developed at elevations below the water level in the combined sewer lines.⁷⁵

The Mayor and the Board of Supervisors approved a Floodplain Management Ordinance in 2008 (and amended the Ordinance in 2010).⁷⁶ The Ordinance governs new construction and major improvements to existing buildings in flood-prone areas and designates the City Administrator’s Office as the City’s Floodplain Administrator. In general, the Ordinance requires the first floor of structures in designated flood hazard zones to be constructed above the floodplain or to be flood-proofed by improvements that reduce or eliminate the potential for flood damage.

The proposed project is located on an elevated incline that is outside of areas in the City prone to flooding during storms. Therefore, the project would result in less-than-significant impacts related to placement of mixed-use building within a 100-year flood zone.

Impact HY-5: The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow. (No Impact)

The project site is not on the San Francisco 20-Foot Tsunami Runup Map; therefore, no significant tsunami hazards exist at the site. A seiche is an oscillation of a water body, such as a bay, that may cause local flooding. A seiche could occur on San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the site. There is no mudslide hazard at the project site because the site and vicinity are fully developed with no erosion-prone slopes. Thus, the project would not result in significant impacts due to seiche, tsunami, or mudflow hazards.

Impact C-HY: The proposed project would not make a considerable contribution to any cumulative significant effects related to hydrology or water quality. (Less than Significant)

Given the proposed project’s extensive landscaping and its required compliance with SFPUC-required Stormwater Control Plan and Operation and Management Plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG), the project would not combine with other projects in a manner that could result in significant cumulative impacts related to hydrology or water quality. For the reasons discussed above, the proposed project’s impacts related to public services, both individually and cumulatively, would be less than significant.

⁷⁴ City and County of San Francisco, Office of the City Administrator, Final Draft San Francisco Interim Floodplain Map, Northeast, July, 2008, <http://www.sfgsa.org/Modules/ShowDocument.aspx?documentid=1785>, accessed June 22, 2010.

⁷⁵ San Francisco Planning Department, Review of Projects in Identified Areas Prone to Flooding, April 1, 2007.

⁷⁶ Ordinance 56-10, approved March 25, 2010. Available at: <http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances10/o0056-10.pdf>.

<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>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>
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 near a public or private airport or within an airport land use plan area. Therefore, Questions 16e and 16f would not apply 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 proposed project would result in the use of relatively small quantities of hazardous materials typically associated with residential uses. The proposed development would likely handle common types of hazardous materials, such as cleaners, disinfectants, and minor quantities of petroleum products associated with automobile care. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards related to hazardous materials. Thus, there would be less-than-significant impacts related to the use of hazardous materials

with development of the proposed project. For discussion of hazardous materials used during project construction, see Impact HZ-2 below.

Impact HZ-2: The proposed project would not 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. (Less than Significant)

The project site is not listed on a federal or state database of sites known to be affected by hazardous materials, nor is the project site in the immediate proximity to any properties listed on environmental databases maintained by the Department of Toxic Substances Control (Envirostor) or the State Water Resources Control Board (Geotracker).⁷⁷ These databases identify a number of sites in the area that are no longer active. These cases involved residential heating oil tanks; the tanks, along with any associated contamination, have been removed. Therefore, based on these records and the predominantly residential character of the area, there is no indication that significant subsurface contamination would be encountered during excavation for the project.

The project site is not located within the area of the City regulated by Article 22A of the *San Francisco Health Code*, also known as the "The Maher Ordinance." Article 22A applies to that portion of the City bayward of the original high tide line, where past industrial uses and fill associated with the 1906 earthquake and bay reclamation often left hazardous waste residue in soils and groundwater. As stated in the geotechnical investigation, the site is underlain by relatively shallow soils and fill materials below which bedrock is present.

Construction activities would involve the use of limited quantities of hazardous materials such as fuels, oils, paints, and solvents. As mentioned in the Topic 15, Hydrology and Water Quality above, the project sponsor and its contractor would be required to implement Best Management Practices, which would include measures for ensuring that any hazardous materials would be adequately stored, handled, and disposed of in ways that minimize the potential for accidental release. Implementation of Best Management Practices would reduce the potential impact of accidental release and upset conditions during construction to a less-than-significant level.

During the operational phase of the project, there would likely continue to be use, storage, and handling of hazardous materials that are typically associated with residential land use. Petroleum products associated with automobile care, household cleaning products, and potentially pesticides/herbicides would likely be stored on-site in limited quantities in manufacturer's containers. The potential for accidental and upset conditions associated with these limited quantities of products would be similar to

⁷⁷ Department of Toxic Substances Control (DTSC), Envirostor database, http://www.envirostor.dtsc.ca.gov/public/map.asp?global_id=&x=-119.1357421875&y=37.82280243352756&zl=5&ms=640,480&mt=m&findaddress=True&city=SAN%20FRANCISCO&zip=&county=&federal_superfund=true&state_response=true&voluntary_cleanup=true&school_cleanup=true&corrective_action=true&tiered_permit=true&permit_site=true&permit_and_ca_site=true. Accessed May 6, 2011.

the potential at surrounding residential uses and would not be considered a public health risk. Therefore, this is a less than significant impact

Impact HZ-3: The project site is located within one-quarter mile of existing schools, but hazardous materials associated with the project would not pose significant risks to these schools. (Less than Significant)

Jean Parker Elementary School (840 Broadway) is the is only school located within one-quarter mile of the project site. As described above, the proposed project would not store, handle, or dispose of significant quantities of hazardous materials and would not otherwise include any uses that would include emissions of hazardous substances. Therefore, the proposed project would have a less-than-significant impact related to hazardous emissions or materials within a quarter of a mile of a school.

Impact HZ-4: The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)

Currently the project site is an unoccupied lot within a largely residential section of the City. The project site is not on any available environmental databases as compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board pursuant to Government Code Section 65962.5. The project site is not listed in database reports from state and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste. The proposed project would have no impact related to this criterion.

Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety primarily through provisions of the Building and Fire Codes. Final building plans are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

Impact C-HZ: The proposed project would not make a considerable contribution to any cumulative significant effects related to hazardous materials. (Less than Significant)

The relatively small scale of the proposed four-unit project would preclude the project's interaction with other projects in a manner that could result in significant cumulative impacts related to hazardous materials. For the reasons discussed above, the proposed project's impacts related to hazardous materials, both individually and cumulatively, would be less than significant.

<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>
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"/>
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 not result in the loss of availability of a known mineral resource or a locally important mineral resource recovery site. (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 1975.⁷⁸ This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits.

Since the project site was previously developed (in 1910 with the Homer home, which has since been removed) and is surrounded by residential development, future evaluation or designation of the site would not affect or be affected by the proposed project. There are no operational mineral resource recovery sites in the project area whose operations or accessibility would be affected by the construction or operation of the proposed project. Thus, the project would not result in the loss of availability of a locally or regionally important mineral resource. The project would have no impacts on mineral resources, either individually or cumulatively.

Impact ME-2: Implementation of the proposed project would not encourage activities that would result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner. (Less than Significant)

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 GreenPoints, including meeting an energy standard of 15 percent more energy efficiency than that required by Title 24, the California Building Code. Documentation showing compliance with the SFGBO standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of

⁷⁸ California Geological Survey (formerly Division of Mines and Geology). *Open File Report 96-03*, 1996, and *Special Report 146 Parts I and II*, 1986 and 1987.

Building Inspection. Moreover, the project would consist of infill development of a total of four residential units. Therefore, the proposed project would not cause a wasteful use of energy, and effects related to energy consumption would not be significant, either individually or cumulatively.

Topics:	<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>
18. AGRICULTURE AND FOREST RESOURCES— Would the project					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<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 result in the conversion of farmland or forest land to non-farm or non-forest use, nor would it conflict with existing agricultural or forest use or zoning. (No Impact)

The project site is located within an urban area in the City and County of San Francisco. The California Department of Conservation’s Farmland Mapping and Monitoring Program identifies the site as *Urban and Built-Up Land*, which is defined as “... land [that] is used for residential, industrial, commercial, institutional, public administrative purposes, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.” Because the project 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 contract, nor would it involve any changes to the environment that could result in the conversion of farmland. There is likewise no forest land on the project site. Therefore, the proposed project would have no impacts to agricultural or forest resources, either individually or cumulatively.

<i>Topics:</i>	<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>
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 type="checkbox"/>	<input checked="" 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"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

As discussed in the above text, project impacts are expected to be less than significant or less than significant with mitigation incorporated. The foregoing analysis identifies potentially significant impacts related to archeological resources, migratory birds, noise, and construction dust emissions, which would be mitigated through implementation of mitigation measures discussed above.

a. As discussed in Topic E.4. Cultural and Paleontological Resources (p. 26), the project would result in significant adverse effects with respect to historical resources (direct effects on the retaining walls that surround the site and indirect effects on the integrity of adjacent residents). Implementation of **Mitigation Measures M-CP-1 and M-CP-2** would reduce these impacts to a less-than-significant level. As also discussed in Topic E.4. Cultural and Paleontological Resources, it is possible that below-ground archeological resources may be present. Any potential adverse effect on CEQA-significant archeological 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**, which addresses the accidental discovery of archeological resources. Accordingly, 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.

b. The proposed project and any surrounding development would be anticipated to add activity (including construction activity) to the project site vicinity. Cumulative projects occurring within a half-mile vicinity of the proposed project include the recently approved residential conversion project at

1945 Hyde Street, as well as the North Beach Library and Joe DiMaggio Playground Renovation Master Plan project and the Jefferson Street redesign project. The proposed North Beach Library and playground project would construct a new library and reconfigure the playground. The Jefferson Street redesign project is a street redesign project to incorporate dedicated pedestrian and bicycle space.

The proposed project, in combination with other projects, would not result in a considerable contribution to cumulative significant impacts on land use, aesthetics, population and housing, cultural resources, transportation, noise, air quality, greenhouse gas emissions, wind and shadow, recreation, utilities, public services, biological resources, geology, hydrology, hazards, mineral resources, or agricultural resources. The proposed project's contributions to cumulative traffic at intersections in the vicinity would not be substantial. The proposed project would not be considered to contribute incrementally to cumulative regional air quality conditions, or to contribute to significant cumulative noise impacts. Similarly, the proposed project would be consistent with the land use and height controls for the site and would not contribute to a cumulatively considerable land use or visual impact. No other significant cumulative impacts are anticipated. In summary, the proposed project would not have unavoidable environmental effects that are cumulatively considerable.

c. As discussed in Section C, Compatibility with Existing Zoning, Plans, and Policies, and in Topic 1, Land Use and Land Use Planning, the proposed project would be generally consistent with local land use and zoning requirements. Moreover, implementation of Mitigation Measure M-AQ-1, p. 52, would reduce potential air quality impacts to a less-than-significant level.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

Mitigation Measures

The project sponsor has agreed to implement the following mitigation measures to reduce project impacts to a less-than-significant level.

M-CP-1: HABS Documentation. Prior to the issuance of demolition or site permits, the project sponsor shall undertake HABS (Historic American Building Survey) documentation of the subject property, structures; objects; materials; and landscaping. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The documentation shall consist of the following:

- *Measured Drawings:* A set of measured drawings that depict the existing size, scale and dimension of the subject property. The Planning Department Preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc). The Planning Department Preservation staff will assist the consultant in determining the appropriate level of measured drawings;
- *HABS-Level Photography:* Digital photographs of the interior and the exterior of subject property. Large format negatives are not required. The scope of the digital photographs should be reviewed by Planning Department Preservation staff for concurrence, and all digital photography should be conducted according to the latest National Park Service Standards. The photography should be undertaken by a qualified professional with demonstrated experience in HABS Photography; and,
- *HABS Historical Report:* A written historical narrative and report, per HABS Historical Report Guidelines.

The professional shall prepare the documentation and submit it for review and approval by the Planning Department's Preservation Specialist prior to the issuance of building permits. The documentation shall be disseminated to the Planning Department, San Francisco Main Library History Room, Northwest Information Center-California Historical Resource Information System, and San Francisco Architectural Heritage.

M-CP-1b: Design Revisions to New Structures. The project sponsor shall revise the project plans in the following manner to increase the compatibility of the new structures with the Historic District:

- Provide visual separation between the three buildings.
- Reduce the massing of the top floor of 1601-1625 Taylor Street.
- Use contemporary materials rather than clay tile for the roof of 1000 Broadway.

- Use simplified contemporary patterns for the 1000 Broadway metal railings.
- Use simplified columns and arches at 1000 Broadway.

M-CP-2a: Condition Assessment of and Stabilization Plan for Retaining Walls. Prior to the start of work, the project sponsor shall engage qualified professional(s) to perform detailed geotechnical investigations, and other studies as necessary, to determine the exact structural condition of the existing historic concrete retaining walls and surrounding environment. This analysis shall investigate the feasibility, and implementation if feasible, of measures to strengthen/support the existing historic concrete retaining walls in situ, such that further structural deterioration is prevented, and such that existing conditions (cracking, bowing, and tilting) are retained and preserved. If it is determined that structural stability requires correction of existing cracking, bowing, and/or tilting, then the analysis shall investigate and the project sponsor shall implement the least visually and materially intrusive measures to strengthen/support the existing historic concrete retaining walls, such that further structural deterioration is prevented. The project sponsor and/or project architect shall present the conclusions of this analysis to Planning Department preservation staff for review and approval prior to the issuance of building or site permits.

M-CP-2b: Minimize Openings in the Historic Retaining Walls. The project sponsor and architect shall work with Planning Department preservation staff to reduce the surface area and/or number of penetrations in the historic retaining walls for pedestrian and vehicular access. The project sponsor and/or project architect shall present the resulting retaining wall plans and elevations to Planning Department preservation staff for review and approval prior to the issuance of building or site permits.

M-CP-2c: Design Revisions to Openings in Retaining Walls. In addition to Mitigation Measure M-CP-2b, the project sponsor and project architect shall revise the project design to decrease the impacts to the retaining walls in the following manner:

- Reduce the size of 1601 and 1625 Taylor Street opening(s) to match the openings at 1000 Broadway and 1010 Broadway.
- Narrow the width of garage door opening to 8 feet.
- Redesign the garage man-gate to match 1000 and 1010 Broadway gates.
- Recess all doors and gates to the rear plane of the retaining wall.
- Attach all gates within recesses rather than to the exterior surfaces of the retaining walls.
- Leave cuts through retaining walls unfinished to expose their original composition.

M-CP-2c: Construction Management Plan for Retaining Walls. Prior to the start of work, the project sponsor shall contract with a qualified preservation architect, historian, structural engineer, and geotechnical professional, as applicable, for preparation of a detailed, comprehensive construction management plan that identifies all proposed physical alterations to, and/or chemical treatments of, the existing retaining walls around the site perimeter (including cutting into and through the existing historic concrete retaining walls, removal of wall material, and treatment of new exposed wall surfaces and edges), and that includes preventative and/or remedial measures to ensure that any physical alterations and/or chemical treatments that are required as part of the proposed project are undertaken in a fashion that results in the least practicable alteration of the retaining walls' historic fabric. The construction management plan shall be presented to Planning Department preservation staff for review and approval prior to the issuance of site or excavation permit(s). The project sponsor shall include in contractors' specifications compliance with the construction management plan.

M-CP-2d: Provide Interpretive Signage. Because there are currently no interpretive plaques or signage in the Russian Hill/Vallejo Street Crest National Register Historic District, the project sponsor shall consult with Planning Department preservation staff to develop signage to be attached to the project site retaining wall(s) to inform the public of the presence of a historic district or explain its significance and landmarks.

M-CP-3: Archeological Resources (Accidental Discovery). The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

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

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of 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 archeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Environmental Planning 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 Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive 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.

M-AQ-1: Construction Emissions Minimization. To reduce construction period emissions, the project sponsor shall incorporate the following into construction specifications:

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

- All building pads and the common driveway at the rear of the buildings shall be poured or otherwise laid as soon as possible following grading unless soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

Improvement Measures

I-CP-2: **Non-destructive removal and storage of materials from planned wall perforations.** To the degree physically possible and financially feasible, a construction technique such as water jet cutting could be used to cut the various wall penetrations in a manner that their "plugs" can be preserved intact. The "plugs" could be stored at the site so as to provide the opportunity to restore these to historic materials to retaining walls. Alternatively, the "plugs" could be incorporated into landscaping features on the site, which would also allow for potential reversal of the impact.

I-TR-1: **Construction Traffic Measures.** The following measures would minimize disruption of the general traffic flow on adjacent streets:

- To the extent possible, truck movements should be limited to the hours between 9:00 a.m. and 3:30 p.m. (or other times, if approved by the SFMTA).
- The project sponsor and construction contractor(s) would meet with the Traffic Engineering Division of the SFMTA, the Police Department, the Fire Department, Muni's Street Operations and Special Events Office, the Planning Department, and other City agencies to determine feasible traffic measures to reduce traffic congestion and other potential transit disruption and pedestrian circulation effects during construction of the project.

G. NEIGHBORHOOD NOTIFICATION

A "Notification of Project Receiving Environmental Review" was sent out in April 2011, to the owners of properties within 300 feet of the project site and to occupants of properties adjacent to the project site, as well as to other interested parties. The Planning Department received several emails, letters, and telephone calls in response to the notice. Respondents asked to receive further environmental review documents and/or expressed concerns regarding the proposed project. Concerns regarding the proposed project included (1) construction and operational noise, (2) effects on parking supply, and (3) potential shadow and air circulation effects on neighboring private property. These issues are addressed in the discussion in Section E, Evaluation of Environmental Effects.

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.

DATE

August 29, 2012



Bill Wycko

Environmental Review Officer

for

John Rahaim

Director of Planning

I. LIST OF PREPARERS

Initial Study Authors

San Francisco Planning Department
Environmental Planning Division
1650 Mission Street, Suite 500
San Francisco, CA 94103
Environmental Review Officer: Bill Wycko
Environmental Planner: Joy Navarrete

Environmental Consultants

Environmental Science Associates
225 Bush Street, Suite 1700
San Francisco, CA 94104

Project Sponsor

Steve Kendrick
580 California Street, Suite 500
San Francisco, CA 94104

Project Architect

Page and Turnbull
1000 Sansome Street, Suite 200
San Francisco, CA 94111

Project Attorney

Steve Vettel
Farella, Braun + Martel
235 Montgomery Street
San Francisco, CA 94104