



SAN FRANCISCO PLANNING DEPARTMENT

Mitigated Negative Declaration

Date: **April 3, 2013**; amended on May 13, 2013 (amendments to the PMND are shown in deletions as ~~strike through~~; additions in double underline)

Case No.: **2011.0859E**

Project Address: **928 Toland Street**

Zoning: Core Production, Distribution, Repair (PDR-2) District
Bayview Hunters Point Area B Zone 2
Industrial Protection Zone Special Use District
65-J Height and Bulk District

Block/Lot: 5597A/001

Lot Size: 26,466 square feet

Project Sponsor: Raul Arriaza
Project Contact: Reza Khoshnevisan, (415) 922-0200 ext. 108

Staff Contact: Kei Zushi - (415) 575-9036
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PROJECT DESCRIPTION:

The project site is located on the southwest corner of Toland Street and Newcomb Avenue on the block bounded by Toland Street to the east, Oakdale Avenue to the south, Barneveld Avenue to the west, and Newcomb Avenue to the north within the Bayview Neighborhood of San Francisco. The 26,466-square-foot (sf) site (Assessor's Block 5597A, Lot 001) is currently a vacant lot covered with concrete and asphalt. The project site is approximately 1,100 feet east of U.S. Highway 101, and approximately 730 feet west of I-280.

The proposed project would involve: 1) construction of a 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building providing 16 PDR (production, distribution, and repair) units; and 2) construction of a 15-space parking lot along the south property line of the project site. Access to the parking lot would be provided off Toland Street. The proposed building would include a 6,280-sf household repair shop, 6,040-sf carpenter shop, 6,040-sf catering business, and 6,040-sf light manufacturing space. A total of 6 Class I bicycle parking spaces would be provided on the southeastern corner of the project site.

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 95 and 96.

cc: Reza Khoshnevisan, Project Contact
Virna Byrd, M.D.F

Supervisor Malia Cohen, District 10

In the independent judgment of the Planning Department, there is no substantial evidence that the project could have a significant effect on the environment.



SARAH B. JONES
Acting Environmental Review Officer

May 15, 2013

Date of Adoption of Final Mitigated
Negative Declaration

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INITIAL STUDY
928 TOLAND STREET PROJECT
PLANNING DEPARTMENT CASE NUMBER 2011.0859E

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**INITIAL STUDY
928 TOLAND STREET
PLANNING DEPARTMENT CASE NUMBER 2011.0859E**

A. PROJECT DESCRIPTION

Project Location and Site Characteristics

The project site is located on the southwest corner of Toland Street and Newcomb Avenue on the block bounded by Toland Street, Oakdale Avenue, Barneveld Avenue, and Newcomb Avenue within the Bayview Neighborhood of San Francisco (see Figure 1 on page 3).¹ The 26,466-square-foot (sf) site (Assessor's Block 5597A, Lot 001) is currently a vacant lot covered with concrete and asphalt. Access to the project site is currently provided off Toland Street. The project site is approximately 1,100 feet east of U.S. Highway 101, and approximately 730 feet west of I-280.

The project site is zoned PDR-2 (Core Production, Distribution, Repair) and located within a 65-J Height and Bulk District. The subject site is also located within the Bayview Hunters Point Area B Zone 2² and the Industrial Protection Zone Special Use District. The topography of the project site is generally flat.

According to the project sponsor, the project site's use as an equipment/vehicle storage yard ceased around July 2012 and the site has been vacant since then.³ A Phase I Environmental Site Assessment (ESA) prepared for the project site notes that structures (possibly canopy structures) on the project site were removed from the site in August or September 2011.⁴ The project site currently contains no permanent structures.⁵

Proposed Project

The proposed project would involve: 1) construction of a 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building providing 16 PDR (production, distribution, and repair) units; and 2)

¹ For ease of reference throughout this document, the northeast/southwest alignment of Toland Street is assumed to run in a north/south direction, and all other compass reference points are adjusted accordingly. Thus, while the project is located on the northwest side of Toland Street, it is described as being on the west side of Toland Street. All other reference points have been similarly adjusted.

² San Francisco Redevelopment Agency. *Redevelopment Plan for the Bayview Hunters Point Redevelopment Area, Maps 1 and 2*, August 3, 2010. Available online at: <http://www.sfdevelopment.org/modules/showdocument.aspx?documentid=3331>. Accessed February 20, 2013.

³ Aidin Massoudi, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Current Use: 928 Toland St.*, January 7, 2013. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁴ AEI Consultants. *Phase I Environmental Site Assessment, 928 Toland Street, San Francisco, San Francisco County, California, 94124, AEI Project No. 306110*, April 3, 2012. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

⁵ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 928 Toland St.*, March 14, 2013. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

construction of a 15-space parking lot along the south property line of the project site. Access to the proposed parking lot would be provided off Toland Street (see Figures 3 through 6). There is only one existing driveway on the project site, which is approximately 66 feet in width and located along the east property line on Toland Street. As part of this project, the existing driveway is proposed to be relocated further to the south along the east property line by approximately 40 feet (as measured from the center line of the existing driveway and the centerline of the proposed driveway).

The proposed building would include a household repair shop (occupying proposed unit numbers 101, 102, 109, and 110 and totaling 6,280 sf in size), carpenter shop (occupying proposed unit numbers 103, 104, 114, and 115 and totaling 6,040 sf in size), catering business (occupying proposed unit numbers 105, 106, 113, and 114 and totaling 6,040 sf in size), and light manufacturing space (occupying proposed unit numbers 107, 108, 115, and 116 and totaling 6,040 sf in size). A total of 6 Class I bicycle parking spaces would be provided on the southeastern corner of the project site.

The proposed building would be contemporary in design. A metal roll-up entrance door would be provided to each of the proposed 16 units. Exterior walls would consist of stucco and metal siding. The roof would be a flat, tar and gravel roof.

Project construction is anticipated to begin mid-2013 and would last approximately 8 months.⁶

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⁶ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. Email to Kei Zushi, San Francisco Planning Department, 928 Toland Street, December 31, 2012. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

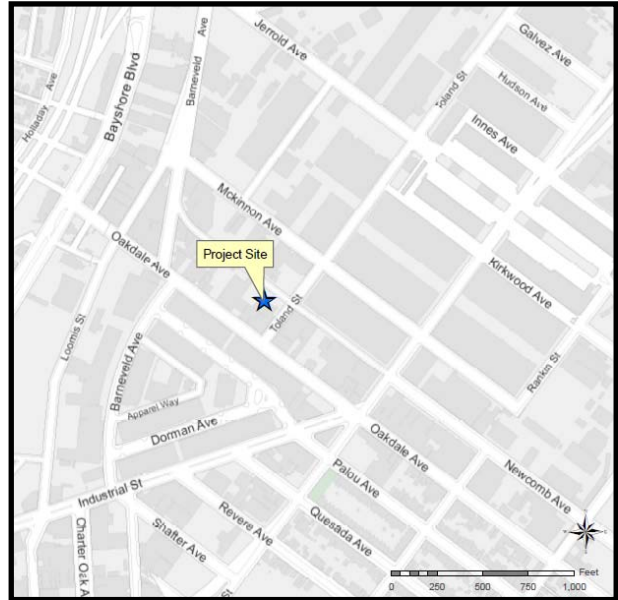


Figure 1. Project Location

Source: San Francisco Planning Department

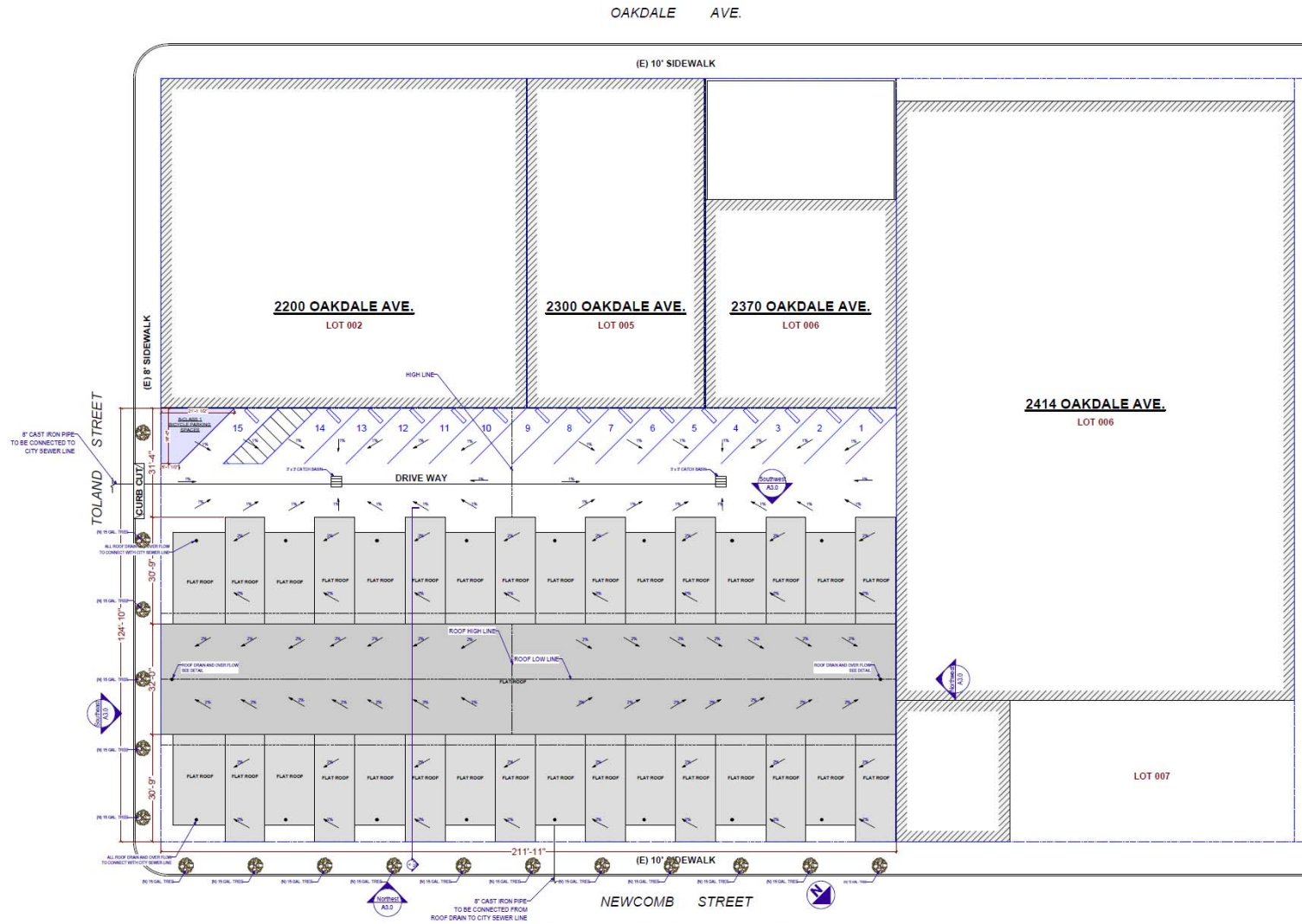


Figure 3. Proposed Site Plan

Figures not to scale

Source: SIA Consulting Corporation

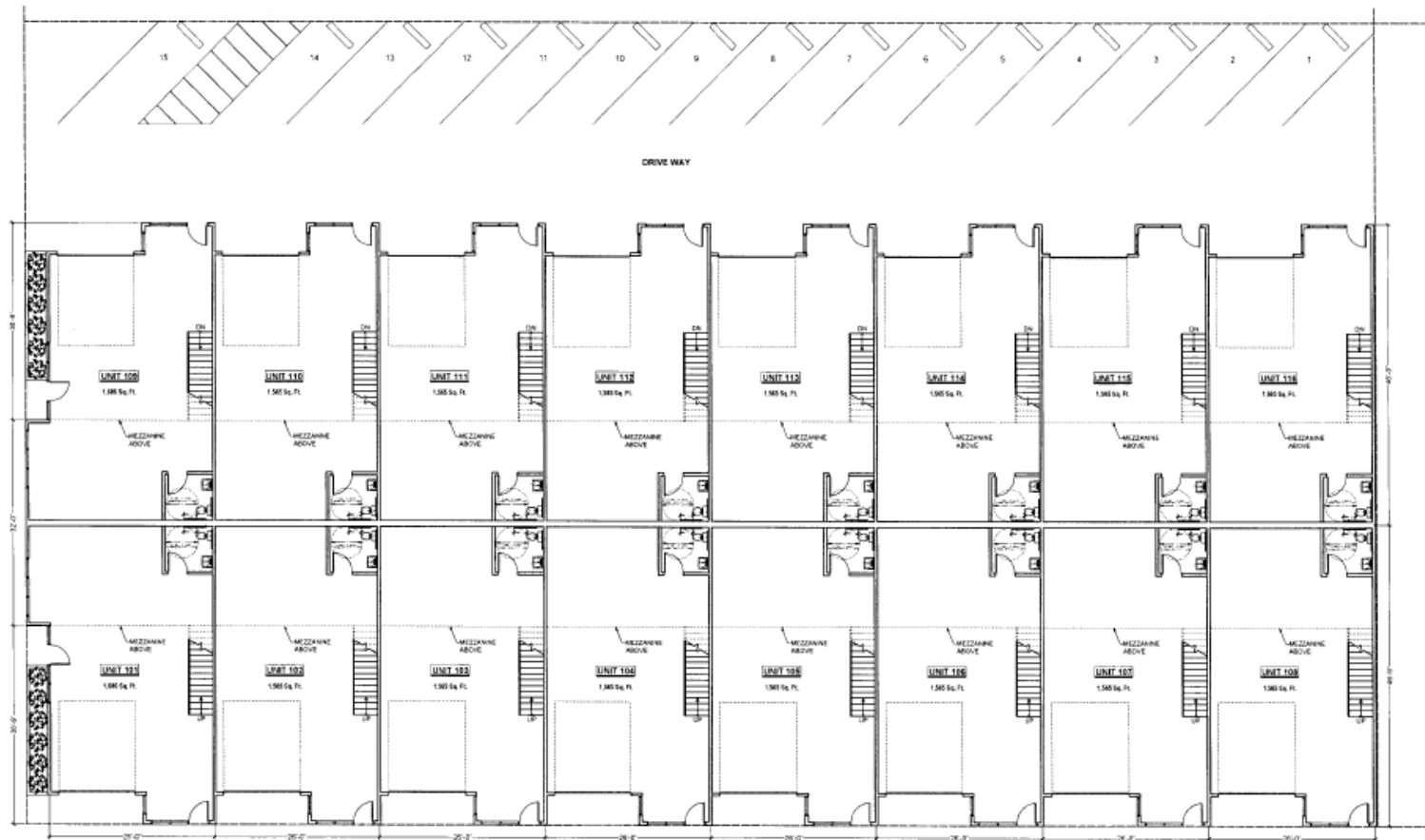


Figure 4. Proposed Ground Floor Plan

Figures not to scale

Source: SIA Consulting Corporation

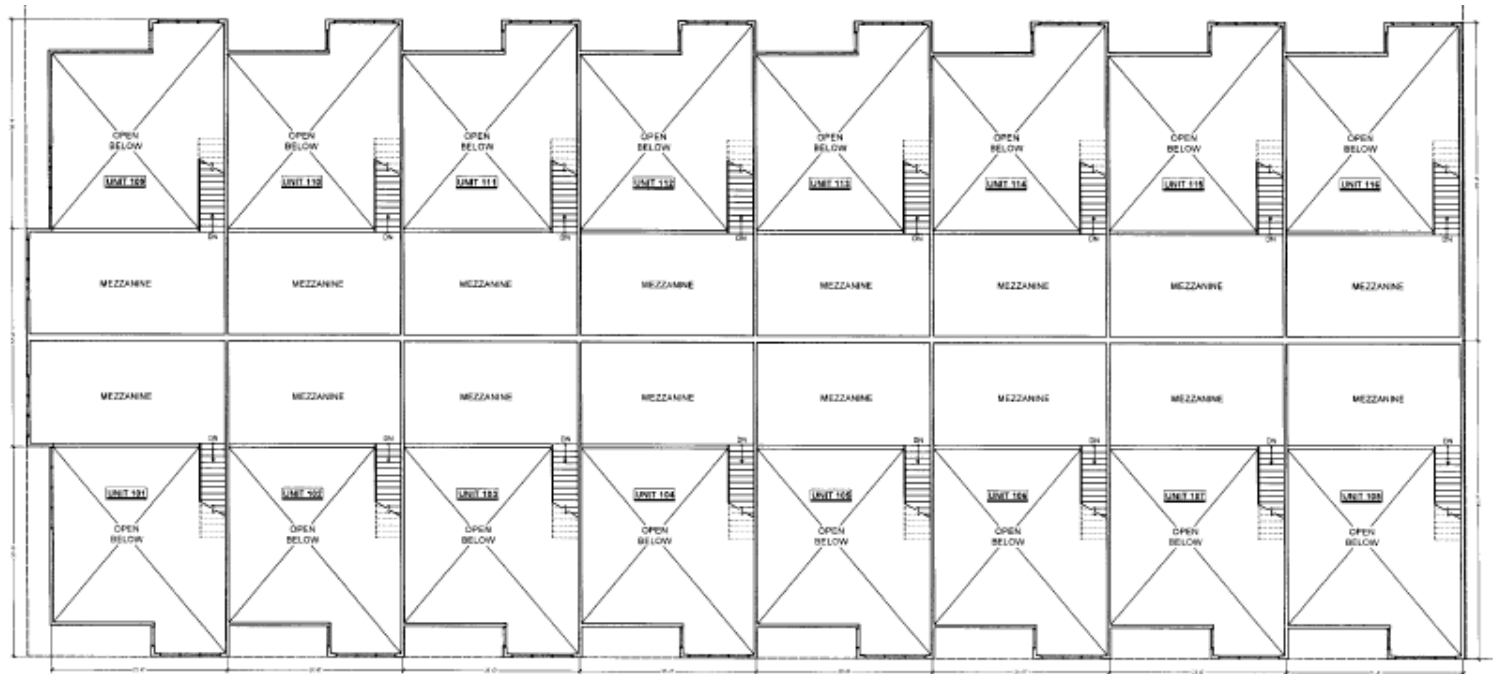


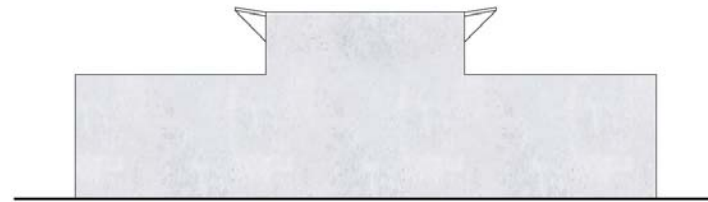
Figure 5. Proposed Mezzanine Floor Plan

Figures not to scale

Source: SIA Consulting Corporation



Proposed Southeast (Toland Street) Elevation
1/8" = 1'-0"



Proposed Northwest Elevation
1/8" = 1'-0"



Proposed Northeast (Newcomb Street) Elevation
1/8" = 1'-0"



Proposed Southwest Elevation
1/8" = 1'-0"

Figure 6. Proposed Elevations

Figures not to scale

Source: SIA Consulting Corporation

Project Approvals

The project would require the following project approvals:

- Street Tree Permit, Grading Permit, and Right-of-Way Permit from the Department of Public Works (DPW);
- Building Permits from the Department of Building Inspection (DBI); and
- A Site Mitigation Plan (SMP) shall be submitted for review and approval by the Department of Public Health (DPH) prior to the commencement of any excavation work.

B. PROJECT SETTING

The project site is located on the southwest corner of Toland Street and Newcomb Avenue on the block bounded by Toland Street, Oakdale Avenue, Barneveld Avenue, and Newcomb Avenue within the Bayview Neighborhood of San Francisco (see Figure 1 on page 3). The project site is zoned PDR-2 (Core Production, Distribution, and Repair) and located within a 65-J Height and Bulk District. The entire block on which the project site is located, as well as all adjoining blocks, are zoned PDR-2. Land uses in the vicinity of the project site are dominated by light industrial, office, and PDR uses interspersed with surface parking lots and ground-floor retail businesses. The entire block on which the project site is located, as well as all adjoining blocks, are located in a 65-J Height and Bulk District. Buildings in the vicinity are generally one-story PDR buildings, generally ranging from approximately 15 to 25 feet in height.

The subject site is also within the Bayview Hunters Point Area B Zone 2. In May 2006, the Board of Supervisors amended the Bayview Hunters Point Redevelopment Plan to include a majority of the Bayview Hunters Point community. This area, referred to as “Area B,” is generally bounded by Cesar Chavez Street to the north, U.S. Highway 101 to the west, San Mateo County to the south and the San Francisco Bay to the east. Zone 2 of the Bayview Hunters Point Area is a mixed residential, industrial and commercial area that has suffered from severe economic decline for many years with the closure of the Hunters Point Naval Shipyard, the shrinking of heavy and light industrial bases, and the lingering effects of long-term environmental pollution. The goals of the Redevelopment Plan include creating new affordable and mixed-income housing, furthering economic development, creating jobs, addressing environmental problems, providing open space, fostering cultural development, and improving the physical environment and transportation systems of the area.⁷

⁷ San Francisco Redevelopment Agency. *Redevelopment Plan for the Bayview Hunters Point Redevelopment Area, Maps 1 and 2*, August 3, 2010. Available online at: <http://www.sfdevelopment.org/modules/showdocument.aspx?documentid=3331>. Accessed February 20, 2013.

In addition, the proposed project is situated in the Industrial Protection Zone Special Use District, which prohibits residential and office uses as provided in Planning Code Section 249.22(b).

Directly north of the project site, across Newcomb Street, is a maintenance and operations facility for the San Francisco Unified School District (SFUSD). Northeast of the project site, across the Toland Street/Newcomb Street intersection, is another SFUSD storage facility. East of the project site, across Toland Street, is ACE Supply's outlet shop. There are three existing parcels between the project site and Oakdale Avenue. These three lots include: Wilcox Frozen Foods facility at 2200 Oakdale Avenue (Assessor's Block 5597A, Lot 002), a coffee shop at 2300 Oakdale Avenue (Assessor's Block 5597A, Lot 005), and Demakas Plumbing and Heating at 2370 Oakdale Avenue (Assessor's Block 5597A, Lot 006). Directly west of the project site is RMR Construction's facility.

There are no existing residential buildings in the project site vicinity. According to the Planning Department's land use records, the closest residence to the project site is located at 2231 Quesada Avenue (single-family residence), approximately 850 feet southeast of the project site. The nearest recreation facility to the project site is Selby & Palou Mini Park, which is located approximately 900 feet southeast of the project site.

Both of Toland Street and Oakdale Avenue are designated as Significant Traffic Truck Routes.⁸ There is one bicycle lane and one bicycle route near the project site: Lane 70 (Class II) along Oakdale Avenue and Route 25 (Class III) along Loomis Street.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	<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 type="checkbox"/>	<input checked="" 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 by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code.

⁸ San Francisco Planning Department. *General Plan, Transportation Element, Map 15*. Available online at: http://www.sf-planning.org/ftp/General_Plan/I4_Transportation.htm. Accessed December 7, 2012.

The project site is within the PDR-2 zoning district. The Planning Code Section 210.11 provides that the intent of the PDR-2 zoning district is, "... to encourage the introduction, intensification, and protection of a wide range of light and contemporary industrial activities. Thus, this zoning district prohibits new housing, large office developments, large-scale retail, and the heaviest of industrial uses, such as incinerators. Generally, all other uses are permitted. ...". The PDR-2 zoning district is generally located in the Bayview and Hunters Point areas.

Allowable Uses

According to Planning Code Section 210.11, a wide range of light and contemporary industrial activities are permitted in the PDR-2 zoning district. In addition, certain non-industrial and non-residential uses can be permitted, including small-scale retail and office, entertainment, certain institutions, and similar uses that would not create conflicts with the primary industrial uses or are compatible with the operational characteristics of businesses in the area.

The proposed uses include a household repair shop (6,280 sf in size), carpenter shop (6,040 sf in size), catering business (6,040 sf in size), and light manufacturing space (6,040 sf in size). While these uses are generally consistent with the intent of the PDR-2 zoning district, no official determination has been made whether these uses are permitted in the PDR-2 zoning district. An official determination would be made by the Planning Department when it reviews the proposed uses for conformance with the PDR-2 zoning requirements as part of the building permit review process for the proposed project, a process separate from the environmental review.

Height and Bulk

The project site is located in a 65-J Height and Bulk District. Pursuant to Article 2.5 of the Planning Code, this district allows a maximum building height of 65 feet, and limits building bulk by restricting length and diagonal dimensions to 250 feet and 300 feet, respectively above 40 feet in height. The proposed building would be 30 feet in height; therefore the bulk limits do not apply to the proposed project. Thus, the proposed project complies with both the height and bulk limits applicable to the project site.

Special Use District

The proposed project is situated in the Industrial Protection Zone Special Use District, which prohibits residential and office uses as provided in Planning Code Section 249.22(b). The Planning Department would review the proposed uses for conformance with Planning Code Section 249.22(b) through the building permit review process, a process separate from the environmental review.

Parking

Planning Code Section 151 addresses parking requirements based on proposed uses. The Planning Department would review the proposed number and dimensions of parking spaces for conformance with Planning Code Section 151 through the building permit review process, a process separate from the environmental review.

Loading

Planning Code Section 152 addresses loading space requirements based on proposed uses. The Planning Department would review the proposed uses for conformance with Planning Code Section 152 through the building permit review process, a process separate from the environmental review.

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 subsection 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 14a 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 which requires an Initial Study under the California Environmental Quality Act (CEQA), prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action 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.

In addition to the General Plan, some areas of the city are also addressed in specific area plans, included as elements of the General Plan, or included as part of a Redevelopment Plan. The project site, as discussed previously, is within the Bayview Hunters Point Area B Zone 2. The goals of the Redevelopment Plan are to create new affordable and mixed income housing, further economic development, create jobs, address environmental problems, provide open space, foster cultural development, and improve the physical environment and transportation systems of the area. The Planning Department would review the proposed project for conformance with the Redevelopment Plan through the building permit review process, a process separate from the environmental review.

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 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 type="checkbox"/> Cultural and Paleo. Resources | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Hazards/Hazardous Materials |
| <input type="checkbox"/> Transportation and Circulation | <input type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Mineral/Energy Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Public Services | <input type="checkbox"/> Agricultural and Forest Resources |
| | | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

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 Database and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the proposed project, both individually and cumulatively. The items checked above have been determined to be "Less than Significant with Mitigation Incorporated"

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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 involve: 1) construction of a 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building providing 16 PDR (production, distribution, and repair) units; and 2) construction of a 15-space parking lot along the south property line of the project site.

Land use impacts are considered significant if they disrupt or divide the physical arrangement of an established community, or if they have a substantial impact on the existing character of the vicinity. While the proposed project would establish a new use on the subject property, the project would not cause a significant land use impact. Land uses in the vicinity of the project site are dominated by light industrial, office, and PDR uses interspersed with surface parking lots and ground-floor retail businesses. These surrounding uses would be expected to continue in operation and to relate to each other as they do presently, without disruption from the proposed project. Because the proposed building would be constructed within the existing lot configuration, the project would not physically divide or interfere with the arrangement of existing uses and activities that surround it or alter the existing street plan. The proposed project would not impede the passage of persons or vehicles. The surrounding uses and activities would remain and they would interrelate with each other as they do at present. They would not be affected substantially by the proposed project.

Impact LU-2: The proposed project would be consistent with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

Land use impacts are considered to be significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those, like the Bay Area Air Quality Management District (BAAQMD) 2010 Clean Air Plan, which directly address environmental issues and/or contain targets or standards, which must be met in order to preserve or improve characteristics of the City's physical environment.

The proposed project would not conflict with applicable plans, policies, and regulations such that an adverse physical change would result. In addition, the proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy. Therefore, the proposed project would have a less-than-significant impact with regard to conflicts with existing plans and zoning.

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

The vicinity of the project site primarily contains one- to two-story PDR buildings reaching approximately 15 to 25 feet in height. The proposed project would include a 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building. The proposed building would be similar in scale to other existing buildings on the project block and would be consistent with the physical character of the area.

As the project site is currently vacant, the project would introduce new uses, including a household repair shop (6,280 sf in size), carpenter shop (6,040 sf in size), catering business (6,040 sf in size), and light manufacturing space (6,040 sf in size), to the project site. However, these proposed uses would be compatible with the existing land uses in the vicinity of the site, which primarily include light industrial, office, and PDR uses interspersed with surface parking lots and ground-floor retail businesses.

Land use impacts are considered to be significant if the proposed project would have a substantial impact upon the existing character of the vicinity. The proposed building's height and bulk would be compatible with those of the existing building in the area. The change in land use on the project site would not be considered a significant impact because the proposed uses would be generally consistent with the intent of the PDR-2 zoning district and compatible with existing uses on adjacent properties. Therefore, the proposed project's impact on the existing character of the project's vicinity would be less than significant.

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

As of February 19, 2013, there are no active Planning Department cases or active building permits on the project block. There are a number of active building permits within a quarter mile of the project site. These building permits include such activities as construction of a car wash facility at 367 Bayshore Boulevard, a biofuel production and sales facility at 280 Bayshore Boulevard, and the second story of an existing single-family facility at 2162 Revere Street, installation of signs at

multiple locations, and additions to existing buildings. The closest active Planning Department case on file is an environmental evaluation application for conversion of property located at 2225 Jerrold Avenue (Planning Department Case No. 2008.0586E) for use by Academy of Art University (AAU). The AAU's project site is approximately 475 feet northeast of the project site. Within a quarter mile of the project site there is one more project currently undergoing environmental review, which involves the addition to an existing residential structure on the rear side and construction of one-car garage at 2159 Quesada Avenue (Planning Department Case No. 2012.0808E). Given the nature and scope of these projects and the distance from the project site, none of the above projects could interact with the proposed project to result in cumulative adverse land use impacts.

For the reasons 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A visual quality/aesthetics analysis is somewhat subjective and considers the project design in relation to the surrounding visual character, heights and building types of surrounding uses, its potential to obstruct scenic views or vistas, and its potential for light and glare. The proposed project's specific building design would be considered to have a significant adverse environmental effect on visual quality only if it would cause a substantial and demonstrable negative change.

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

A project would have a significant effect on scenic vistas if it would substantially degrade important public view corridors and obstruct scenic views from public areas viewable by a substantial number of people. View corridors are defined by physical elements such as buildings and structures that direct lines of sight and control view directions available to the public. Scenic views and vistas are limited in the project vicinity due to surrounding urban development and intervening buildings.

There are no public scenic vistas accessible in the project vicinity that would be substantially affected by the proposed project. The predominate scale and character of development within the project vicinity are one- to two-story PDR buildings reaching approximately 15 to 25 feet in height. Views from the public streets and sidewalks in the project vicinity consist primarily of surrounding PDR buildings. Some of the distant views accessible from the surrounding public streets include: 1) Bernal Hill from Newcomb Avenue looking west; 2) San Bruno Mountain from Toland Street looking south; and 3) Bayview Hill from Newcomb Avenue looking east.

The proposed 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building would be built to the lot lines along Toland and Newcomb Streets. The proposed building would have a rectangular footprint. The height of the proposed building is comparable to the heights of existing buildings in the project vicinity. While the proposed project would result in a noticeable change on the project site, it would not substantially affect public views along Toland or Newcomb Street as the proposed project would be an infill development within the existing lot lines. Given the above, the project would not substantially obstruct public views along public streets and sidewalks. Therefore, the project would not adversely affect these distant scenic views afforded from the surrounding public streets.

Because there are no existing residences in the project vicinity there are no existing residences whose views would be adversely affected by the project. While the proposed building could be visible in longer-range views from some private residences, it would not result in a substantial adverse visual change in existing conditions as it would blend into the existing densely built urban fabric of the area. Private views from some of the nearby non-residential buildings could be affected by the project. Such changes for some users and occupants of the nearby buildings would be an unavoidable result of the proposed project and could be undesirable for those individuals affected by the proposed project. Although some reduced private views would be an unavoidable consequence of the proposed project, any change in views would not exceed that commonly accepted in an urban setting. While this loss or change of views might be of concern to those property owners or tenants, it would not affect a substantial number of people and would result in a less-than-significant impact.

Impact AE-2: The proposed project would not substantially damage any scenic resources. (No Impact)

Scenic resources are 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 is entirely covered with impermeable surfaces and contains no permanent structures. There are no scenic resources on or near the project site. Therefore, the project would not damage any scenic resources.

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 visual character of the project site and vicinity is urban, with a diversity of building sizes and ages. The predominate scale and character of development within the project vicinity are one-to-two-story PDR buildings reaching approximately 15 to 25 feet in height. Given that the proposed building would be compatible in scale with existing buildings in the project vicinity, the proposed project would not result in a substantial visual degradation of existing visual character or quality of the project site or its vicinity. There are existing 8-foot-tall fences that are made of sheet metal and chain-link fencing along the property lines on Toland and Newcomb Streets. As part of this project, the existing fences would be removed, and no fences would be installed along Toland or Newcomb Street.⁹

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 a new PDR building, but the height and bulk of the proposed building would be similar to many existing buildings in the vicinity. Although the proposed project would introduce a new building to the vacant site, it would not represent an incompatible or intrusive visual feature relative to existing buildings.

The proposed project's final architectural design and articulation would undergo evaluation by the Planning Department through the building permit review process, a process separate from the environmental review. The project's final design would be available at that time.

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)

⁹ Aidin Massoudi, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Fencing: 928 Toland St., January 7, 2013.* This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The proposed PDR building would introduce new outdoor lighting to the site typical of uses in the area. The project would comply with Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass. For these reasons, the proposed project would not generate obtrusive light or glare that would substantially affect other properties. As a result, light and glare of the project would not result in a significant impact.

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

Cumulative projects are discussed on page 16. As discussed previously, as of February 19, 2013, there are no active Planning Department cases or active building permit on the project block. The closest active Planning Department case on file is an environmental evaluation application for conversion of properties located at 2225 Jerrold Avenue (Planning Department Case No. 2008.0586E) for use by Academy of Art University (AAU). The AAU's project site is approximately 475 feet northeast of the project site. Within a quarter mile of the project site there is one more project currently undergoing environmental review, which involves the addition to an existing residential structure on the rear side and construction of one-car garage at 2159 Quesada Avenue (Planning Department Case No. 2012.0808E). Given the nature and scope of these projects and the distance from the project site, none of the above projects could interact with the proposed project to result in cumulative adverse impacts with respect to aesthetics.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PH-1: The proposed project would not induce substantial population growth 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 through the extension of roads or other infrastructure that might not occur if the project were not implemented. Currently there are no residential units on the project site and none are proposed. The project sponsor estimates that the proposed project would generate approximately 32 employees (two employees per unit).^{10,11} Since the project site is currently vacant, all of this employment would be new to the site.

These new positions are not likely to attract new employees to San Francisco because service jobs typically do not provide wages high enough to induce relocation. As such, potential jobs at the site would likely be filled by residents within the San Francisco Bay Area. Even if these new employees needed to relocate to the Bay Area, the number of new employees would not be substantial in the context of San Francisco's population and would not necessitate the construction of new housing in San Francisco or the region. Therefore, the proposed project would not result in a substantial increase in housing demand in the City or region, and the proposed project's potential to induce population growth would be less than significant.

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

As noted above, the project site is currently vacant and includes no dwelling units. Hence, there would be no residents displaced as a result of the project. The proposed project would result in no impact 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 project would not result in any significant impact with respect to population and housing since the proposed project does not include any residential uses and would not result in demolition of existing housing or necessitate the construction of relocation housing. The planning cases and building permits that are currently review, as discussed on page 16, could not interact with the proposed project to result in cumulative adverse impacts with respect to population and housing. For these reasons, the proposed project's impacts related to population and housing, both individually and cumulatively, would be less than significant.

¹⁰ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 928 Toland Street*, December 7, 2012. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹¹ The estimate from the project sponsor was used for this Initial Study as PDR uses are not specifically listed in the San Francisco Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002). For comparison, a 24,400-sf office building would employ approximately 88 people based on the employee density for office uses (276 sf per employee) outlined in the *Transportation Impact Analysis Guidelines*. Office uses generally have higher employee density than PDR uses.

<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>
4. CULTURAL AND PALEONTOLOGICAL RESOURCES— Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CP-1: The proposed project would not result in a substantial adverse change in the significance of historic architectural resources. (Less than Significant)

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

The project site currently contains no permanent structures, and it is not considered an historic resource for the purposes of CEQA.¹² The proposed project would construct a 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building, and a 15-space parking lot along the south property line of the project site. There are no historic resources in the project vicinity that would

¹² Tina B. Tam, San Francisco Planning Department. *Email to Alton Chinn, San Francisco Planning Department, 928 Toland Street, (5597A/001)*, August 7, 2012. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

be adversely affected by the proposed project.¹³ Therefore, the proposed project would have no significant impact on off- or off-site historic resources.

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

When determining the potential for encountering archeological resources, relevant factors include the location, depth, and the areal extent of excavation proposed, as well as any recorded information on known resources in the area. An Environmental Planning Preliminary Archeological Review: Checklist has been prepared by the Planning Department's archeologist for the proposed project and is summarized below.¹⁴

The archeologist concluded that the proposed project would have no effects on archeological resources given the location of the project and the depth of excavation resulting from the project, which would be approximately three feet below ground surface (bgs) based on the geotechnical report¹⁵ prepared for this project. The project site is within a location in the near middle of the former broad, deep estuary of Islais Creek. This vast tidal wetland, had a principal channel, "Du Vrees Creek" that meandered the marshlands from the uplands to the southwest. On the 1857 U.S. Coast Survey topo sheet the project site is shown as between a small tributary and the major channel. In general, the estuary was not filled in until the late 1910s and 1920s. The project geotechnical report notes that there is more than 12 feet of fill on the site. Below this, the report identified a silty clay sediment of unknown depth which it identifies as [Late] Bay Mud. It is at this level that the prehistoric deposits, if present, would be located. Although Bay Mud deposits have a modest potential to contain prehistoric remains, we can see both from the presence of anthropogenic midden deposits that have been documented within the Islais Creek estuary and the theoretical likelihood that prehistoric deposits have greater probability where they are near the shorelines (or paleo-shorelines) of Bay Mud.

There are several prehistoric sites documented/recorded adjoining or within the former Islais Creek estuary. All of these sites were shell middens or shell mounds. Northernmost of these sites are two shell mounds initially documented in 1858 near the mouth of the creek. One of two locations where CA-SFR-15 has been identified is three blocks to the east of the project site where it set on the edge of the estuary very near where SFR-171 was recently identified. A possible prehistoric midden deposit was discovered approximately 20 feet bgs within but near the western boundary of the Estuary. It was not possible to do further evaluation of the midden deposit because of its depth. More distant to the southwest of the project site is CA-SFR-3/-SFR-17

¹³ Rich Sucre, San Francisco Planning Department. *Email to Kei Zushi, San Francisco Planning Department, 928 Toland Street, January 29, 2013.* This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁴ Randall Dean, San Francisco Planning Department. *Environmental Planning Department Preliminary Archeological Review: Checklist, 928 Toland Street, March 5, 2013.* This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁵ P. Whitehead and Associates Consulting Engineers. *Geotechnical Report, 928 Toland Street, Block 5597A Lot 001, San Francisco, CA., P. Whitehead & Associates Report 2012 – 31, October 15, 2012.* This document is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

which is a large only partially excavated prehistoric midden village site in which numerous human remains have been found over the years. These midden sites have been found in a variety of geologic contexts, including alluvium, marsh, Late Bay Mud, and sand dune deposits.

In light of the above, the proposed project's impacts to undocumented and unforeseeable archeological resources would be less than significant.

Impact CP-3: The proposed project would not indirectly destroy a unique paleontological resource or site or unique geologic feature. (Less than Significant)

Paleontological resources include fossilized remains or traces of animals, plants and invertebrates, including their imprints, from a previous geological period. Collecting localities and the geologic formations containing those localities are also considered paleontological resources; they represent a limited, nonrenewable resource and once destroyed they could not 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. Lithological units which may be fossiliferous, include sedimentary and volcanic formations. Fill materials (clayey sand and sandy clay) underlie the project site, which would be disturbed during grading and excavation. These materials are unlikely to support paleontological resources. Construction would involve minimal grading and excavations of approximately three feet. Due to the low likelihood of encountering fossil containing beds during construction, any impacts on paleontological resources would be less than significant.

Impact CP-4: The proposed project would not disturb human remains. (Less than Significant)

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, the lead agency is required to work with the appropriate tribal entity, as identified by the California Native American Heritage Commission (NAHC). The CEQA 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. In the event human remains are found during excavation, the project sponsor and construction contractor will follow local, state, and federal procedures; thus, impact to human remains would be less than significant.

Impact C-CP: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative impacts to cultural resources. (Less than Significant)

As discussed above, the proposed project would result in a less-than-significant historic architectural resource impact. Cumulative impacts occur when impacts that are significant or less

than significant from a proposed project combined with similar impacts from other past, present, or reasonably foreseeable future projects in a similar geographic area.

Archeological resources are non-renewable members of a finite class. All adverse effects to archeological resources erode a dwindling cultural/scientific resource base. Federal and state laws protect archeological resources in most cases, either through project redesign or requiring that the scientific data present within an archeological resource be archeologically recovered. Project construction would occur in terrain which is underlain by fill materials, and would involve minimal grading and excavation of approximately three feet. Due to the low likelihood of encountering archeological or paleontological resources, or of encountering human remains resources during construction, the proposed project would not, individually or in combination with existing and future projects, result in a significant impact on cultural resources within the project site and in the site's vicinity.

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

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

The project site is not located near a public or private airport or within an airport land use plan area. Therefore, Question 5c is not applicable to the proposed project. Due to the scope and location of the proposed project, the Planning Department determined that a Transportation Study would not be required for this project.¹⁶

Setting

The project site is located on the southwest corner of Toland Street and Newcomb Avenue, in the Bayview Neighborhood of San Francisco. Toland Street is a two-way, north-south roadway. Newcomb Avenue is a two-way, west-east roadway. The intersection at Toland Street and Newcomb Avenue is controlled by stop signs on Newcomb Avenue.

Neither Toland Street, nor Newcomb Avenue, is listed in the San Francisco General Plan as a Major Arterial or part of the Congestion Management Program (CMP) Network, a Transit Preferential Street, part of the Citywide Pedestrian Network, or a Metropolitan Transportation System (MTS) Network Street.¹⁷ Both of Toland Street and Oakdale Avenue are designated as Significant Traffic Truck Routes.¹⁸ In addition, none of the above streets is designated as a Neighborhood Commercial Street. There is one bicycle lane and one bicycle route near the project site: Lane 70 (Class II) along Oakdale Avenue and Route 25 (Class III) along Loomis Street.

There is only one existing driveway on the project site, which is approximately 66 feet in width and located along the east property line on Toland Street. As part of this project, the existing driveway is proposed to be relocated further to the south along the east property line by approximately 40 feet (as measured from the center line of the existing driveway and the centerline of the proposed driveway). The proposed driveway would be approximately 16 feet in width. The center line of the proposed driveway would be approximately 101 feet from the north property line on Newcomb Street.¹⁹

¹⁶ Susan Mickelsen, San Francisco Planning Department. *Transportation Study Determination, Case No.: 2011.0859E, Address: 928 Toland Street*, December 19, 2012. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁷ San Francisco Planning Department. *General Plan, Transportation Element, Maps 6 through 9 and 11*. Available online at: http://www.sf-planning.org/ftp/General_Plan/I4_Transportation.htm. Accessed December 7, 2012.

¹⁸ San Francisco Planning Department. *General Plan, Transportation Element, Map 15*. Available online at: http://www.sf-planning.org/ftp/General_Plan/I4_Transportation.htm. Accessed December 7, 2012.

¹⁹ Aidin Massoudi, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 928 Toland St.*, December 10, 2012. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Public transit serving the project site and within ¼ mile includes Muni bus routes 9, 9A, 9X, 14X, 23, 24 and 90. Muni's Kirkwood/Lasalle Station with access to the Muni Metro route T is approximately 0.9 miles east of the project site.

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, impacts on pedestrian and bicycle circulation, parking and freight loading, as well as construction impacts.

Trip Generation

As set forth in the Planning Department's *Transportation Impact Analysis Guidelines for Environmental Review* (October 2002), the Planning Department evaluates traffic conditions for the weekday p.m. peak hour conditions, which typically represent the worst conditions for the local transportation network. Based on the *Transportation Guidelines*, the project is estimated to generate approximately 442 daily person trips and a total of 163 daily vehicle trips.^{20,21}

Table 1, below, shows the project's estimated daily and PM peak hour trip generation by mode split. As shown in Table 1, total PM peak hour person trips are estimated to be approximately 38. Of these person trips, about 26 trips would be by auto, 7 trips by transit, 3 pedestrian trips, and 1 trip by "other" modes (including bicycles, motorcycles, and taxis). These vehicle trips are not anticipated to substantially affect existing levels of service at intersections within the project vicinity. The trip generation calculations conducted for the proposed project estimates PM peak hour vehicle trips at 20. The trip generation estimates prepared for the proposed project may be slightly overstated as the trip generation rate for office uses, which is generally higher than that of PDR uses, was used to make a conservative trip generation estimate for the proposed project.

²⁰ Kei Zushi, San Francisco Planning Department. *Transportation Calculations for 928 Toland Street*, December 5, 2012. These calculations are available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

²¹ Because PDR uses are not listed in the *Transportation Guidelines*, the trip generation rate for office uses, which is generally higher than that of PDR uses, was used to make a conservative trip generation estimate for the proposed project.

Table 1. Daily and PM Peak Hour Trip Generation²²

Trip Generation Mode Split	Daily Trips	P.M. Peak-Hour Trips
Auto	274	26
Transit	85	7
Walk	55	3
Other	28	1
Total	442	38
Vehicle Trips	163	20
Parking Demand	Short Term	Long Term
Parking Spaces	6	51
Loading Demand	Average Hour	Peak-Hour
Loading Spaces	0.24	0.30

Parking

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

Based on the methodology presented in the 2002 *Transportation Guidelines*, on an average weekday, the demand for parking would be 58 spaces for the proposed building based on the rate of office uses. The project would provide a total of 15 on-site parking spaces. Therefore, the parking proposed to be provided would be less than the parking demand generated by the proposed uses in the building. There is limited on-street parking capacity available near the project site along both Toland Street and Newcomb Avenue. While the proposed off-street parking spaces would be less than the anticipated demand, the resulting parking deficit is considered to be a less-than-significant impact, regardless of the availability of on-street parking under existing conditions.

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

²² Kei Zushi, San Francisco Planning Department. *Transportation Calculations for 928 Toland Street*, December 5, 2012. These calculations are available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project's social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines §15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City's "Transit First" policy.

The City's Transit First Policy, established in the City's Charter Section 16.102 provides that "parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation." As discussed above, the project area is well-served by local public transit (Muni's bus routes 9, 9A, 9X, 14X, 23, 24, and 90, Muni's Kirkwood/Lasalle Station with access to the Muni Metro route T, and bicycle Lane 70 and Route 25, which provide alternatives to auto travel.)

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

Loading

No off-street loading spaces would be provided for the proposed project. The Planning Code Section 152 addresses loading requirements based on proposed uses. The proposed project would generate a peak hour loading demand of 0.30 truck trips based on the rate for office uses. The Planning Department would review the proposed uses for conformance with Planning Code Section 152 through the building permit review process, a process separate from the environmental review. Therefore, the project would not result in significant loading impacts and loading impacts are considered less than significant.

Construction Activities

During the projected 8-month construction period,²³ temporary and intermittent traffic and transit impacts would result from truck movements to and from the project site. Truck movements during periods of peak traffic flow would have greater potential to create conflicts than during non-peak hours because of the greater numbers of vehicles on the streets during the peak hour that would have to maneuver around queued trucks. Construction activities associated with the proposed project are not anticipated to result in substantial impacts on the City's transportation network. However, as required, the project sponsor and construction contractors would meet with the City's Transportation Advisory Staff Committee (TASC) to determine feasible measures to reduce traffic congestion, including effects on the transit system and pedestrian circulation impacts during construction of the proposed project. TASC consists of representatives from the Traffic Engineering Division of San Francisco Municipal Transportation Agency (SFMTA), the Fire Department, and the Planning Department. Thus, impacts related to an applicable transportation circulation system plan or policy would be less than significant.

Impact TR-2: The proposed project would not 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., 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. There is only one existing driveway (66 feet in width) on the project site along Toland Street. As part of this project, the existing driveway would be relocated further to the south along the east property line by approximately 40 feet (as measured from the center line of the existing driveway and the centerline of the proposed driveway). The proposed driveway would be approximately 16 feet in width. The center line of the proposed driveway would be approximately 101 feet from the north property line on Newcomb Street, which would provide a sufficient distance between the proposed driveway and the Toland Street/Newcomb Street intersection to ensure safe movements of vehicles entering into and exiting the project site. Based on the above, transportation hazards due to a design feature or resulting from incompatible uses would be less than significant.

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

²³ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 928 Toland Street, December 31, 2012.* This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

The proposed project would not result in a significant impact with regard to emergency access and would not interfere with existing traffic circulation or cause major traffic hazards. Proposed buildings would be required to comply with the standards contained in the Building and Fire Codes, and the Department of Building Inspection (DBI) 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 on and near 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)

Transit Conditions

As discussed above, the project site is well served by transit and the proposed project would generate approximately 7 PM peak hour transit trips, which would be accommodated by the existing transit system. The addition of the project-generated transit riders would not substantially increase the peak hour capacity utilization of the MUNI bus and light rail lines considered for the proposed project. Although Muni's 23-Monterey bus line operates on Toland Street, there are no bus stops adjacent to the project site. The project would not include new curb cuts or off-street parking that would conflict with bus operations on Toland Street; therefore, no impacts to bus circulation were identified.

It should be noted that transit-related policies include, but are not limited to: (1) discouragement of commuter automobiles (Planning Code Section 101.1, established by Proposition M, the Accountable Planning Initiative); and (2) the City's "Transit First" policy, established in the City's Charter Section 16.102. The proposed project would not conflict with transit operations as discussed above and would also not conflict with the transit-related policies established by Proposition M or the City's Transit First Policies. Therefore, impacts to the City's transit network would be considered less than significant.

Bicycle Conditions

As mentioned above, there are one bicycle lane and one bicycle route near the project site: Lane 70 (Class II) along Oakdale Avenue; and Route 25 (Class III) along Loomis Street. The proposed project would generate one PM peak hour trip by "other" modes, including bicycles, motorcycles, and taxis. Given this, the proposed project is not anticipated to affect bicycle conditions in the project vicinity. Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area. Therefore, the proposed project would have a less-than-significant impact on bicycle conditions in the project vicinity.

On June 26, 2009, the San Francisco Municipal Transportation Agency (SFMTA) approved an update to the City's Bicycle Plan. The Plan includes updated goals and objectives to encourage bicycle use in the City, describes the existing bicycle route network (a series of interconnected streets and pathways on which bicycling is encouraged) and identifies improvements to achieve

the established goals and objectives. The proposed project would not result in significant impacts to bicycle conditions in the project area and would therefore not conflict with the City's bicycle plan, or other plan, policy or program related to bicycle use in San Francisco.

Pedestrian Conditions

The proposed project would generate approximately 10 pedestrian trips to the surrounding streets (this includes 7 transit trips and 3 walk trips) during the weekday PM peak hour. These new pedestrian trips would be spread out over several adjacent sidewalks and crosswalks and could be accommodated on the existing facilities adjacent to the project site without substantially affecting the current pedestrian conditions along Toland Street (eight-foot-wide sidewalks) or Newcomb Street (10-foot-wide sidewalks) as shown on the existing site plan submitted for this project (see Figure 2 on page 4). Existing PM peak period pedestrian activity on Toland Street is generally low; pedestrian conditions would continue to remain acceptable.

The project would not result in a considerable increase in vehicle trips to and from the site, and therefore pedestrian travel in the project site vicinity would not be substantially affected. In addition, the proposed project would not create unsafe conditions for pedestrians, nor would the additional walk trips cause crowding on nearby sidewalks; therefore, the proposed project's impact to pedestrian facilities would be less than significant. Sidewalk widths are sufficient to allow for the free flow of pedestrian traffic. Pedestrian activity would increase as a result of the project, but not to a degree that could not be accommodated on local sidewalks or would result in safety concerns. Thus, impacts on pedestrian circulation and safety would be less than significant. As such, the proposed project would not conflict with any plan, policy or program related to pedestrian use in San Francisco.

Impact C-TR: The proposed project in combination of past, present, and reasonably foreseeable future projects, would not result in substantial cumulative transportation impacts. (Less than Significant)

Construction of the proposed project would likely overlap with construction of other projects within a quarter mile of the project site, which could result in a temporary increase in construction-related traffic in the project vicinity. These construction activities include such activities as construction of a car wash facility at 367 Bayshore Boulevard, a biofuel production and sales facility at 280 Bayshore Boulevard, and the second story of an existing single-family facility at 2162 Revere Street, installation of signs at multiple locations, and additions to existing buildings. The combined construction impacts would not be significant given that they are temporary and would not result in permanent, cumulatively considerable transportation impacts. The operation of the proposed project would not result in a significant increase in trips to and from the project site as discussed above. Therefore, the project would not contribute significantly to cumulative conditions and would not have any significant cumulative traffic impacts.

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

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
6. NOISE—Would the project:					
a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 located within an airport land use plan area, or within the vicinity of a private airstrip. Therefore, Questions 6e and 6f are not applicable to the proposed project.

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

The proposed project would not include new sensitive receptors, including residences, schools, hospitals, and convalescent homes, where people require quiet for sleep or concentration. The nearest sensitive receptor to the project site is a daycare (Eventure More) at 2295 Palou Avenue, which is approximately 400 feet southwest of the project site. The nearest residential use to the project is a single-family residence at 2231 Quesada Avenue, which is approximately 850 feet southeast of the project site.

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 (OPR), indicate maximum acceptable noise levels for various newly developed land uses. The proposed uses for this project most closely correspond to the “Commercial – Wholesale and Some Retail, Industrial/Manufacturing, Transportation, Communications and Utilities” land use category in the Land Use Compatibility Guidelines.²⁴ For this land use category, the maximum “satisfactory, with no special insulation requirements” exterior noise levels are approximately 77 dBA (L_{dn}).^{25,26} Where exterior noise levels exceed 75 dBA (L_{dn}) for a new commercial building, it is generally recommended that a detailed analysis of noise reduction requirements be conducted prior to final review and approval of the project, and that the needed noise insulation features be include in the project design.

Existing Noise in Project Site Vicinity. The land uses in the project site vicinity do not generate a substantial amount of noise, as would be expected in PDR districts. Based on citywide modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH), the project site vicinity has ambient noise levels ranging from 60 to 65 on Toland Street, ambient noise levels ranging from 65 to 70 on Newcomb Street, and ambient noise levels above 75 on Oakdale Avenue, as shown in Table 2, below.

Table 2. Nearby Street Noise Levels

Street Name	Noise Levels [dBA (L _{dn})]
Toland Street	60 to 65
Newcomb Street	65 to 70
Oakdale Avenue	Above 75

Project Noise Exposure. As previously mentioned, the proposed project would not include new sensitive receptors. The exterior noise levels along Toland and Newcomb Streets are within the range considered “satisfactory” for commercial buildings. While the exterior noise levels along Oakdale Avenue exceed the maximum “satisfactory” noise levels for commercial buildings, the existing buildings located between the proposed building and Oakdale Street would likely help reduce noise levels. In addition, the proposed building would be approximately 126 feet away from Oakdale Avenue. Noise levels from a particular source generally decline as distance to the

²⁴ San Francisco General Plan. *Environmental Protection Element, Land Use Compatibility Chart for Community Noise*. Available online at: http://www.sfplanning.org/ftp/general_plan/I6_Environmental_Protection.htm. Accessed October 12, 2012.

²⁵ 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.

²⁶ The L_{dn} is the Leq, or Energy Equivalent Level, of the A-weighted noise level over a 24-hour period with a 10 dB penalty applied to noise levels between 10:00 p.m. to 7:00 a.m. Leq is the level of a steady noise which would have the same energy as the fluctuating noise level integrated over the time period of interest.

receptor increases. Therefore, the project would not result in a significant impact with respect to exposure of employees or visitors at the project site to ambient noise levels.

Noise from Project Operations. The proposed project would involve construction of a 24,400-sf PDR building providing a household repair shop (6,280 sf), carpenter shop (6,040 sf), catering business (6,040 sf), and light manufacturing business (6,040 sf).

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 163 daily vehicle trips, with 20 of those trips occurring in the PM peak hour. This increase in vehicle trips would not cause traffic volumes to double on nearby 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 PDR development, the proposed project would not include features or uses that would 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.

In addition to vehicle-related noise, building equipment and ventilation are also noise sources. Specifically, mechanical equipment produces operational noise, such as heating and ventilation systems. Mechanical equipment would be subject to Section 2909 of the Noise Ordinance. As amended in November 2008, this section of the ordinance establishes a noise limit from mechanical sources, such as building equipment, specified as a certain noise level in excess of the ambient noise level at the property line: for noise generated by residential uses, the limit is 5 dBA in excess of ambient, while for noise generated by commercial and industrial uses, the limit is 8 dBA in excess of ambient and for noise on public property, including streets, the limit is 10 dBA in excess of ambient. In addition, the Noise Ordinance provides for a separate fixed-source noise limit for residential interiors of 45 dBA at night and 55 dBA during the day and evening hours. Compliance with Article 29, Section 2909, serves to minimize noise from building operations. Therefore, noise effects related to building operation would be less than significant. Given that the proposed project's vehicle trips would not result in a noticeable increase in ambient noise levels, and that any proposed mechanical equipment would be required to comply with the Noise Ordinance, the proposed project would not result in a noticeable increase in ambient noise levels. Thus, the project's impact related to project operations would be less than significant.

Impact NO-2: During construction, 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 building construction would temporarily increase noise, and possibly vibration, in the project vicinity. During the construction phase, the amount of construction noise generated would be influenced by equipment type and duration of use, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers). Construction equipment would generate noise and possibly vibrations that could be considered

an annoyance by occupants of nearby properties. There would be times when noise and vibration could interfere with indoor activities in nearby businesses.

The nearest sensitive receptor to the project site is a daycare (Eventure More) at 2295 Palou Avenue, which is approximately 400 feet southwest of the project site. The nearest residential use to the project is a single-family residence at 2231 Quesada Avenue, which is approximately 850 feet southeast of the project site. Given that the daycare is currently subject to the ambient noise levels of Oakdale Avenue, which are above 75 dBA (L_{dn}), the operational noise from the proposed project would not significantly impact the daycare. There are no senior center or hospital facilities near the project site. Other uses in the immediate vicinity are not considered sensitive to noise and vibration.

According to the project sponsor, the construction period would last approximately 8 months.²⁷ A mat slab foundation with a depth of 12 inches would be used for this project, and no significant noise generating equipment (including pile driving) would be used during the construction phase of the project. The primary noise source during the construction phase of this project would be concrete mixer trucks. The proposed project would not create unusual levels of groundborne vibration that would disturb nearby businesses and occupants.²⁸

Excavation work and exterior finishing can generate noise levels up to 89 dBA (L_{dn}) at 50 feet from the noise receptor (see Table 3, below). Construction noise and vibration impacts would be temporary in nature and limited to the period of construction. Noise generally attenuates (decreases) at a rate of 6 to 7.5 dBA per doubling of distance, and would therefore not be anticipated to substantially affect the nearby noise sensitive receptors.

Table 3. Typical Commercial Construction Noise Levels (dBA)²⁹

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

²⁷ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, 928 Toland Street*, December 31, 2012. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

²⁸ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Noise Section, 928 Toland Street*, December 10, 2012. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

²⁹ U.S. Environmental Protection Agency (EPA). *Noise from Construction Equipment and Building Operations, Building Equipment, and Home Appliances*, December 31, 1971. Available online at: http://www.co.marin.ca.us/depts/CD/main/pdf/eir/Big%20Rock/Suplimentals/13.%20EPA%201971%20%20Noise%20from%20Construction%20Equipment_Operations_Building-Equip_Home-Appliances.pdf. Accessed October 12, 2012.

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

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.³⁰ Noise from truck traffic is not expected to cause a significant impact, given ambient noise levels in the project site vicinity and the limited hours and duration of project construction.

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

In light of the above, the project's construction noise impact would be less than significant.

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

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

Localized traffic noise would increase in conjunction with foreseeable residential and commercial growth in the project vicinity. However, because neither the proposed project nor the other cumulative projects in the vicinity are anticipated to result in a doubling of traffic volumes along nearby streets, the project would not contribute considerably to any cumulative traffic-related

³⁰ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Noise Section, 928 Toland Street, December 10, 2012.* This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

increases in ambient noise. Moreover, the proposed project's mechanical equipment would be required to comply with the Noise Ordinance and would therefore not be expected to contribute to any cumulative increases in ambient noise levels. Therefore, the proposed project would not result in cumulatively considerable noise impacts, and cumulative noise impacts are considered 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (SFBAAB), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa Counties and portions of Sonoma and Solano Counties. The BAAQMD is responsible for attaining and maintaining air quality in the SFBAAB within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the SFBAAB and to develop and implement strategies to attain the applicable federal and state standards. The CAA and the CCAA require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the *2010 Clean Air Plan (CAP)*, was adopted by the BAAQMD on September 15, 2010. The *2010 CAP* updates the *Bay*

Area 2005 Ozone Strategy in accordance with the requirements of the CCAA to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2010 CAP* contains the following primary goals:

- Attain air quality standards;
- Reduce population exposure and protect public health in the San Francisco Bay Area; and
- Reduce greenhouse gas emissions and protect the climate.

The *2010 CAP* represents the most current applicable air quality plan for the SFBAAB. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of an applicable air quality plan.

Criteria Air Pollutants

In accordance with the state and federal CAAs, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the SFBAAB experiences low concentrations of most pollutants when compared to federal or state standards. The SFBAAB is designated as either in attainment³¹ or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as non-attainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.³²

Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 4 below identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the SFBAAB.

³¹ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant. "Unclassified" refers to regions where there is not enough data to determine the region's attainment status.

³² Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2011, page 2-1.

Table 4. Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

Ozone Precursors. As discussed previously, the SFBAAB is currently designated as non-attainment for ozone and particulate matter (PM₁₀ and PM_{2.5}³³). Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal Clean Air Acts emissions limits for stationary sources. The federal New Source Review (NSR) program was created by the federal CAA to ensure that stationary sources of air pollution are constructed in a manner that is consistent with attainment of federal health based ambient air quality standards. Similarly, to ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, BAAQMD Regulation 2, Rule 2 requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds (lbs.) per day).³⁴ These levels represent emissions by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

Although this regulation applies to new or modified stationary sources, land use development projects result in ROG and NO_x emissions as a result of increases in vehicle trips, architectural coating and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of land use projects and those projects that result in emissions below these thresholds, would not be considered to contribute to an existing or projected air quality violation or result in a considerable net increase in ROG and NO_x emissions. Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

Particulate Matter (PM₁₀ and PM_{2.5}). The BAAQMD has not established an offset limit for PM_{2.5}. However, the emissions limit in the federal NSR for stationary sources in nonattainment areas is

³³ PM₁₀ is often termed “coarse” particulate matter and is made of particulates that are 10 microns in diameter or larger. PM_{2.5}, termed “fine” particulate matter, is composed of particles that are 2.5 microns or less in diameter.

³⁴ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

an appropriate significance threshold. For PM₁₀ and PM_{2.5}, the emissions limit under NSR is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels at which a source is not expected to have an impact on air quality.³⁵ Similar to ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices (BMPs) at construction sites significantly control fugitive dust.³⁶ Individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.³⁷ The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities.³⁸ The City's Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust to ensure that construction projects do not result in visible dust. The BMPs employed in compliance with the City's Construction Dust Control Ordinance is an effective strategy for controlling construction-related fugitive dust.

Local Health Risks and Hazards

In addition to criteria air pollutants, individual projects may emit toxic air contaminants (TACs). TACs collectively refer to a diverse group of air pollutants that are capable of causing chronic (i.e., of long-duration) and acute (i.e., severe but of short-term) adverse effects to human health, including carcinogenic effects. A TAC is defined in California Health and Safety Code §39655 as an air pollutant which may cause or contribute to an increase in mortality or serious illness, or which may pose a present or potential hazard to human health. Human health effects of TACs include birth defects, neurological damage, cancer, and death. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the BAAQMD using a risk-based approach. This approach uses a health risk assessment to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated, and

³⁵ *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 16.

³⁶ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejff/dh/content/FDHandbook_Rev_06.pdf. Accessed February 16, 2012.

³⁷ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 27.

³⁸ BAAQMD, *CEQA Air Quality Guidelines*, May 2011.

considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.³⁹

Vehicle tailpipe emissions contain numerous TACs, including benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, naphthalene, and diesel exhaust.⁴⁰ Engine exhaust, from diesel, gasoline, and other combustion engines, is a complex mixture of particles and gases, with collective and individual toxicological characteristics. While each constituent pollutant in engine exhaust may have a unique toxicological profile, health effects have been associated with proximity, or exposure, to vehicle-related pollutants *collectively* as a mixture.⁴¹ Exposures to fine particulate matter (PM_{2.5}) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.⁴² In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The ARB identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.⁴³ Mobile sources such as trucks and buses are among the primary sources of diesel emissions, and concentrations of DPM are higher near heavily traveled roadways. The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than for other land uses. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, 350 days per year, for 70 years. Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to inventory and assess air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed "air pollution hot spots," were identified based on two health-protective criteria: (1) excess cancer risk from the contribution of emissions from all modeled sources greater than 100 per one million

³⁹ In general, a health risk assessment is required if the BAAQMD concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

⁴⁰ 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 2008.

⁴¹ Delfino RJ, 2002, "Epidemiologic evidence for asthma and exposure to air toxics: linkages between occupational, indoor, and community air pollution research," *Environmental Health Perspectives*, 110(S4):573-589.

⁴² 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 2008.

⁴³ California Air Resources Board, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

population, and (2) cumulative PM_{2.5} concentrations greater than 10 micrograms per cubic meter (µg/m³).

Excess Cancer Risk. The above 100 per one million persons (100 excess cancer risk) criteria is based on United State Environmental Protection Agency (USEPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁴⁴ As described by the BAAQMD, the USEPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the National Emissions Standards for Hazardous Air Pollutants (NESHAP) rulemaking,⁴⁵ the USEPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on BAAQMD regional modeling.⁴⁶

Fine Particulate Matter. In April 2011, the USEPA published *Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards*, “Particulate Matter Policy Assessment.” In this document, USEPA staff concludes that the current federal annual PM_{2.5} standard of 15 µg/m³ should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³. Air pollution hot spots for San Francisco are based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the USEPA’s Particulate Matter Policy Assessment, although lowered to 10 µg/m³ to account for error bounds in emissions modeling programs.

Land use projects within these air pollution hot spots require special consideration to determine whether the project’s activities would expose sensitive receptors to substantial air pollutant concentrations or add emissions to areas already adversely affected by poor air quality.

CONSTRUCTION AIR QUALITY IMPACTS

Project-related air quality impacts fall into two categories: short-term impacts due to construction and long-term impacts due to project operation. The following discussion addresses construction-related air quality impacts resulting from the proposed project.

Impact AQ-1: The proposed project would not conflict with, or obstruct implementation of, the 2010 Clean Air Plan. (Less than Significant)

⁴⁴ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

⁴⁵ 54 Federal Register 38044, September 14, 1989.

⁴⁶ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

The most recently adopted air quality plan for the SFBAAB is the *2010 Clean Air Plan (CAP)*. The *2010 CAP* is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the *2010 CAP*, this analysis considers whether the proposed project would: (1) support the primary goals of the *CAP*, (2) include applicable control measures from the *CAP*, and (3) avoid disrupting or hindering implementation of control measures identified in the *CAP*.

To meet the primary goals, the *CAP* recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The *CAP* recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the *2010 CAP* includes 55 control measures aimed at reducing air pollution in the SFBAAB.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project would be consistent with energy and climate control measures as discussed in Section E.8, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the City's Greenhouse Gas Reduction Strategy.

Public transit serving the project site and within ¼ mile includes Muni bus routes 9, 9A, 9X, 14X, 23, 24 and 90. The site's proximity to these bus services would help encourage employees and customers to bicycle, walk, and ride buses to and from the project site instead of taking trips via private automobile. This in turn ensures that the project would not result in substantial growth in automobile trips and vehicle miles traveled. The proposed project would be consistent with the San Francisco General Plan, as discussed in Section 1, Land Use and Land Use Planning. Transportation control measures that are identified in the *2010 CAP* are implemented by the San Francisco General Plan and the Planning Code, for example, through the City's Transit First Policy, bicycle parking requirements, and transit impact development fees applicable to the proposed project. By complying with these applicable requirements, the project would include relevant transportation control measures specified by the *2010 CAP*.

Examples of a project that could cause the disruption or delay of *CAP* control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add a 24,400-square-foot PDR building to a dense urban area near Muni's bus service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the *CAP*.

For the reasons described above, the proposed project would not interfere with implementation of the *2010 CAP*, and because the proposed project would be consistent with the applicable air

quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant.

Impact AQ-2: The proposed project's construction activities would generate fugitive dust and criteria air pollutants, but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Construction activities (short-term) typically result in emissions of fugitive dust, criteria air pollutants, and DPM. Emissions of criteria pollutants and DPM are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting or other types of architectural coatings or asphalt paving activities. The proposed project includes: 1) removal of the existing equipment/vehicle storage yard; 2) construction of a 30-foot-tall, one-story (plus mezzanine level), 24,400-square-foot building providing 16 PDR units; and 3) construction of a 15-space parking lot along the south property line of the project site. During the project's approximately 8-month construction period, construction activities would have the potential to result in fugitive dust emissions, criteria air pollutants and DPM.

FUGITIVE DUST

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

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

In response, 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 onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by DBI.

The Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust. The proposed project would disturb approximately 1,080 cubic yards of soil and would be required to implement the dust control measures and submit a Dust Control Plan.

In compliance 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. 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 shall provide as much water as necessary to control dust (without creating run-off in any area of land clearing, and/or earth movement). During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. 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 shall be covered with a 10 millimeter (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques.

The site-specific Dust Control Plan would require the project sponsor to submit a map to the Director of Public Health showing all sensitive receptors within 1,000 feet of the site; wet down areas of soil at least three times per day; provide an analysis of wind direction and install upwind and downwind particulate dust monitors; record particulate monitoring results; hire an independent, third-party to conduct inspections and keep a record of those inspections; establish shut-down conditions based on wind, soil migration, etc.; establish a hotline for surrounding community members who may be potentially affected by project-related dust; limit the area subject to construction activities at any one time; install dust curtains and windbreaks on the property lines, as necessary; limit the amount of soil in hauling trucks to the size of the truck bed and securing with a tarpaulin; enforce a 15 mph speed limit for vehicles entering and exiting construction areas; sweep affected streets with water sweepers at the end of the day; install and utilize wheel washers to clean truck tires; terminate construction activities when winds exceed 25 miles per hour; apply soil stabilizers to inactive areas; and sweep off adjacent streets to reduce particulate emissions. The project sponsor would be required to designate an individual to monitor compliance with these dust control requirements.

Compliance with these regulations and procedures set forth by the San Francisco Building Code would ensure that potential dust-related air quality impacts would be reduced to a level of insignificance.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road equipment. To assist lead agencies in determining whether short-term construction-related air pollutant emissions would exceed the criteria air pollutant significance thresholds shown in , above, the BAAQMD, in its *CEQA Air Quality Guidelines* (May 2011), developed screening criteria. If a proposed project meets the screening criteria, then construction of the proposed project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield⁴⁷ sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. For projects that are mixed-use, infill, and/or proximate to transit service and local services, emissions would be expected to be less than the greenfield-type project that the screening criteria are based upon.

The proposed project would be below the criteria air pollutant screening size for a general industrial light industry building (259,000 sf)⁴⁸ identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of construction-related criteria air pollutant emissions is not required, and the proposed project's construction activities would not exceed any of the significance thresholds for criteria air pollutants, and would result in a less than significant construction criteria air pollutant impact.

Impact AQ-3: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

Diesel Particulate Matter

Off-road equipment (which includes construction-related equipment) was once estimated to be the second largest source of ambient DPM emissions in California. However, newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of DPM emissions in California.⁴⁹ This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised particulate matter (PM) emission estimates for the year 2010, which DPM is a major component

⁴⁷ A greenfield is agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

⁴⁸ PDR uses are most accurately described as light industry as cited in BAAQMD's *CEQA Air Quality Guidelines* screening table.

⁴⁹ California Air Resources Board (ARB), *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

of total PM, have decreased by 83 percent from previous estimates for the SFBAAB.⁵⁰ Approximately half of the reduction can be attributed to the economic recession and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).⁵¹

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the USEPA and California have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines would be phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the USEPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁵² Furthermore, California regulations limit maximum idling times to five minutes, which further reduces public exposure to DPM emissions.⁵³

In addition, construction activities do not lend themselves to analysis of long-term health risks because of their temporary and variable nature. As explained in the BAAQMD's *CEQA Air Quality Guidelines*:

"Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk."⁵⁴

Therefore, project-level analyses of construction activities have a tendency to produce overestimated assessments of long-term health risks. However, within air pollution hot spots, as discussed above, additional construction activity may adversely affect populations that are already at a higher risk for adverse long-term health risks from existing sources of air pollution.

The project site is not located within an identified air pollution hot spot. The nearest sensitive receptor to the project site is a daycare (Eventure More) at 2295 Palou Avenue, which is approximately 400 feet southwest of the project site. Based on the Planning Department's land

⁵⁰ ARB, "In-Use Off-Road Equipment, 2011 Inventory Model," Query accessed online, April 2, 2012, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category.

⁵¹ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

⁵² USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

⁵³ California Code of Regulations, Title 13, Division 3, § 2485.

⁵⁴ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 8-6.

use records, the nearest residential building to the project site is a single-family at 2231 Quesada Avenue, which is approximately 850 feet southeast of the project site. Although on-road heavy-duty diesel vehicles and off-road equipment would be used during the 8-month construction duration, emissions would be temporary and variable in nature and would not be expected to expose sensitive receptors to substantial air pollutants. Furthermore, the proposed project would be subject to, and would comply with, California regulations limiting idling to no more than five minutes, which would further reduce nearby sensitive receptors exposure to temporary and variable DPM emissions. Therefore, construction period TAC emissions would result in a less than significant impact to sensitive receptors.

OPERATIONAL AIR QUALITY IMPACTS

Impact AQ-4: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would violate an air quality standard, contribute to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating.

As discussed above in Impact AQ-2, the BAAQMD, in its *CEQA Air Quality Guidelines* (May 2011), has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The project would result in an increase in vehicle trips. However, the proposed project would be below the criteria air pollutant screening sizes for a general light industry building (541,000 sf)⁵⁵ identified in the BAAQMD's *CEQA Air Quality Guidelines*. Thus, quantification of project-generated criteria air pollutant emissions is not required, and the proposed project would not exceed any of the significance thresholds for criteria air pollutants, and would result in less than significant impact with respect to criteria air pollutants.

Impact AQ-5: During project operations, the proposed project would generate toxic air contaminants, including diesel particulate matter, but would not expose sensitive receptors to substantial air pollutant concentrations. (Less than Significant)

As discussed above, San Francisco, in partnership with BAAQMD, has modeled and assessed air pollutant impacts from mobile, stationary, and area sources within the City. This assessment has resulted in the identification of air pollutant hot spots, or areas within the City that deserve special attention when siting uses that either emit toxic air contaminants or uses that are

⁵⁵ PDR uses are most accurately described as light industry as cited in BAAQMD's *CEQA Air Quality Guidelines* screening table.

considered sensitive to air pollution. Sensitive individuals include children, the elderly, and those with pre-existing conditions affected by air quality. None of the proposed PDR uses, including a household repair shop (6,280 sf), carpenter shop (6,040 sf), catering business (6,040 sf), and light manufacturing business (6,040 sf), would be considered a sensitive land use, or a use that would emit a substantial amount of TACs. Based on this, the project would not have the potential to expose sensitive receptors to TACs, and would result in less-than-significant impacts.

Impact AQ-6: The proposed project would not create objectionable odors that would affect a substantial number of people. (Less than Significant)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors. The proposed uses include a household repair shop (6,280 sf), carpenter shop (6,040 sf), catering business (6,040 sf), and light manufacturing business (6,040 sf). These uses are not anticipated to be a significant source of new odors. In addition, the project site is located in the PDR-2 (Core Production, Distribution, and Repair) zoning district and there are no sensitive uses in the project vicinity. Therefore, odor impacts would be less than significant.

Impact C-AQ: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area would result in less-than-significant cumulative air quality impacts. (Less than Significant)

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁵⁶ The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction (Impact AQ-2) and operational (Impact AQ-4) emissions would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not be considered to result in a cumulatively considerable contribution to regional air quality impacts.

The project would not add new sources of TACs (e.g., new vehicle trips) to the extent that it would pose a significant health impact. Therefore, the project would not contribute substantially to cumulative TAC emissions that could affect nearby sensitive land uses. Therefore, cumulative air quality impacts would be considered less than significant.

⁵⁶ BAAQMD, *CEQA Air Quality Guidelines*, May 2011, page 2-1.

<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"/>

Environmental Setting

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

Individual projects contribute to the cumulative effects of climate change by emitting GHGs during demolition, construction, and operational phases. While the presence of the primary GHGs in the atmosphere is naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth's atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Black carbon has recently emerged as a major contributor to global climate change, possibly second only to CO₂. Black carbon is produced naturally and by human activities as a result of the incomplete combustion of fossil fuels, biofuels and biomass.⁵⁷ N₂O is a byproduct of various industrial processes and has a number of uses, including use as an anesthetic and as an aerosol propellant. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).⁵⁸

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Many impacts resulting from climate change, including increased fires, floods, severe storms and heat waves, are occurring already and will only become

⁵⁷ Center for Climate and Energy Solutions. *What is Black Carbon?*, April 2010. Available online at: <http://www.c2es.org/docUploads/what-is-black-carbon.pdf>. Accessed September 27, 2012.

⁵⁸ 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.

more frequent and more costly.⁵⁹ Secondary effects of climate change are likely to include a global rise in sea level, impacts to agriculture, the state's electricity system, and native freshwater fish ecosystems, an increase in the vulnerability of levees in the Sacramento-San Joaquin Delta, changes in disease vectors, and changes in habitat and biodiversity.^{60,61}

The California Air Resources Board (ARB) estimated that in 2009 California produced about 457 million gross metric tons of CO₂E (MMTCO₂E).⁶² The ARB found that transportation is the source of 38 percent of the State's GHG emissions, followed by electricity generation (both in-state generation and imported electricity) at 23 percent and industrial sources at 18 percent. Commercial and residential fuel use (primarily for heating) accounted for nine percent of GHG emissions.⁶³ In the Bay Area, the transportation (on-road motor vehicles, off-highway mobile sources, and aircraft) and industrial/commercial sectors were the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area's 95.8 MMTCO₂E emitted in 2007.⁶⁴ Electricity generation accounts for approximately 16 percent of the Bay Area's GHG emissions followed by residential fuel usage at seven percent, off-road equipment at three percent and agriculture at one percent.⁶⁵

Regulatory Setting

In 2005, in recognition of California's vulnerability to the effects of climate change, then-Governor Schwarzenegger established Executive Order S-3-05, which sets forth a series of target dates by which statewide emissions of GHGs would be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 MMTCO₂E); by 2020, reduce emissions to 1990 levels (estimated at 427 MMTCO₂E); and by 2050 reduce statewide GHG emissions to 80 percent below 1990 levels (approximately 85 MMTCO₂E).

In response, the California legislature passed Assembly Bill No. 32 in 2006 (California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), also known as the Global Warming Solutions Act. AB 32 requires ARB to design and implement emission limits, regulations, and

⁵⁹ California Climate Change Portal. Available online at: <http://www.climatechange.ca.gov/>. Accessed September 25, 2012.

⁶⁰ California Climate Change Portal. Available online at: <http://www.climatechange.ca.gov/>. Accessed September 25, 2012.

⁶¹ California Energy Commission. California Climate Change Center. *Our Changing Climate* 2012. Available online at: <http://www.energy.ca.gov/2012publications/CEC-500-2012-007/CEC-500-2012-007.pdf>. Accessed August 21, 2012.

⁶² California Air Resources Board (ARB). *California Greenhouse Gas Inventory for 2000-2009 — by Category as Defined in the Scoping Plan*. Available online at: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf. Accessed August 21, 2012.

⁶³ ARB. *California Greenhouse Gas Inventory for 2000-2009 — by Category as Defined in the Scoping Plan*. Available online at: http://www.arb.ca.gov/cc/inventory/data/tables/ghg_inventory_scopingplan_00-09_2011-10-26.pdf. Accessed August 21, 2012.

⁶⁴ Bay Area Air Quality Management District (BAAQMD). *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007*, February 2010. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed August 21, 2012.

⁶⁵ BAAQMD. *Source Inventory of Bay Area Greenhouse Gas Emissions: Base Year 2007, Updated: February 2010*. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/Emission%20Inventory/regionalinventory2007_2_10.ashx. Accessed August 21, 2012.

other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020 (representing a 25 percent reduction from forecast emission levels).⁶⁶

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. The Scoping Plan is the State's overarching plan for addressing climate change. 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 2008 levels.⁶⁷ The Scoping Plan estimates a reduction of 174 million metric tons of CO₂E (MMT CO₂E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 5, below. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan.⁶⁸

Table 5. GHG Reductions from the AB 32 Scoping Plan Sectors^{69,70}

GHG Reduction Measures By Sector	GHG Reductions (MMT CO ₂ E)
Transportation Sector	62.3
Electricity and Natural Gas	49.7
Industry	1.4
Landfill Methane Control Measure (Discrete Early Action)	1
Forestry	5
High Global Warming Potential GHGs	20.2
Additional Reductions Needed to Achieve the GHG Cap	34.4
Total	174
Other Recommended Measures	
Government Operations	1-2
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	41.8-42.8

⁶⁶ Governor's Office of Planning and Research (OPR). *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available online at: <http://opr.ca.gov/docs/june08-ceqa.pdf>. Accessed August 21, 2012.

⁶⁷ ARB. *California's Climate Plan: Fact Sheet*. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed August 21, 2012.

⁶⁸ ARB. *Assembly Bill 32: Global Warming Solutions Act*. Available online at: <http://www.arb.ca.gov/cc/ab32/ab32.html>. Accessed August 21, 2012.

⁶⁹ ARB. *Climate Change Scoping Plan*, December 2008. Available online at: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed August 21, 2012.

⁷⁰ ARB. *California's Climate Plan: Fact Sheet*. Available online at: http://www.arb.ca.gov/cc/facts/scoping_plan_fs.pdf. Accessed August 21, 2012.

The AB 32 Scoping Plan recommendations are intended to curb projected business-as-usual growth in GHG emissions and reduce those emissions to 1990 levels. Therefore, meeting AB 32 GHG reduction goals would result in an overall annual net decrease in GHGs as compared to current levels and accounts for projected increases in emissions resulting from anticipated growth.

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

AB 32 further 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 noted that successful implementation of the Scoping Plan relies on local governments' land use planning and urban growth decisions because local governments have the primary authority to plan, zone, approve, and permit land development to accommodate population growth and the changing needs of their jurisdictions.⁷¹ The BAAQMD has conducted an analysis of the effectiveness of the region in meeting AB 32 goals from the actions outlined in the Scoping Plan and determined that in order for the Bay Area to meet AB 32 GHG reduction goals, the Bay Area would need to achieve an additional 2.3 percent reduction in GHG emissions from the land use driven sector.⁷²

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

The Bay Area Air Quality Management District (BAAQMD) is the primary agency responsible for air quality regulation in the nine county San Francisco Bay Area Air Basin (SFBAAB). The BAAQMD recommends that local agencies adopt a Greenhouse Gas Reduction Strategy

⁷¹ ARB. *Climate Change Scoping Plan*, December 2008. Available online at:

http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf. Accessed August 21, 2012.

⁷² BAAQMD. *California Environmental Quality Act Guidelines Update, Proposed Thresholds of Significance*, December 2009. Available online at:

http://www.baaqmd.gov/~/_media/Files/Planning%20and%20Research/CEQA/Proposed%20Thresholds%20of%20Significance%20Dec%202009.ashx. Accessed September 25, 2012.

consistent with AB 32 goals and that subsequent projects be reviewed to determine the significance of their GHG emissions based on the degree to which that project complies with a Greenhouse Gas Reduction Strategy.⁷³ As described below, this recommendation is consistent with the approach to analyzing GHG emissions outlined in the CEQA Guidelines.

At a local level, the City has developed a number of plans and programs to reduce the City's contribution to global climate change. San Francisco's GHG reduction goals, as outlined in the 2008 Greenhouse Gas Reduction ordinance are as follows: by 2008, determine the City's GHG emissions for the year 1990, the baseline level with reference to which target reductions are set; by 2017, reduce GHG emissions by 25 percent below 1990 levels; by 2025, reduce GHG emissions by 40 percent below 1990 levels; and finally by 2050, reduce GHG emissions by 80 percent below 1990 levels. San Francisco's Greenhouse Gas Reduction Strategy documents the City's actions to pursue cleaner energy, energy conservation, alternative transportation and solid waste policies. As identified in the Greenhouse Gas Reduction Strategy, the City has implemented a number of mandatory requirements and incentives that have measurably reduced GHG emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City's transportation fleet (including buses), and a mandatory recycling and composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project's GHG emissions.

The Greenhouse Gas Reduction Strategy concludes that San Francisco's policies and programs have resulted in a reduction in GHG emissions below 1990 levels, exceeding statewide AB 32 GHG reduction goals. As reported, San Francisco's communitywide 1990 GHG emissions were approximately 6.15 MMTCO₂E. A recent third-party verification of the City's 2010 communitywide and municipal emissions inventory has confirmed that San Francisco has reduced its GHG emissions to 5.26 MMTCO₂E, representing a 14.5 percent reduction in GHG emissions below 1990 levels.^{74,75}

Approach to Analysis

In compliance with SB 97, OPR amended the CEQA Guidelines to address the feasible mitigation of GHG emissions or the effects of GHGs. Among other changes to the CEQA Guidelines, the

⁷³ BAAQMD. *California Environmental Quality Act Air Quality Guidelines*, May 2012. Available online at: http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20CEQA%20Guidelines_Final_May%202012.ashx?la=en. Accessed September 25, 2012.

⁷⁴ ICF International. "Technical Review of the 2010 Community-wide GHG Inventory for City and County of San Francisco." Memorandum from ICF International to San Francisco Department of the Environment, April 10, 2012. Available online at: <http://www.sfenvironment.org/download/community-greenhouse-gas-inventory-3rd-party-verification-memo>. Accessed September 27, 2012.

⁷⁵ ICF International. "Technical Review of San Francisco's 2010 Municipal GHG Inventory." Memorandum from ICF International to San Francisco Department of the Environment, May 8, 2012. Available online at: <http://www.sfenvironment.org/download/third-party-verification-of-san-franciscos-2010-municipal-ghg-inventory>. Accessed September 27, 2012.

amendments added a new section to the CEQA Checklist (CEQA Guidelines Appendix G) to address questions regarding the project's potential to emit GHGs. The potential for a project to result in significant GHG emissions which contribute to the cumulative effects global climate change is based on the CEQA Guidelines and CEQA Checklist, as amended by SB 97, and is determined by an assessment of the project's compliance with local and state plans, policies and regulations adopted for the purpose of reducing the cumulative effects of climate change. GHG emissions are analyzed in the context of their contribution to the cumulative effects of climate change because a single land use project could not generate enough GHG emissions to noticeably change the global average temperature. CEQA Guidelines Sections 15064.4 and 15183.5 address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases and describes the required contents of such a plan. As discussed above, San Francisco has prepared its own Greenhouse Gas Reduction Strategy, demonstrating that San Francisco's policies and programs have collectively reduced communitywide GHG emissions to below 1990 levels, meeting GHG reduction goals outlined in AB 32. The City is also well on its way to meeting the long-term GHG reduction goal of reducing emissions 80 percent below 1990 levels by 2050. Chapter 1 of the City's *Strategies to Address Greenhouse Gas Emission* (the Greenhouse Gas Reduction Strategy) describes how the strategy meets the requirements of CEQA Guidelines Section 15183.5. The BAAQMD has reviewed San Francisco's Greenhouse Gas Reduction Strategy, concluding that "Aggressive GHG reduction targets and comprehensive strategies like San Francisco's 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."⁷⁶

With respect to CEQA Guidelines Section 15064.4(b), the factors to be considered in making a significance determination include: 1) the extent to which GHG emissions would increase or decrease as a result of the proposed project; 2) whether or not a proposed project exceeds a threshold that the lead agency determines applies to the project; and finally 3) demonstrating compliance with plans and regulations adopted for the purpose of reducing or mitigating GHG emissions.

The GHG analysis provided below includes a qualitative assessment of GHG emissions that would result from a proposed project, including emissions from an increase in vehicle trips, natural gas combustion, and/or electricity use among other things. Consistent with the CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions, the significance standard applied to GHG emissions generated during project construction and operational phases is based on whether the project complies with a plan for the reduction of GHG emissions. The City's Greenhouse Gas Reduction Strategy is the City's overarching plan documenting the policies, programs and regulations that the City implements towards reducing municipal and communitywide GHG emissions. In particular, San Francisco implements 42 specific regulations that reduce GHG emissions which are applied to projects within the City. Projects that comply with the Greenhouse Gas Reduction Strategy would not result in a substantial increase in GHGs,

⁷⁶ BAAQMD. Letter from J. Roggenkamp, BAAQMD, to B. Wycko, San Francisco Planning Department, October 28, 2010. Available online at: http://www.sf-planning.org/ftp/files/MEA/GHG-Reduction_Letter.pdf. Accessed September 24, 2012.

since the City has shown that overall communitywide GHGs have decreased and that the City has met AB 32 GHG reduction targets. Individual project compliance with the City's Greenhouse Gas Reduction Strategy is demonstrated by completion of the Compliance Checklist for Greenhouse Gas Analysis.

In summary, the two applicable greenhouse gas reduction plans, the AB 32 Scoping Plan and the City's Greenhouse Gas Reduction Strategy, are intended to reduce GHG emissions below current levels. Given that the City's local greenhouse gas reduction targets are more aggressive than the State's 2020 GHG reduction targets and consistent with the long-term 2050 reduction targets, the City's Greenhouse Gas Reduction Strategy is consistent with the goals of AB 32. Therefore, proposed projects that are consistent with the City's Greenhouse Gas Reduction Strategy would be consistent with the goals of AB 32, would not conflict with either plan, and would therefore not exceed San Francisco's applicable GHG threshold of significance. Furthermore, a locally compliant project would not result in a substantial increase in GHGs.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Given the analysis is in a cumulative context, this section does not include an individual project-specific impact statement.

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

The most common GHGs resulting from human activity associated with land use decisions are CO₂, black carbon, CH₄, and N₂O.⁷⁷ Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by: 1) constructing a 30-foot-tall, one-story (plus mezzanine level), 24,400-square-foot building providing 16 PDR (production, distribution, and repair) units; and 2) constructing a 15-space parking lot along the south property line of the project site. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and building operations that result in an increase in energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

⁷⁷ OPR. *Technical Advisory- CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*, June 19, 2008. Available at the Office of Planning and Research's website at: <http://www.opr.ca.gov/ceqapdfs/june08-ceqa.pdf>. Accessed March 3, 2010.

As discussed above and consistent with the state CEQA Guidelines and BAAQMD recommendations for analyzing GHG emissions under CEQA, projects that are consistent with San Francisco's *Strategies to Address Greenhouse Gas Emissions* would result in a less-than-significant GHG impact. Based on an assessment of the proposed project's compliance with San Francisco's *Strategies to Address Greenhouse Gas Emissions*, the proposed project would be required to comply with the following ordinances that reduce greenhouse gas emissions, see Table 6.

Table 6. Regulations Applicable to Proposed Project

Regulation	Requirements	Project Compliance	Discussion
Transportation Sector			
Commuter Benefits Ordinance (San Francisco Environment Code, Section 421)	<p>All employers of 20 or more employees must provide at least one of the following benefit programs:</p> <p>(1) A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or</p> <p>(2) Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or</p> <p>(3) Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Emergency Ride Home Program	All persons employed in San Francisco are eligible for the emergency ride home program.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Transit Impact Development Fee (San Francisco Planning Code, Section 411)	<p>Establishes the following fees for all commercial developments. Fees are paid to DBI and provided to SFMTA to improve local transit services.</p> <p>Review Planning Code Section 411.3(a) for applicability.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
Jobs-Housing Linkage Program (San Francisco Planning Code Section 413)	<p>The Jobs-Housing Program found that new large scale developments attract new employees to the City who require housing. The program is designed to provide housing for those new uses within San Francisco, thereby allowing employees to live close to their place of employment.</p> <p>The program requires a developer to pay a fee or contribute land suitable for housing to a housing developer or pay an in-lieu fee.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with this regulation.
Bicycle Parking in New and Renovated Commercial Buildings (San Francisco Planning Code, Section 155.4)	<p>Professional Services:</p> <p>(A) Where the gross square footage of the floor area is between 10,000-20,000 feet, 3 bicycle spaces are required.</p> <p>(B) Where the gross square footage of the floor area is between 20,000-50,000 feet, 6 bicycle spaces are required.</p> <p>(3)Where the gross square footage of the floor area exceeds 50,000 square feet, 12 bicycle spaces are required.</p> <p>Retail Services:</p> <p>(A) Where the gross square footage of the floor area is between 25,000 square feet - 50,000 feet, 3 bicycle spaces are required.</p> <p>(2) Where the gross square footage of the floor area is between 50,000 square feet- 100,000 feet, 6 bicycle spaces are required.</p> <p>(3) Where the gross square footage of the floor area exceeds 100,000 square feet, 12 bicycle spaces are required.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Green Building Requirements (San Francisco Building Code, Chapter 13C.106.5 and 13C.5.106.5)	Requires New Large Commercial projects, New High-rise Residential projects and Commercial Interior projects to provide designated parking for low-emitting, fuel efficient, and carpool/van pool vehicles. Mark 8% of parking stalls for such vehicles.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with this regulation.
Parking requirements for San Francisco's Mixed-Use zoning districts	The Planning Code has established parking maximums for many of San Francisco's Mixed-Use districts.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable	The proposed project would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
(San Francisco Planning Code Section 151.1)		<input type="checkbox"/> Project Does Not Comply	
Energy Efficiency Sector			
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C.5.201.1.1)	New construction of non-residential buildings requires the demonstration of a 15% energy reduction compared to 2008 California Energy Code, Title 24, Part 6.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Green Building Requirements for Energy Efficiency (LEED EA3, San Francisco Building Code, Chapter 13C.5.410.2)	<p>For New Large Commercial Buildings - Requires Enhanced Commissioning of Building Energy Systems</p> <p>For new large buildings greater than 10,000 square feet, commissioning shall be included in the design and construction to verify that the components meet the owner's or owner representative's project requirements.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with this regulation.
Commissioning of Building Energy Systems (LEED prerequisite, EA p1)	Requires Fundamental Commissioning for New High-rise Residential, Commercial Interior, Commercial and Residential Alteration projects	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Green Building Requirements for Energy Efficiency (San Francisco Building Code, Chapter 13C)	Commercial buildings greater than 5,000 sf will be required to be a minimum of 14% more energy efficient than Title 24 energy efficiency requirements. As of 2008 large commercial buildings are required to have their energy systems commissioned, and as of 2010, these large buildings are required to provide enhanced commissioning in compliance with LEED® Energy and Atmosphere Credit 3. Mid-sized commercial buildings are required to have their systems commissioned by 2009, with enhanced commissioning as of 2011.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Green Building Requirements for	Requires all new development or redevelopment disturbing more than 5,000 square feet of ground surface to	<input checked="" type="checkbox"/> Project Complies	The proposed project would be subject to and would comply with this

Regulation	Requirements	Project Compliance	Discussion
Stormwater Management (San Francisco Building Code, Chapter 13C) Or San Francisco Stormwater Management Ordinance (Public Works Code Article 4.2)	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 Management Ordinance and stormwater design guidelines.	<input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	regulation.
San Francisco Green Building Requirements for water efficient landscaping (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 square feet are required to reduce the amount of potable water used for landscaping by 50%.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
San Francisco Green Building Requirements for water use reduction (San Francisco Building Code, Chapter 13C)	All new commercial buildings greater than 5,000 sf are required to reduce the amount of potable water used by 20%.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Indoor Water Efficiency (San Francisco Building Code, Chapter 13C sections 13C.5.103.1.2, 13C.4.103.2.2, 13C.3 03.2.)	<p>If meeting a LEED Standard;</p> <p>Reduce overall use of potable water within the building by a specified percentage – for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.</p> <p>New large commercial and New high rise residential buildings must achieve a 30% reduction.</p> <p>Commercial interior, commercial alteration and residential alteration should achieve a 20% reduction below UPC/IPC 2006, et al.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Reduce overall use of potable water within the building by 20% for showerheads, lavatories, kitchen faucets, wash fountains, water closets and urinals.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
San Francisco Water Efficient Irrigation Ordinance	<p>Projects that include 1,000 square feet (sf) or more of new or modified landscape are subject to this ordinance, which requires that landscape projects be installed, constructed, operated, and maintained in accordance with rules adopted by the SFPUC that establish a water budget for outdoor water consumption.</p> <p>Tier 1: 1,000 sf <= project landscape < 2,500 sf</p> <p>Tier 2: Project landscape area is greater than or equal to 2,500 sf. Note; Tier 2 compliance requires the services of landscape professionals.</p> <p>See the SFPUC Web site for information regarding exemptions to this requirement.</p> <p>www.sfwater.org/landscape</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with this regulation.
Renewable Energy Sector			
San Francisco Green Building Requirements for renewable energy (San Francisco Building Code, Chapter 13C)	<p>As of 2012, all new large commercial buildings are required to either generate 1% of energy on-site with renewables, or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6, or achieve an additional 10% beyond Title 24 2008.</p> <p>Credit 2 requires providing at least 2.5% of the buildings energy use from on-site renewable sources. Credit 6 requires providing at least 35% of the building's electricity from renewable energy contracts.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would comply with this regulation.
Waste Reduction Sector			
Mandatory Recycling and Composting Ordinance (San Francisco Environment Code, Chapter 19) and San Francisco Green Building Requirements for solid waste (San	<p>All persons in San Francisco are required 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.</p> <p>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.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
Francisco Building Code, Chapter 13C)	composting and trash storage, collection, and loading that is convenient for all users of the building.		
San Francisco Green Building Requirements for construction and demolition debris recycling (San Francisco Building Code, Chapter 13C)	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 comply with this regulation.
Environment/Conservation Sector			
Street Tree Planting Requirements for New Construction (San Francisco Planning Code Section 138.1)	Planning Code Section 138.1 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	The proposed project would be subject to and would comply with this regulation.
Light Pollution Reduction (San Francisco Building Code, Chapter 13C5.106.8)	For nonresidential projects, comply with lighting power requirements in CA Energy Code, CCR Part 6. Requires that lighting be contained within each source. No more than .01 horizontal lumen footcandles 15 feet beyond site, or meet LEED credit SSc8.	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Construction Site Runoff Pollution Prevention for New Construction (San Francisco Building Code, Chapter 13C)	<p>Construction Site Runoff Pollution Prevention requirements depend upon project size, occupancy, and the location in areas served by combined or separate sewer systems.</p> <p>Projects meeting a LEED® standard must prepare an erosion and sediment control plan (LEED® prerequisite SSP1).</p> <p>Other local requirements may apply regardless of whether or not LEED® is applied such as a stormwater soil loss prevention plan or a Stormwater Pollution Prevention Plan (SWPPP).</p> <p>See the SFPUC Web site for more information: www.sfwater.org/CleanWater </p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Enhanced Refrigerant Management (San	All new large commercial buildings must not install equipment that contains chlorofluorocarbons (CFCs)	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not	The proposed project would be subject to and would comply with this

Regulation	Requirements	Project Compliance	Discussion
Francisco Building Code, Chapter 13C.5.508.1.2)	or halons.	Applicable <input type="checkbox"/> Project Does Not Comply	regulation.
Low-emitting Adhesives, Sealants, and Caulks (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.2.1)	<p>If meeting a LEED Standard:</p> <p>Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168 and aerosol adhesives must meet Green Seal standard GS-36.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Adhesives and sealants (VOCs) must meet SCAQMD Rule 1168.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Low-emitting Paints and Coatings (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 13C.504.2.2 through 2.4)	<p>If meeting a LEED Standard:</p> <p>Architectural paints and coatings must meet Green Seal standard GS-11, anti-corrosive paints meet GC-03, and other coatings meet SCAQMD Rule 1113.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Interior wall and ceiling paints must meet <50 grams per liter VOCs regardless of sheen. VOC Coatings must meet SCAQMD Rule 1113.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Low-emitting Flooring, including carpet (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2, 13C.504.3 and 13C.4.504.4)	<p>If meeting a LEED Standard:</p> <p>Hard surface flooring (vinyl, linoleum, laminate, wood, ceramic, and/or rubber) must be Resilient Floor Covering Institute FloorScore certified; carpet must meet the Carpet and Rug Institute (CRI) Green Label Plus; Carpet cushion must meet CRI Green Label; carpet adhesive must meet LEED EQc4.1.</p> <p>(Not applicable for New High Rise residential)</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>All carpet systems, carpet cushions, carpet adhesives, and at least 50% of</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.

Regulation	Requirements	Project Compliance	Discussion
	resilient flooring must be low-emitting.		
Low-emitting Composite Wood (San Francisco Building Code, Chapters 13C.5.103.1.9, 13C.5.103.4.2, 13C.5.103.3.2, 13C.5.103.2.2 and 13C.4.504.5)	<p>If meeting a LEED Standard:</p> <p>Composite wood and agrifiber must not contain added urea-formaldehyde resins and must meet applicable CARB Air Toxics Control Measure.</p> <p>If meeting a GreenPoint Rated Standard:</p> <p>Must meet applicable CARB Air Toxics Control Measure formaldehyde limits for composite wood.</p>	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.
Wood Burning Fireplace Ordinance (San Francisco Building Code, Chapter 31, Section 3102.8)	<p>Bans the installation of wood burning fire places except for the following:</p> <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 be subject to and would comply with this regulation.
Regulation of Diesel Backup Generators (San Francisco Health Code, Article 30)	<p>Requires (among other things):</p> <ul style="list-style-type: none"> • All diesel generators to be registered with the Department of Public Health • All new diesel generators must be equipped with the best available air emissions control technology. 	<input checked="" type="checkbox"/> Project Complies <input type="checkbox"/> Not Applicable <input type="checkbox"/> Project Does Not Comply	The proposed project would be subject to and would comply with this regulation.

Depending on a proposed project's size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State's ability to meet statewide GHG reduction targets outlined in AB 32, or impact the City's ability to meet San Francisco's local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce GHG emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco's sustainable policies have resulted in the measured reduction of annual GHG emissions; (3) San Francisco has met and exceeds AB 32 GHG reduction goals for the year 2020 and is on track towards meeting long-term GHG reduction goals; (4) current and probable future state and local GHG reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's *Strategies to Address Greenhouse Gas Emissions* meet the CEQA and BAAQMD requirements for a Greenhouse Gas Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with the requirements listed above, and was determined to be consistent with San

Francisco's *Strategies to Address Greenhouse Gas Emissions*.⁷⁸ As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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)

Wind impacts are generally caused by large building masses extending substantially above their surroundings, and by buildings oriented so that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. Average wind speeds in San Francisco are the highest in the summer and lowest in winter; however, the strongest peak winds occur in winter. Throughout the year the highest wind speeds occur in mid-afternoon and the lowest in the early morning. Westerly to northwesterly winds are the most frequent and strongest winds during all seasons. Of the primary wind directions, four have the greatest frequency of occurrence and also make up the majority of the strong winds that occur. These winds include the northwest, west-northwest, west, and west-southwest.

The proposed project would have a significant wind impact if it would cause the 26-miles-per-hour (mph) wind hazard criterion to be exceeded for more than one hour per year. A project that would cause exceedances of the comfort criteria, but not the wind hazard criterion, would not be considered to have a significant impact under CEQA.

The project site currently contains no structures. The proposed project would involve construction of a 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building. The project site is surrounded by adjacent one- to two-story buildings. Since the proposed project would not be substantially taller than nearby buildings, and the development in the project vicinity is generally

⁷⁸ SIA Consulting Corporation, Project Sponsor. *Compliance Checklist Table for Greenhouse Gas Analysis: Table 1. Private Development Projects*, 928 Toland St., January 23, 2013. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

of a low-rise nature, the project would not result in adverse effects on ground-level winds. In addition, the proposed project would not have the potential to cause significant changes to the wind environment in pedestrian areas on or near the project site. Thus, the proposed project would result in a less-than-significant wind impact.

Impact WS-2: The proposed project would not result in new shadows in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant)

Planning Code Section 295, which was adopted in response to Proposition K (passed November 1984), mandates that new structures above 40 feet in height that would cast additional shadows on properties under the jurisdiction of, or designated to be acquired by, the Recreation and Parks Department (RPD) can only be approved by the Planning Commission (based on recommendation from the Recreation and Parks Commission) if the shadow is determined to be insignificant or not adverse to the use of the park. The height of the proposed building would be 30 feet. Therefore, no shadow analysis would be required under Planning Code Section 295.

The proposed project would add new shade to portions of the project site as well as to surrounding properties. However, because of the height of the proposed building and the configuration of existing buildings in the vicinity, the net new shading that would result from the projects construction would be limited in scope, and would not increase the total amount of shading above levels that are common and generally accepted in urban areas. Due to the dense urban fabric of the city, the loss of sunlight on private residences or property is rarely considered to be a significant environmental impact and the limited increase in shading as a result of the proposed project would not be considered a significant impact under CEQA.

Impact C-WS: The proposed project, in combination with other past, present, and reasonably foreseeable projects, would not result in less-than-significant wind and shadow impacts. (Less than Significant)

Based on the discussion above, the proposed project, along with other potential and future development in the vicinity, would not result in a significant wind or shadow impact in the project vicinity. Thus, the proposed project, in combination with cumulative projects considered in this analysis, would not be expected to contribute considerably to adverse wind or shadow effects under cumulative conditions, and cumulative wind or shadow impacts 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>
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10. RECREATION—Would the project:

<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>
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Physically degrade existing recreational resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact RE-1: The proposed project would not result in a substantial increase in the use of existing neighborhood parks or other recreational facilities. (Less than Significant)

The nearest recreation facility to the project site is Selby & Palou Mini Park, which is located approximately 900 feet southeast of the project site. The proposed project would include PDR uses only, and would only minimally increase the use of recreational facilities and parks due to an increase in employees on the project site. Therefore, impact on recreational activities and facilities would be less than significant.

Impact RE-2: The proposed project would not require the construction of recreational facilities that may have a significant effect on the environment. (Less than Significant)

The proposed project would result in a negligible increase in the demand for existing recreational facilities and parks in the project vicinity due to the increase of employees working on the project site. The proposed project would not necessitate the construction of new recreational facilities or the expansion of existing facilities. Therefore, the implementation of the project would not have a significant impact.

Impact RE-3: The proposed project would not physically degrade existing recreational facilities. (Less than Significant)

The proposed project would not result in the physical alteration of any recreational resource within the project site vicinity or in the City as a whole. As mentioned above, the implementation of the proposed project would minimally increase the demand for recreational facilities and parks. As a result, the project would not physically degrade any exiting recreational resources.

Impact C-RE: The proposed project, in combination with past, present, and reasonable foreseeable future projects, would not considerably contribute to recreational impacts in the project site vicinity. (Less than Significant)

The use of recreational facilities in the project site vicinity is not expected to noticeably increase as a result of the proposed project. As mentioned above, the propose project includes PDR uses

only, and would negligibility increase the demand for recreational facilities and parks. Therefore, the contribution of the proposed project to cumulative recreation-related impacts 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"/>
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 continue to flow into the City's combined stormwater and sewer system and would be treated to the standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant, prior to discharge into the 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 (SFRWQCB), the project would not conflict with SFRWQCB 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 Ordinance⁷⁹ 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.⁸⁰ Under 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

⁷⁹ San Francisco Public Utility Commission (SFPUC). *Stormwater Management Ordinance*. Available online at: <http://www.sfwater.org/index.aspx?page=446>. Accessed September 27, 2012.

⁸⁰ California Department of Water Resources. *Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001*, October, 2003. Available online at: http://www.water.ca.gov/pubs/use/sb_610_sb_221_guidebook/guidebook.pdf. Accessed, September 27, 2012.

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.

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. Since the proposed water demand could be accommodated by existing and planned water supply anticipated under the SFPUC's 2010 UWMP and the proposed project 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. 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 by the City and County of San Francisco is transported to the Altamont Landfill. This landfill has a permitted peak maximum disposal capacity of 11,150 tons per day and is operating well below that capacity, at approximately 4,000 to 5,000 tons per day. In addition, the landfill has an annual solid waste capacity of 2,226,500 tons from the City and County of San Francisco. However, the landfill is well below its allowed capacity, receiving approximately 1.29 million tons of solid waste in 2007, the most recent data year available. The total permitted capacity for the landfill is 62 million cubic yards; the remaining capacity is approximately 45.7 million cubic yards.

Recycling, composting, and waste reduction are expected to increasingly divert waste from the landfill, per California and local requirements. The City was required by the State's Integrated Waste Management Act (AB 939) to divert 50 percent of its waste stream from landfill disposal by 2000. The City met this threshold in 2003 and has since increased it to 69 percent in 2005 and 70 percent in 2006. In addition, the Board of Supervisors adopted a plan in 2002 to recycle 75 percent of annual wastes generated by 2010.

The proposed project would be in compliance with City Ordinance 100-09, the Mandatory Recycling and Composting Ordinance which requires everyone in San Francisco to separate their refuse into recyclables, compostables, and trash. 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. The Altamont Landfill is expected to remain operational until at least 2029 and has plans to increase capacity by 250 additional acres. With the City's increase in recycling and the potential Altamont Landfill expansion, the City's solid waste disposal demand could be met through at least 2029. Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion, the project would have a less-than-significant impact on solid waste facilities. 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 showed 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.⁸¹ San Francisco residents currently divert approximately 72 percent of their solid waste to recycling and composting, bringing the city's residents closer to their goal of 75 percent diversion by 2010 and 100 percent by 2020.⁸² The solid waste associated with the proposed project's construction would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance.

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 to utilities or service systems. (Less than Significant)

Cumulative development in the project site vicinity would incrementally increase demand on citywide utilities and service systems, but not beyond levels anticipated and planned for by public service providers. Given that the City's existing service management plans address

⁸¹ San Francisco Office of the Controller. *Community Indicators Report*. Available on the internet at: http://www.sfgov.org/wcm_controller/community_indicators/physicallenvironment/index.htm. Accessed March 12, 2009.

⁸² San Francisco Department of the Environment. *Zero Waste*. Available online at: <http://www.sfenvironment.org/zero-waste>. Accessed January 2, 2012.

anticipated growth in the region, the proposed project would not be expected to have a considerable effect on utility service provision or facilities under cumulative conditions.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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"/>

Impact PS-1: The proposed project would not increase demand for police service, and would not result in substantial adverse impacts associated with the provision of such service. (Less than Significant)

The project site currently receives police protection services from the San Francisco Police Department (SFPD). The nearest police station to the project site is Bayview Station at 201 Williams Street, which is about 4,500 feet southeast of the project site. The proposed project would increase development intensity on the site and would increase the demand for, and use of, police services, but not in excess amounts expected and provided for the area. Given the nature of the proposed project, it would not necessitate the construction of a new police station and would have a less than significant impact on police protection services.

Impact PS-2: The proposed project would not increase demand for fire protection services, and would not result in substantial adverse impacts associated with the provision of such service. (Less than Significant)

The proposed project would increase the demand for fire protection services within the project area. The nearest San Francisco Fire Department (SFFD) fire station #9 is located at 2245 Jerrold Avenue (about 800 feet northwest of the project site). Other nearby fire stations include fire station #42 at 2430 San Bruno Avenue (about 4,000 feet southeast of the project site); and fire station #25 at 3305 3rd Street (about 4,500 feet northeast of the project site). Traffic delays and added call volume may result for the SFFD, due to cumulative development in the project area; however, the SFFD is able to minimize potential impacts by shifting primary response duties to other nearby fire stations. The proposed project could increase the number of calls for services from the project site. However, the increase would be incremental, funded largely through

project-related increases to the City's tax base, and would not likely be substantial in light of the existing demand and capacity for fire suppression and emergency medical services in the City. Therefore, this impact would be less than significant.

Impact PS-3: The proposed project would not directly or indirectly generate school students and there would be no impact on existing school facilities. (No Impact)

The proposed project involves the development of a PDR building which includes no dwelling units. Therefore, the proposed project would not contribute to the need for new school facilities, and would result in no impacts to the physical environment.

Impact PS-4: The proposed project would not increase demand for government services, and there would be no impact on government facilities. (Less than Significant)

The nearest recreation facility to the project site is Selby & Palou Mini Park, which is located approximately 900 feet southeast of the project site. The park is the only park located within one-half mile of the project site. Although new employees may utilize parks and recreational spaces in the vicinity of the project site, the use would likely be modest (based on the size of the projected increase in employment population), and it is unlikely that substantial physical deterioration would be expected. In addition, the proposed project would not substantially increase demand for or use of citywide facilities such as the Golden Gate Park or the waterfront. Therefore, this impact would be less than significant.

Impact PS-5: The proposed project would increase demand for government services, but not to the extent that would result in significant physical impacts. (Less than Significant)

The proposed project would not include residential uses. Therefore, the proposed project would not increase the demand for libraries, community centers, and other public facilities, and the project would not have an impact on governmental services.

Impact C-PS: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would not have a substantial cumulative impact to public services. (Less than Significant)

The proposed project is not expected to significantly increase demand for public services, especially not beyond levels anticipated and planned for by public service providers. Cumulative development in the project area would incrementally increase demand for public services, but not beyond levels anticipated and planned for by public service providers. Thus, project-related impacts to public services would not be cumulatively considerable.

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

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

The project site is not located near any riparian habitat, sensitive natural community, federally protected wetlands or adopted conservation plan. There is no potential for the proposed project to affect adversely special-status species or sensitive natural communities, including wetlands. Migrating birds do pass through San Francisco, but the project site does not contain habitat to support migrating birds. Nesting birds, their nests, and eggs are fully protected by Fish and Game Code (Sections 3503, 3503.5) and the federal Migratory Bird Treaty Act (MBTA). The proposed project would be subject to the MBTA, and would therefore have a less-than-significant

impact to nesting birds. The project site is entirely covered with impervious surfaces.⁸³ The project site is located in a highly urbanized environment with light industrial, office, and PDR uses and few street trees.

In light of the above, the proposed project's impact on biological resources would be less than significant.

BI-2: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)

The San Francisco Board of Supervisors recently adopted legislation that amended the City's Urban Forestry Ordinance, *Public Works Code* Article, Sections 801 et seq., to require a permit from the Department of Public Works (DPW) for removal of any protected trees.⁸⁴ 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. The designations are defined as follows.

- **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 designation by using established criteria (Section 810). Special permits are required to remove a landmark tree on private property or on City-owned property.
- **Significant trees** are those trees within the jurisdiction of the DPW, or trees on private property within 10 feet of the public right-of-way, that meet certain size criteria. To be considered significant, a tree must have a diameter at breast height of more than 12 inches, a height of more than 20 feet, or a canopy of more than 15 feet (Section 810(A)(a)). 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 DPW 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)).
- **Street trees** are trees within the public right-of-way or on land within the jurisdiction of the DPW. Their removal by abutting property owners requires a permit.

There are no trees on the project site and no street trees within the right-of-way along the project site frontage on Toland Street or Newcomb Avenue.⁸⁵ As part of this project, a total of 17 street

⁸³ Aidin Massoudi, SIA Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Lot Coverage Requirements: 928 Toland St.*, January 23, 2013. This email is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

⁸⁴ Board of Supervisors, Ordinance No. 17-06, amending Public Works Code Sections 801, et seq.

⁸⁵ Reza Khoshnevisan, SIA Consulting Corporation, Project Sponsor. *Affidavit for Tree Disclosure, 928 Toland Street*, September 13, 2011. This document is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

trees (6 trees along Toland Street and 11 trees along Newcomb Street) would be planted in compliance with *Planning Code* Section 138.1, the *Better Streets Plan*, and in accordance with the MBTA. *Planning Code* Section 138.1 requires new construction, significant alterations, or relocation of building projects within any zoning district to include the planting of one 24-inch box tree for every 20 feet along the project site's street or alley frontage, with any remaining fraction of 10 feet or more requiring an additional tree. The trees must be planted in conformance with the City's recently adopted *Better Streets Plan*, including conformance with the street tree goals for a particular street type.

Additionally, the proposed project would include the planting of additional street trees in accordance with local regulations. For these reasons, the project would therefore not conflict with the City's Urban Forestry Ordinance, and would not result in significant impacts related to tree protection.

C-BI: The proposed project in combination with other past, present or reasonably foreseeable projects, would not result in impacts to biological resources. (Less than Significant)

As discussed above, the project site does not contain biological resources, and the project vicinity has few street trees, which do not provide a habitat for endangered or threatened plant or animal species. Therefore, the project could not impact such species. Therefore the proposed project would not have the potential to contribute to cumulative impacts on biological resources.

In summary, as noted above, the proposed project would not have significant impacts on special-status species, avian species, riparian, wetland, or sensitive natural communities; would not conflict with an approved local, regional, or state habitat conservation plan or tree protection ordinance; and would have less-than-significant cumulative impact on biological resources.

<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>
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"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 project site would be connected to the existing sewer system and would not require use of septic systems. Therefore, Question 14.e would not be applicable to the project site.

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 report was prepared for the proposed project.⁸⁶ The report notes that the project site is in a zone of liquefaction potential as indicated on the State of California Seismic Hazardous Zone Map. The project site is situated in flat terrain, and therefore it is not susceptible to potential landslides.

Existing Site Conditions. Based on a test boring conducted to a depth of 11.5 feet below ground surface (bgs), the subsurface soils at the project site generally consists of medium dense clayey sand with gravel (fill) underlain by firm sandy clay (fill) underlain by soft bay mud.⁸⁷

⁸⁶ P. Whitehead and Associates Consulting Engineers. *Geotechnical Report, 928 Toland Street, Block 5597A Lot 001, San Francisco, CA., P. Whitehead & Associates Report 2012 – 31*, October 15, 2012. This document is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

⁸⁷ Ibid.

The project site is not in an Alquist-Priolo Special Studies Zone, and no known or potentially active fault exists on the site.⁸⁸ The project site is located in a Seismic Hazards Zone, which is historically or potentially subject to liquefaction, as delineated by the California Division of Mines and Geology.⁸⁹ The geotechnical report notes that the project site is located approximately 6.5 miles northeast of the San Andreas Fault and 12.5 miles southwest of the Hayward Fault. Referring to Borchardt, Gibbs, and Lajois 1975, the project site is located in a seismic category “C” area. It is expected that the site will be subjected to at least one moderate to severe earthquake. Strong shaking of the site and structures is to be expected. Based upon the U.S.G.S Seismic Map and relatively high water table liquefaction of the foundation soils could occur during major seismic events.⁹⁰

The Community Safety Element of the *San Francisco General Plan* contains maps illustrating areas of the city where one or more geologic hazards exist.⁹¹ The project site is not located in the immediate vicinity of any active earthquake fault based on MAP 01 in the Community Safety Element, which shows location of earthquake faults in the Bay Area. Maps 02 and 03 in the Community Safety Element show the intensity of ground-shaking in San Francisco from two of the most probable earthquakes, one of magnitude 7.2 on the San Andreas Fault and one of magnitude 6.5 on the northern segment of the Hayward Fault. These maps show that the subject property is located in an area subject to “Violent” ground shaking from a 7.2 magnitude earthquake along the San Andreas Fault and “Very Strong” ground shaking from a 6.5 magnitude earthquake along the Hayward Fault based on the Modified Mercalli Intensity (MMI) Scale. The subject property is in an area considered susceptible to liquefaction, but is not in an area considered susceptible to landslides according to Map 04 in the Community Safety Element. In addition, the subject property is not in an area subject to tsunami or potential inundation due to reservoir failure based on Maps 05 and 06 in the Community Safety Element.

Impacts of Proposed Project. Construction of the proposed project would include excavation for the foundation of the proposed 30-foot-tall, one-story (plus mezzanine level), 24,400-sf building. The project sponsor has indicated that a mat slab with a depth of 12 inches would be utilized for the building foundation.⁹² The geotechnical report recommends that the foundation system consist of a tied strip footing with a doweled structural slab or raft design, and that the footings perimeter penetrate a minimum of 18 inches into re-compacted underlying material. The project sponsor has agreed to implement the recommended measures included in the geotechnical report. 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

⁸⁸ California Department of Conservation. *Alquist-Priolo Earthquake Fault Zone Maps*. Available online at: http://www.quake.ca.gov/gmaps/ap/ap_maps.htm. Accessed December 24, 2012.

⁸⁹ California Department of Conservation. *Seismic Hazard Zones, City and County of San Francisco*, November 17, 2000. Available online at: http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_sf.pdf. Accessed December 24, 2012.

⁹⁰ P. Whitehead and Associates Consulting Engineers. *Geotechnical Report*, 928 Toland Street, Block 5597A Lot 001, San Francisco, CA., P. Whitehead & Associates Report 2012 – 31, October 15, 2012. This document is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

⁹¹ San Francisco Planning Department. *San Francisco General Plan, Community Safety Element*, October 2012. Available online at: http://www.sf-planning.org/ftp/General_Plan/Community_Safety_Element_2012.pdf. Accessed December 24, 2012.

⁹² Reza Khoshnevisan, Project Sponsor. *Email*, 928 Toland Follow Up, September 7, 2012. This email is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

foundation design and whether additional 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. A geotechnical report has been prepared and the project as proposed reflects its recommendations. 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 modification 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 project site is generally flat, and currently entirely covered with impervious surfaces.⁹³ 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 of the construction of the proposed building and removal of approximately 1,080 cubic yards of subsurface material.⁹⁴ The project site size of 26,466 sf would be under the one-acre threshold for a National Pollutant Discharge Elimination System (NPDES) General Construction Permit.

The project sponsor and its contractor would be required to implement Best Management Practices (BMPs) 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 C-GE: The proposed project would not make a considerable contribution to any cumulative significant effects related to geology or soils. (Less than Significant)

Given that the proposed project would not result in a large degree of excavation and that there are no other foreseeable projects in the project vicinity that would combine with the proposed project's impacts in a considerable manner. Thus, the proposed project's impacts related to geology and soils, both individually and cumulatively, would be less than significant.

⁹³ Aidin Massoudi, SIR Consulting Corporation, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Lot Coverage Requirements: 928 Toland St.*, January 23, 2013. This email is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

⁹⁴ Aidin Massoudi, SIR Consulting Corporation, Project Sponsor. *Email, Excavation: 928 Toland St.*, December 12, 2012. This email is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact HY-1: The proposed project would not violate any water quality standards or 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 stormwater runoff from the site would flow into the City's combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into the 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.

During the construction period, there would be a potential for erosion and the transport of soil particles resulting from 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 into the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant pursuant to Building Code Chapter 22 (Excavation and Grading) and the City's NPDES Permit, the project sponsor would be required to implement Best Management Practices (BMPs), including 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, groundwater was observed at a depth of approximately 10.5 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 (DPW) Order No. 158170, requiring a permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission (SFPUC). 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 26,466-sf project site is currently entirely covered with impervious surfaces. As a result, there is no or little recharge of groundwater at the project site. The proposed project would decrease the amount of impermeable surfaces on the project site, resulting in approximately 29 percent of

the entire lot being covered with permeable concrete.⁹⁵ Therefore, the proposed project would slightly increase recharge of groundwater at the project site and would not substantially increase the amount of surface runoff that drains into the City's combined sewer and stormwater drainage system.

In light of the above, groundwater resources would not be substantially 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 26,466-sf project site is currently entirely covered with impervious surfaces. The proposed coverage of the site would be approximately 71 percent.⁹⁶ Based on this, the proposed project would decrease the amount of impermeable surfaces on the project site, thereby increasing infiltration and groundwater recharge. However, given the relatively minor reduction in the amount of impermeable surfaces on the site, the proposed project would not result in a substantial change in the drainage pattern on and near the project site.

In addition, 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 drainage patterns 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 (USACE). 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 the City and County of San Francisco for the first time. FIRMs identify areas that are subject to inundation during a flood having a one percent chance of occurrence in a given year (also known as a "base flood" or "100-year flood"). FEMA refers to the floodplain that is at risk from a flood of this magnitude as a Special Flood Hazard Area ("SFHA").

⁹⁵ Aidin Massoudi, SIR Consulting, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Lot Coverage Requirements: 928 Toland St.*, February 15, 2013. This email is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

⁹⁶ Aidin Massoudi, SIR Consulting, Project Sponsor. *Email to Kei Zushi, San Francisco Planning Department, Lot Coverage Requirements: 928 Toland St.*, February 15, 2013. This email is available for public review as part of Case No. 2011.0859E at 1650 Mission Street, Suite 400, San Francisco, CA 94103.

In 2007, FEMA issued preliminary FIRMs for review and comment by the City, and anticipates publishing revised preliminary 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 of coastal flooding with no wave hazard; or waves less than three feet in height) or Zone V (areas of coastal flooding subject to the additional hazards associated with wave action).⁹⁷ The project site is not located within Zone A, Zone V, or a SFHA on San Francisco's Interim Floodplain Map.^{98,99}

The project site is 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.¹⁰⁰ Through the building permit review process for this project, the SFPUC would require that the ground level of the proposed building be located at or above the official grade of the street to minimize the potential of a sewer backup during storm events as well as to minimize the potential of street storm flow from entering the property. In addition, if plumbing fixtures that are below the elevation of the side sewer vent cover are to be utilized for this project, a backflow device would be required to be installed on such plumbing fixtures in accordance with the San Francisco Plumbing Code. The project engineer has indicated that the parking lot pavement on the project site is currently located at the official grade elevation.¹⁰¹

The Mayor and Board of Supervisors approved a Floodplain Management Ordinance in 2008 (and amended the Ordinance in 2010).¹⁰² 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.

⁹⁷ City and County of San Francisco, Office of the City Administrator. *National Flood Insurance Program Flood Sheet*, January 25, 2012. Available online at: <http://sfgsa.org/Modules/ShowDocument.aspx?documentid=7520>. Accessed September, 27, 2012.

⁹⁸ Federal Emergency Management Agency (FEMA). *Preliminary Flood Insurance Rate Map (FIRM), City and County of San Francisco, California, Panel 235 of 260, Map Number 06075C0235A*, September 21, 2007. Available online at: <http://sfgsa.org/Modules/ShowImage.aspx?imageid=2680>. Accessed September 27, 2012.

⁹⁹ City and County of San Francisco, Office of the City Administrator. *Final Draft San Francisco Interim Floodplain Map, East, July, 2008*. Available online at: <http://sfgsa.org/Modules/ShowDocument.aspx?documentid=1763>. Accessed September 27, 2012.

¹⁰⁰ San Francisco Planning Department, *Review of Projects in Identified Areas Prone to Flooding*, April 1, 2007. Available online at: <http://ec2-50-17-237-182.compute-1.amazonaws.com/docs/PlanningProvisions/info%20sheet%20v1.3.pdf>. Accessed September 27, 2012.

¹⁰¹ Cliff Wong, San Francisco Department of Public Works. *Email to Kei Zushi, San Francisco Planning Department, 928 Toland Street*, March 6, 2013. This email is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁰² Ordinance 56-10, approved March 25, 2010. Available online at: <http://www.sfbos.org/ftp/uploadedfiles/bdsupvrs/ordinances10/o0056-10.pdf>. Accessed September 27, 2012.

In light of the above, the project would result in less-than-significant impacts related to expose people, housing, or structures to substantial risk of loss due to flooding.

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 located within the Tsunami Inundation Area or area of potential tsunami inundation.^{103,104} 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 generally flat. 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 that the proposed project would be required to comply with SFPUC's Stormwater Control Plan and Operation and Management Plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG),¹⁰⁵ 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.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
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"/>

¹⁰³ California Department of Conservation. *Tsunami Inundation Map for Emergency Planning, San Francisco*, June 15, 2009. Available online at:

http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanFrancisco/Documents/Tsunami_Inundation_SF_Overview_SanFrancisco.pdf. Accessed September 27, 2012.

¹⁰⁴ San Francisco Planning Department. *20-Foot Tsunami Run-Up Map*. Available online at:

http://www.sf-planning.org/ftp/general_plan/images/I8.community_safety/Map6.gif. Accessed September 27, 2012.

¹⁰⁵ San Francisco Public Utility Commission (SFPUC). *Stormwater Design Guidelines*, adopted January 12, 2010. Available online at: <http://www.sfwater.org/index.aspx?page=446>, accessed September 27, 2012.

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

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

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

The project would likely result in use of common types of hazardous materials typically associated with PDR uses, such as cleaners and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers who handle hazardous materials, and adequately training workers. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards resulting from

hazardous materials. Thus, the project would result in less-than-significant impacts related to the use of hazardous materials.

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

The project site currently contains no permanent structures and is not occupied by any business. A Phase I Environmental Site Assessment (ESA) and a Phase II Subsurface Investigation were performed for the project site.^{106,107} The Phase I ESA included: 1) a review of federal, state, tribal and local regulatory databases that identify and describe underground fuel tank sites, leaking underground fuel tank sites, hazardous waste negation sites, and hazardous waste storage and disposal facility sites; 2) a property and surrounding site reconnaissance, including interviews with the current owner (or the site manager); and 3) a review of historical sources to help ascertain previous land use at the site and in the surrounding area.

The Phase I ESA noted that the subject property was identified in the regulatory database as a National Pollution Discharge Elimination System (NPDES) site. The NPDES permit was taken out by Michael & Francine Mays in August 2011 (at the time the former wrecking yard structures were reportedly removed from the site). The adjacent site to the southeast (925 Toland Street) was identified in the regulatory database as a Leaking Underground Storage Tank (LUST), Underground Storage Tank (UST), and Historical (HIST) Cortese site due to the release of gasoline that impacted soil only, discovered in February 1999. The site was issued a Case Closed status by the San Francisco Local Oversight Program (LOP) on April 22, 1999. The adjacent site to the southeast (2200 Oakdale Avenue) was identified in the regulatory database as a LUST, UST, CA FID UST, HIST UST, SWEEPS UST, and HIST Cortese site due to the release of gasoline that impacted other groundwater (uses other than drinking water), discovered in December 1990. The adjacent site to the northwest (2424 Oakdale Avenue) was identified in the regulatory database as a CA FID UST, HIST UST, and SWEEPS UST site.¹⁰⁸

According to historical sources, the subject property appeared as unimproved graded land as early as 1946. By the 1950s, the subject property was used as an equipment/vehicle storage yard, and was first identified as an automobile recycler/wrecking yard property in city directories 1985. No building records were on file for the subject property; however, structures (at least canopy structures) appeared in the southern portion of the lot by 1993. According to the subject property owner, Mr. Raul Arriaza, the automobile recycler/wrecking yard business ceased operation in 1997 and the site has been used for vehicle/truck storage only since that time. The

¹⁰⁶ AEI Consultants. *Phase I Environment Site Assessment, 928 Toland Street, San Francisco, San Francisco County, California, 94124*, AEI Project No. 306110, April 3, 2012. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁰⁷ AEI Consultants. *Phase II Subsurface Investigation, 928 Toland Street, San Francisco, San Francisco County, California, 94124*, September 18, 2012. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹⁰⁸ AEI Consultants. *Phase I Environment Site Assessment, 928 Toland Street, San Francisco, San Francisco County, California, 94124*, AEI Project No. 306110, April 3, 2012. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

aforementioned structures (possibly canopy structures) were removed in around September 2011. Two mobile storage pods used as offices/storage were located in the southern portion of the site as of April 2012.¹⁰⁹

The Phase I ESA concluded that no evidence of Recognized Environmental Conditions (RECs)¹¹⁰ in connection with the property, and no further investigation for the subject property was recommended. San Francisco Department of Public Health (DPH) reviewed the Phase I ESA along with a report titled “Report-Additional Soil Sampling Event 928 Toland Street, San Francisco California” and prepared by PSI in November 1998.¹¹¹ The 1998 report indicated that two subsurface investigations were conducted on the property in 1998. The results of these investigations indicated impacts to onsite soils in the form of petroleum hydrocarbons and lead, and impacts to groundwater in the form of Methyl Tert-Butyl Ether (MTBE). Subsequently, DPH determined on April 30, 2012 that updated sampling was warranted prior to redevelopment of the project site and requested a work plan be prepared describing soil sampling to characterize soils and confirmation of the prior investigation.¹¹²

A Phase II Subsurface Investigation was performed following the above DPH’s request and reviewed by DPH.¹¹³ The Phase II investigation report results showed contamination at levels of concern in groundwater and possibly soils deeper than 5 feet below the ground surface.

DPH has reviewed the aforementioned soil studies and required that a Site Mitigation Plan (SMP) be prepared to describe measures and controls to be used during construction. These measures and controls address handling contaminated soil and groundwater in accordance with local and state regulations and guidelines. DPH determined that mitigation measures would not be required for on-site soils to 5 feet bgs, but required additional sampling and controls if soils below 5 feet bgs are to be excavated.¹¹⁴ Based on the DPH’s determination, the following mitigation measures have been included. With the implementation of these mitigation measures, the project will not result in a significant impact with respect to hazardous materials. The project sponsor has agreed to implement these mitigation measures.

¹⁰⁹ Ibid.

¹¹⁰ RECs are defined by the ASTM Standard Practice E1527-05 as the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structure on the property or into the ground, groundwater, or surface water of the property.

¹¹¹ Professional Service Industries (PSI). *Report-Additional Soil Sampling Event 928 Toland Street, San Francisco, California*, November 17, 1998. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹¹² Rajiv Bhatia, SFDPH. *Review Phase I Environmental Site Assessment and Work Plan Request, All Truck and Car Wrecking Yard, 928 Toland, San Francisco, DPH SAM SMED 870*, April 30, 2012. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹¹³ Rajiv Bhatia, SFDPH. *Review Phase II Subsurface Investigation and Site Mitigation Plan Request, All Truck and Car Wrecking Yard, 928 Toland, San Francisco, DPH SAM SMED 870*, November 19, 2012. This document is available for review as part of Case File No. 2011.0859E at the San Francisco Planning Department, 1650 Mission Street, Suite 400, San Francisco, California 94103.

¹¹⁴ Ibid.

Mitigation Measure M-HZ-2A: Health Risks and Nuisance Odors related to Groundwater

The groundwater presents possible health risks and nuisance odors should the building basement or elevator pits extend to or near the depth of groundwater. The building design shall include petroleum hydrocarbon resistant vapor control barriers beneath the building if the depth of any structural component approaches the depth of groundwater. The vapor barrier design shall be stamped by an appropriately licensed engineer.

Any groundwater pumped for dewatering, or any other groundwater discharge anticipated during construction, must comply with applicable permits. Discharges to the sewer require permits from the San Francisco Department of Public Works (DPW) and the San Francisco Power and Sewer (of the San Francisco Public Utilities Commission). Discharges to the surface would require a National Pollution Discharge Elimination System (NPDES) permit from RWQCB. Copies of any groundwater discharge related permits and pretreatment system design shall be submitted to SF DPH SAM at least 14 days prior to beginning construction activities, including grading and earthwork.

Mitigation Measure M-HZ-2B: Voluntary Remedial Action Program Activities

A SMP shall be prepared to address the testing and management of contaminated soils, groundwater controls, contingency response actions, worker health and safety, dust control plan, storm water related items, and noise control. The SMP shall be monitored under the supervision of DPH. The SMP shall address:

- Figures showing the proposed vertical and lateral extent of excavation including foundation footings and elevator shafts;
- Figures showing the proposed building locations and configurations;
- Management options for contaminated soils deeper than 5 feet bgs;
- Identify the proposed soil transporter and disposal locations;
- Collection of confirmation samples in the excavation area following excavation. Provide the approximate number and proposed locations for sampling;
- If confirmation samples exceed State ESL or other criteria established with DPH SAM, additional excavation may be needed and additional confirmation samples shall be collected and analyzed;
- Soil samples shall be analyzed for the appropriate TPH ranges and metals;
- Permits applied for, or obtained for groundwater discharges;
- Dust control plan and measures per SF Health Code Article 22B;

- Contingency Plan that describes the procedures for controlling, containing, remediating, testing and disposing of any unexpected contaminated soil, water, or other material;
- Site Specific Environmental Health and Safety Plan;
- Stormwater control and noise control protocols as applicable;
- Preparation and submittal to SF DPH SAM of a final report documenting implementation of the SMP.

The SMP, vapor control design and Contingency Plan shall be submitted to DPH SAM at least four weeks prior to beginning construction excavation work. The Health and Safety Plan, Dust Control Plan may be submitted two weeks prior to beginning construction field work.

Submit a final project report to SF DPH SAM following completion of excavation and earthwork performed. The final report shall include site map showing areas of excavation and fill, sample locations and depth, tables summarizing analytical data. Report appendices shall include: copies of permits (including dewatering permit), manifests or bills of lading for removed soil and/or water, laboratory reports for soil disposal profiling and water samples.

Should an underground storage tank (UST) be encountered, work will be suspended and the owner notified. The site owner or their representative shall notify the SF DPH SAM of the situation and of the proposed response actions. The UST shall be removed under permit with the SFDPH Hazardous Materials and Waste Program (HMWP) and the San Francisco Fire Department. DPH SAM should be sent a copy of permits and tank closure reports prepared for HMWP or the Fire Department.

In addition, the project shall comply with San Francisco Health Code Article 22, which provides for safe handling of hazardous wastes in the City. It authorizes DPH to implement the state hazardous waste regulations, including authority to conduct inspections and document compliance.

Compliance with hazardous materials regulations and Project Mitigation Measures **M-HZ-2A and M-HZ-2B**, potential impacts of the proposed project related to exposure of hazardous materials would be less-than-significant.

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

No schools are present within one-quarter mile of the project site. The closest public school to the project site is Thurgood Marshall High school at 45 Conkling Street, located approximately 1,500 feet southeast of the project site in San Francisco's Bayview neighborhood. 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. In addition, any hazardous materials on site, such as soil to be excavated during project construction, would be handled in compliance with the Site Mitigation Plan (SMP) discussed above. Thus, 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 proposed project is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. (No Impact)

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), to ensure conformance with these provisions. In this way, potential fire hazards, including those associated with hydrant water pressures and emergency access, would be mitigated during the permit review process.

The implementation of the proposed project could add to congested traffic conditions in the immediate area in the event of an emergency evacuation. However, the proposed project would be relatively insignificant within the dense urban setting of the project site and it is expected that traffic would be dispersed within the existing street grid such that there would be no significant adverse effects on nearby traffic conditions. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan and this impact would be less than significant.

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

Impacts from hazardous materials are generally site-specific and typically do not result in cumulative impacts. Any hazards at nearby sites would be subject to the same safety or remediation requirements discussed for the proposed project above, which would reduce any hazard effects to less-than-significant levels. As such, the proposed project's impacts related to hazardous materials, 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>
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)

No known mineral resource is located on or near the project site. All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ, and thus the site is not a designated area of significant mineral deposits.

Because the project site is already developed, future evaluation or designation of the site would not affect or be affected by the project. There are no operational mineral resource recovery sites in the project vicinity whose operations or accessibility would be affected by the construction or operation of the project. Thus, the project would have no impact on mineral resources.

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)

The proposed project's PDR uses would not consume significant large amounts of fuel, water, or energy beyond the level anticipated for the project area. New buildings in San Francisco are required to conform to current state and local energy conservation standards, including Title 24 of the *California Code of Regulations*. DBI enforces Title 24 compliance, and documentation demonstrating compliance with these standards would be submitted with the application for the building permit. As a result, the proposed project would not cause a wasteful use of energy or other non-renewable natural resources, and would have a less-than-significant impact on energy resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
18. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. — Would the project					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<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 project site as "*Urban and Built-up Land*," which is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel, and used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes."^{115,116} Because the site

¹¹⁵ California Department of Conservation, *Important Farmland in California*, 2008, December 2010. Available online at:

does not contain agricultural uses and is not zoned for such uses, the proposed project would not convert any prime farmland, unique farmland, or Farmland of Statewide Importance to non-agricultural use, and it would not conflict with existing zoning for agricultural land use or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland. 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 Incorporation</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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>

Hazardous materials are present within the project site, and such materials could be released to the environment during proposed construction activities, posing a potential health hazard to construction workers and members of the public. Any potential adverse effect to human health or the environment resulting from disturbance of hazardous materials within the project site during proposed construction activities would be reduced to a less-than-significant level by implementation of **Mitigation Measures M-HZ-2A** and **M-HZ-2B**, in Section F. Accordingly, the proposed project would not result in a significant impact from the release of hazardous materials to the environment.

ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/statewide/2008/fmmp2008_08_11.pdf. Accessed September 25, 2012.

¹¹⁶ California Department of Conservation, *FMMP - Important Farmland Map Categories*. Available online at: http://www.conservation.ca.gov/dlrp/fmmp/mccu/Pages/map_categories.aspx. Accessed September 25, 2012.

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

The proposed project, as discussed in Section C (Compatibility with Existing Zoning and Plans) and Topic E.1 (Land Use and Land Use Planning) would be generally consistent with local land use and zoning requirements. **Mitigation Measures M-HZ-2A and M-HZ-2B**, in Section F, have been incorporated into the proposed project to address hazardous materials impacts. Implementation of **Mitigation Measures M-HZ-2A and M-HZ-2B** would reduce any direct and indirect impact to humans from the release of hazardous materials to less-than-significant levels.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

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

Mitigation Measure M-HZ-2A: Health Risks and Nuisance Odors related to Groundwater

The groundwater presents possible health risks and nuisance odors should the building basement or elevator pits extend to or near the depth of groundwater. The building design shall include petroleum hydrocarbon resistant vapor control barriers beneath the building if the depth of any structural component approaches the depth of groundwater. The vapor barrier design shall be stamped by an appropriately licensed engineer.

Any groundwater pumped for dewatering, or any other groundwater discharge anticipated during construction, must comply with applicable permits. Discharges to the sewer require permits from the San Francisco Department of Public Works (DPW) and the San Francisco Power and Sewer (of the San Francisco Public Utilities Commission). Discharges to the surface would require a National Pollution Discharge Elimination System (NPDES) permit from RWQCB. Copies of any groundwater discharge related permits and pretreatment system design shall be submitted to SF DPH SAM at least 14 days prior to beginning construction activities, including grading and earthwork.

Mitigation Measure M-HZ-2B: Voluntary Remedial Action Program Activities

A SMP shall be prepared to address the testing and management of contaminated soils, groundwater controls, contingency response actions, worker health and safety, dust control plan, storm water related items, and noise control. The SMP shall be monitored under the supervision of DPH. The SMP shall address:

- Figures showing the proposed vertical and lateral extent of excavation including foundation footings and elevator shafts;
- Figures showing the proposed building locations and configurations;
- Management options for contaminated soils deeper than 5 feet bgs;
- Identify the proposed soil transporter and disposal locations;
- Collection of confirmation samples in the excavation area following excavation. Provide the approximate number and proposed locations for sampling;
- If confirmation samples exceed State ESL or other criteria established with DPH SAM, additional excavation may be needed and additional confirmation samples shall be collected and analyzed;
- Soil samples shall be analyzed for the appropriate TPH ranges and metals;
- Permits applied for, or obtained for groundwater discharges;
- Dust control plan and measures per SF Health Code Article 22B;
- Contingency Plan that describes the procedures for controlling, containing, remediating, testing and disposing of any unexpected contaminated soil, water, or other material;
- Site Specific Environmental Health and Safety Plan;
- Stormwater control and noise control protocols as applicable;
- Preparation and submittal to SF DPH SAM of a final report documenting implementation of the SMP.

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G. PUBLIC NOTICE AND COMMENT

A "Notification of Project Receiving Environmental Review" was sent out on March 7, 2012, to the owners and occupants of properties within 300 feet of the project site and interested parties. No members of the public have responded to the Neighborhood Notice.

Comments that do not pertain to physical environmental issues and comments regarding the merits of the proposed project are more appropriately directed to the decision-makers. The decision to approve or disapprove a proposed project is independent of the environmental review process. While local concerns or other planning considerations may be grounds for modification or denial of the proposed project, in the independent judgment of the Planning Department, there is no substantial evidence that the proposed project could have a significant effect on the environment.

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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.



Sarah B. Jones
Acting Environmental Review Officer

for

John Rahaim
Director of Planning

DATE April 3, 2013

I. INITIAL STUDY PREPARERS

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