



SAN FRANCISCO PLANNING DEPARTMENT

Preliminary Mitigated Negative Declaration

Date: May 27, 2020
Case No.: 2018.001788ENV
Project Title: 554 Fillmore Street
Zoning: RM-1 (Residential, Mixed, Low Density)
40-X Height and Bulk District
Block/Lot: 0828/022
Lot Size: 15,572 square feet
Project Sponsor: Annabel McClellan
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Lead Agency: San Francisco Planning Department
Staff Contact: David Young – (415) 575-9041
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PROJECT DESCRIPTION

The 15,572-square-foot project site (Assessor's Block 2088, Lot 088) is located in the Western Addition neighborhood at the northwest corner of Fillmore and Fell streets on a block bounded by Fell Street to the north, Webster Street to the east, Oak Street to the south and Fillmore Street to the west (see Figure 1: Project Location). The site is within the boundaries of the Hayes Valley Residential Historic District. The proposed project site is part of the Sacred Heart Parish Complex grouping consisting of a church, rectory, school, and convent. The project site is occupied by a 20,046 square foot church building currently used as the Church of 8 Wheels, a roller-skating venue and formerly used as the Sacred Heart Church. The structure is a basilica style church with an attached campanile consisting of a one-story, open floor plan with mezzanine (former choir loft) over a full basement.

The proposed project would involve conversion of the former church building to residential use by inserting five new floors into the structure, as well as adding a new basement and sub-basement. This would accommodate five market rate dwelling units totaling approximately 14,950 square feet, 36 market rate group housing units comprising about 32,900 square feet, and about 11,250 square feet of shared common space. The individual residential units would include four two-bedroom units and one three-bedroom unit. The proposed project would also include 3,900 square feet of parking for 15 vehicles in the sub-basement level, as well as 60 Class I bicycle parking spaces in the sub-basement level as well as two Class 2 bicycle parking spaces at street level. The proposed project would increase the building's size from the existing 20,046 square feet to 66,000 square feet, including the basements.

Proposed exterior alterations include new glazing in the existing window frames, nine new cutouts on the roof for the proposed roof decks, and new skylights to meet lighting requirements. The proposed project would also include the installation of an interior elevator, mechanical equipment upgrades, seismic

upgrades and a new fire-fighting protection system. The size and massing of the building would not change.

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 Section F of the initial study for the project's mitigation measure.

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

May 27, 2020

Date

Devayani Jain for

Lisa Gibson
Environmental Review Officer

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Initial Study

554 Fillmore Street

Planning Department Case No. 2018.001788ENV

A. PROJECT DESCRIPTION

Project Location

The 15,572-square-foot project site (Assessor's Block 2088, Lot 088) is located in the Western Addition neighborhood at the northwest corner of Fillmore and Fell streets on a block bounded by Fell Street to the north, Webster Street to the east, Oak Street to the south and Fillmore Street to the west (see Figure 1: Project Location). The site is within the boundaries of the Hayes Valley Residential Historic District. The proposed project site is part of the Sacred Heart Parish Complex grouping consisting of a church, rectory, school, and convent. The project site is occupied by a 20,046 square foot church currently used as the Church of 8 Wheels, a roller-skating venue. The building was originally used as the Sacred Heart Church. The Sacred Heart Church narthex, nave, baptistery and campanile¹ were constructed in 1898 and the transepts², sanctuary, and sacristies were constructed in 1909. The structure is a basilica style church with an attached campanile consisting of a one-story, open floor plan with mezzanine (former choir loft) over a full basement. The building has a concrete foundation and a high basement and is set into the natural slope of the lot, with a full height exposure at the rear (east) end of the Fell Street (north) elevation. The building is constructed of brick and clay tile masonry, with a brick, stone and terra cotta exterior. The building is a nonconforming structure with nearly full coverage of the 15,572-square-foot lot. There is one curb cut on Fell Street that provides access to the existing basement garage.

¹ A campanile is a tower (bell tower) built beside or attached to a church.

² A transept is either of the two parts forming the arms of the cross shape, projecting at right angles from the nave

To the east, the project site is abutted by the Sacred Heart School, a three-story building located at 735 Fell Street, constructed in 1926. To the south, the project site is abutted by the Sacred Heart Rectory, a three-story building located at 546 Fillmore Street, constructed in 1891 and 1906, and the covenant, built in 1936. The area north of the site includes a hotel and three- to four-story residences. Generally, three- and four- story residential buildings occupy the area to the west of the site. Topographically, the site is relatively flat, sloping gently to the northeast with an approximate elevation of 208 feet above mean sea level in the southwest corner to about 188 feet above mean sea level in northeast corner of the site.

Figure 1 - Location Map



[https://sfplanninggis.org/locationmaps/\[3/8/2019 11:31:54 AM\]](https://sfplanninggis.org/locationmaps/[3/8/2019 11:31:54 AM])

To the east, the project site is abutted by the Sacred Heart School, a three-story building located at 735 Fell Street, constructed in 1926. To the south, the project site is abutted by the Sacred Heart Rectory, a three-story building located at 546 Fillmore Street, constructed in 1891 and 1906, and the covenant, built in 1936. The area north of the site includes a hotel and three- to four-story residences. Generally, three- and four-story residential buildings occupy the area to the west of the site. Topographically, the site is relatively flat, sloping gently to the northeast with an approximate elevation of 208 feet above mean sea level in the southwest corner to about 188 feet above mean sea level in northeast corner of the site.

Project Characteristics

Interior

The proposed project would involve conversion of the former Sacred Heart Church to residential use. The project would insert five new floors into the structure, as well as add a new basement and sub-basement, resulting in five market rate dwelling units totaling approximately 14,950 square feet, 36 market rate group housing³ units comprising about 32,900 square feet, and about 11,250 square feet of shared common space. The individual residential units would include four two-bedroom units and one three-bedroom unit. The proposed project would also include 3,900 square feet of parking for 15 vehicles in the sub-basement level. The proposed project would increase the building's size from 20,046 square feet to 66,000 square feet, including the basements. Topic 3. Cultural Resources includes a detailed discussion of the proposed exterior and interior alterations.

The proposed project would provide 60 *Class 1* bicycle parking spaces in the sub-basement level and two *Class 2* bicycle parking spaces, the location of which would be determined in consultation with the San Francisco Municipal Transportation Agency (SFMTA). The project would also include the installation of an interior elevator, mechanical equipment upgrades, and a new fire-fighting protection system.

Exterior

The building's primary façade on the Fillmore Street entrance (former narthex)⁴ would remain structurally and substantially visually unchanged. Alterations to the primary façade (west elevation) would include new glazing in the existing campanile arches. The campanile arches are embedded into the exterior masonry walls and currently do not contain glazing (see Figure 2: East and West Elevations). No other primary façade alterations are proposed. The east elevation alterations would include two new windows, two new skylights, and new glazing in the campanile arches. The north elevation is on Fell Street. Alterations to this side of the building would include four new roof cutouts for windows, four new roof decks, two new roof skylights, six new windows (three on the roof and three on the east face), replacement of the existing rose window⁵ with clear insulated glass, and new glazing in the campanile arches, and rectangular window openings (See Figure 3: North Elevation). South elevation alterations would include

³ Group Housing is defined in Section 102 of the Planning Code as "A Residential Use that provides lodging or both meals and lodging, without individual cooking facilities, by prearrangement for a week or more at a time, in a space not defined by this Code as a dwelling unit. Such group housing shall include, but not necessarily be limited to, a Residential Hotel, boardinghouse, guesthouse, rooming house, lodging house, residence club, commune, fraternity or sorority house, monastery, nunnery, convent, or ashram. It shall also include group housing affiliated with and operated by a medical or educational institution, when not located on the same lot as such institution, which shall meet the applicable provisions of Section 304.5 of this Code concerning institutional master plans." Affordable group housing is not proposed.

⁴ A narthex is an antechamber, porch, or distinct area at the western entrance of some early churches, separated off by a railing and used by catechumens, penitents, etc.

⁵ Rose windows are circular window with mullions or tracery radiating in a form suggestive of a rose.

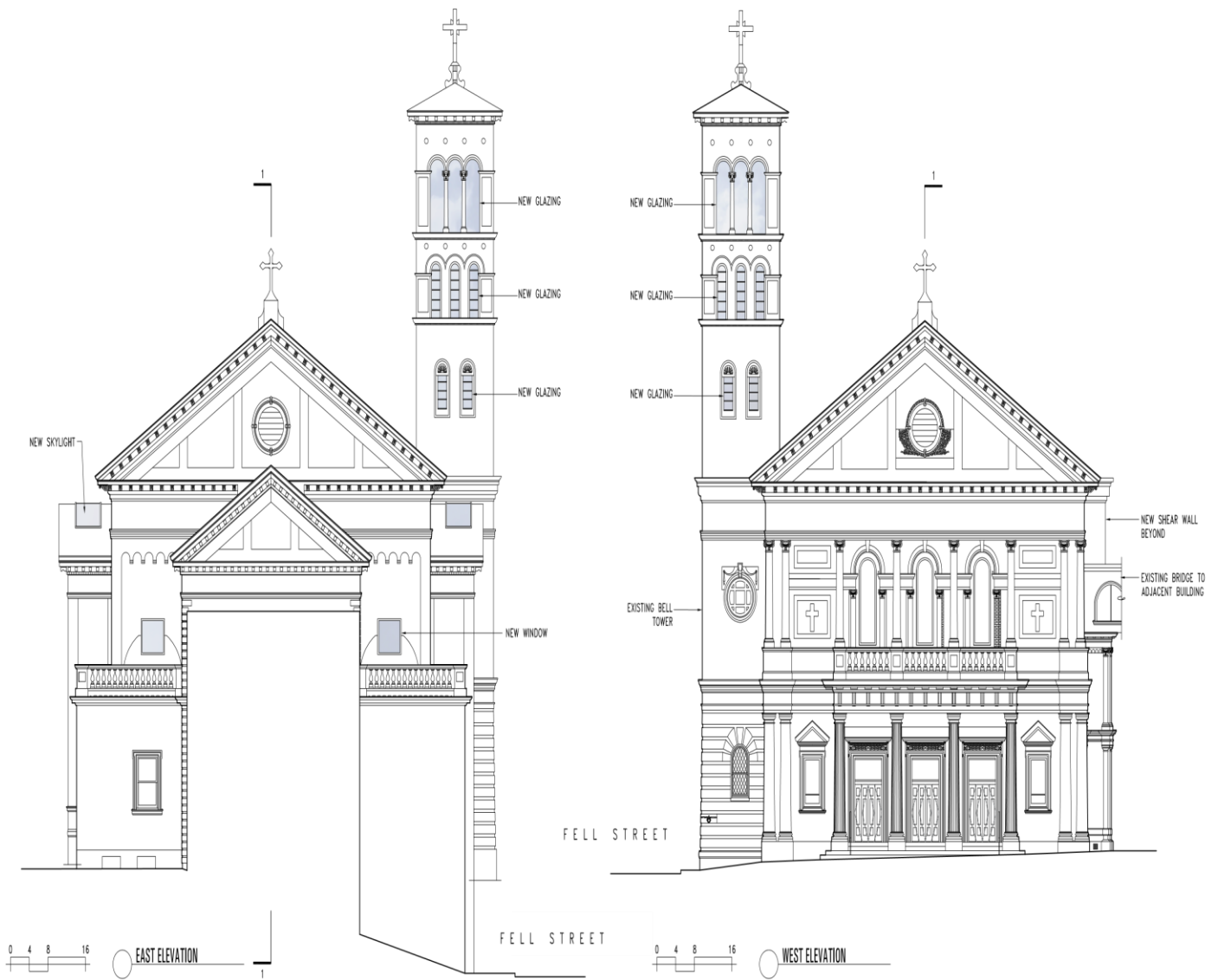


FIGURE 2 – EAST AND WEST ELEVATIONS

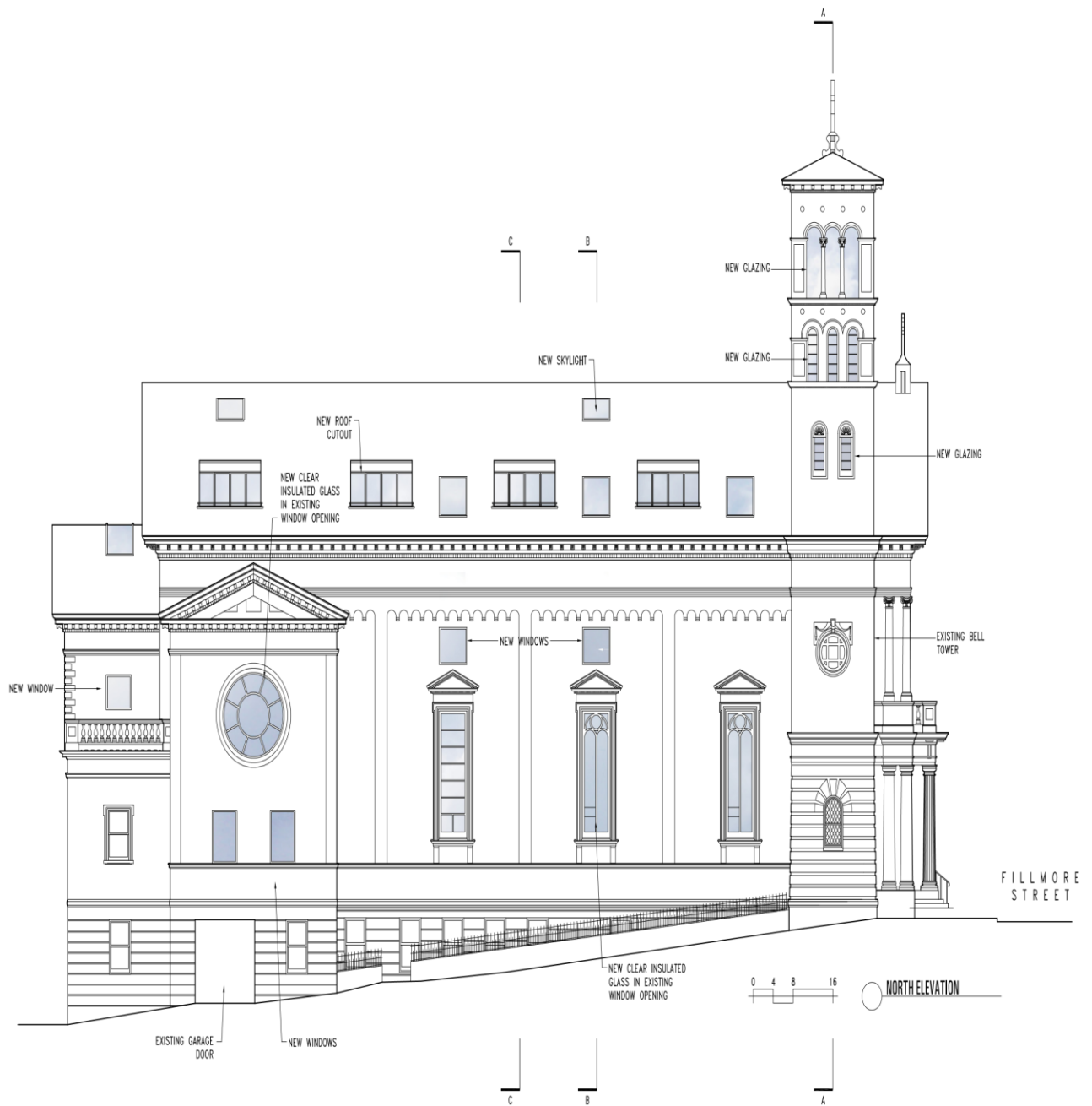


FIGURE 3 – NORTH ELEVATION

our new skylights on the roof, four new roof decks, three new cutouts for windows, five new rectangular and square windows, and new clear insulated glass in the large rectangular windows and rose window (see Figure 4: South Elevation). The exterior roof alterations are proposed to meet light and ventilation requirements. The project would not increase the height of the existing building. The structure is currently an unreinforced masonry building supported by steel girders and cast-iron columns. Seismic and structural upgrades to the existing building would include new floors and shear walls to brace the existing building, and new steel tie-beam trusses to provide ground floor, choir loft and attic support, and four shear walls with outrigger beams to strengthen the campanile.

Interior

The five new floors and basements would be constructed entirely within the existing building envelope. The original interior features in the former nave⁶ (i.e., walls and ceiling surfaces) would be retained to the greatest extent feasible. Topic 3. Cultural Resources, below includes a detailed discussion of the project's proposed interior alterations. The five new floors would be constructed in portions of the church's nave. All floors would be connected by new stairs on all levels. The sub-basement level would contain parking for 15 vehicles, including one ADA accessible space, 60 *Class 1* bicycle parking spaces, storage, rooms for mechanical and electrical services, and receptacles for trash and recyclables (see Figure 5: Sub-Basement Plan). The basement level would include eight group housing units, an office, storage, laundry facilities, and receptacles for trash and recyclables (see Figure 6: Basement Plan). The newly configured first floor would maintain the main entrance to the building from Fillmore Street, the lobby, and former choir loft. The choir loft would serve as a common room for residents and would include a display of the building's historical past. The first floor would include eight group housing units with two adjacent kitchen/living rooms and dining areas, two individual dwelling units, and light wells (see Figure 7: First Floor Plan). The second floor would include six group housing units, two individual dwelling units, and a trash room (see Figure 8: Second Floor Plan). The third floor would include 10 group housing units, a kitchen, dining, and group living area, laundry facilities, and a trash and recyclable materials room (see Figure 9: Third Floor Plan). The fourth floor would have four group housing units, four lofts, storage, a media room, laundry facilities, and a room for trash and recycling facilities (see Figure 10: Fourth Floor Plan). The largest residential unit would occupy the entire fifth floor. This unit would include three bedrooms and a master bedroom, a living room, a kitchen and dining area with a nook, four bathrooms, an office, and a trash and recyclables room (see Figure 11: Fifth Floor Plan).

Project Construction

The proposed project would require partial excavation to 10 feet below ground surface for the proposed basement, sub-basement/foundation work, and seismic strengthening upgrades. The excavation would encompass an approximate 4,000 square foot area, resulting in up to 1,500 cubic yards of soil and debris removal. The existing building and proposed improvements would be founded on continuous and/or spread footings. Construction is anticipated to take 12 to 18 months.

⁶ A nave is the central part of a church, intended to accommodate most of the congregation.

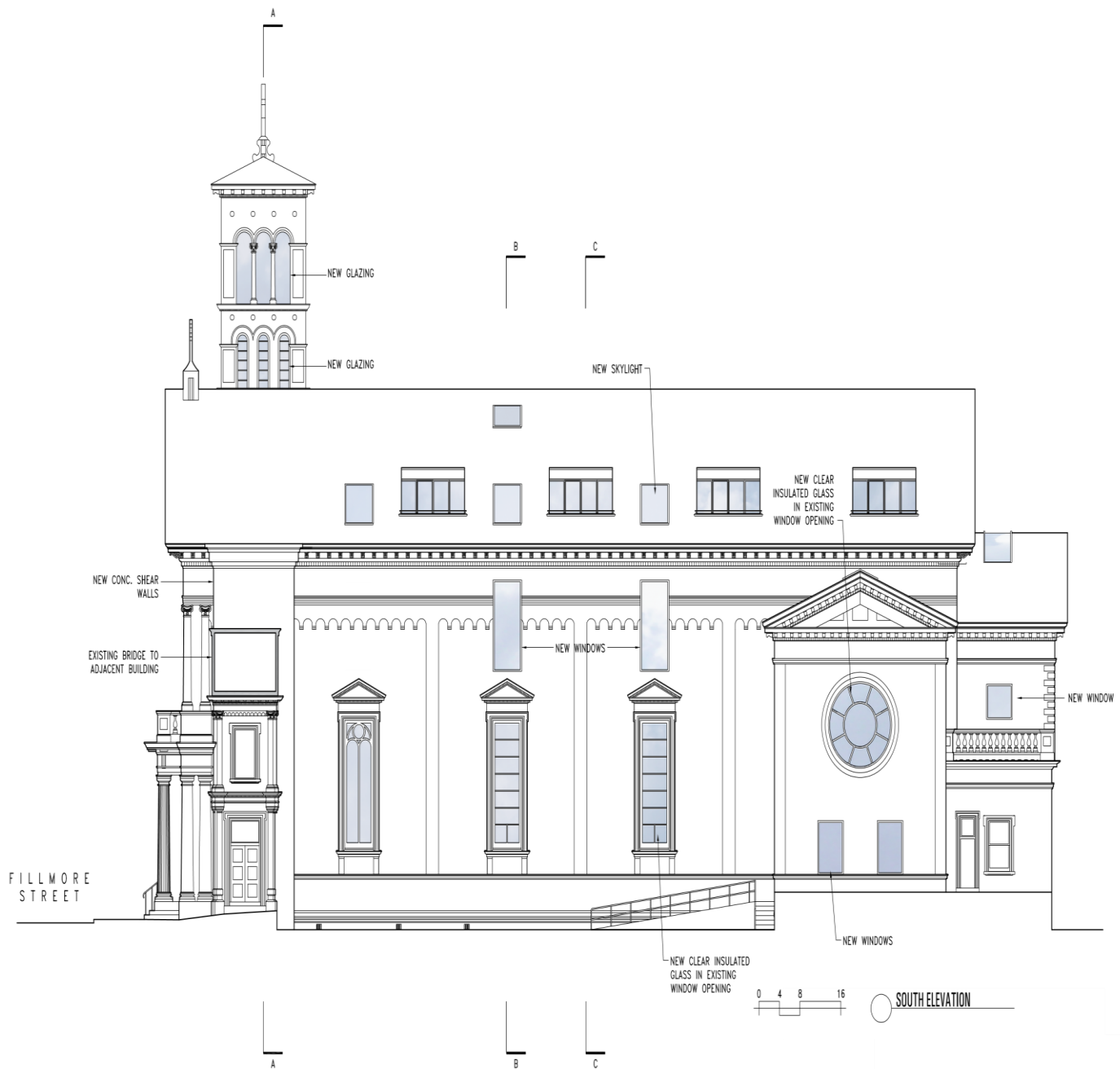


FIGURE 4 – SOUTH ELEVATION

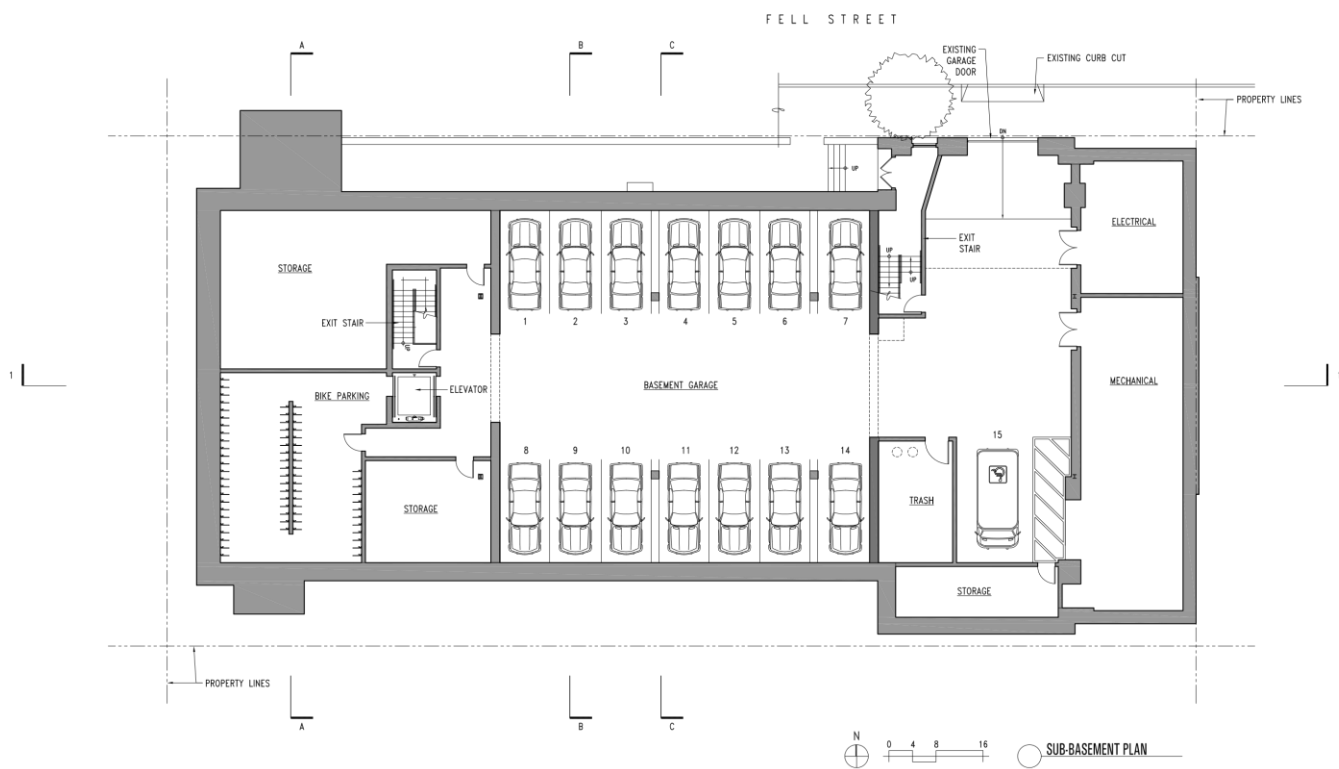


FIGURE 5 – SUB-BASEMENT PLAN

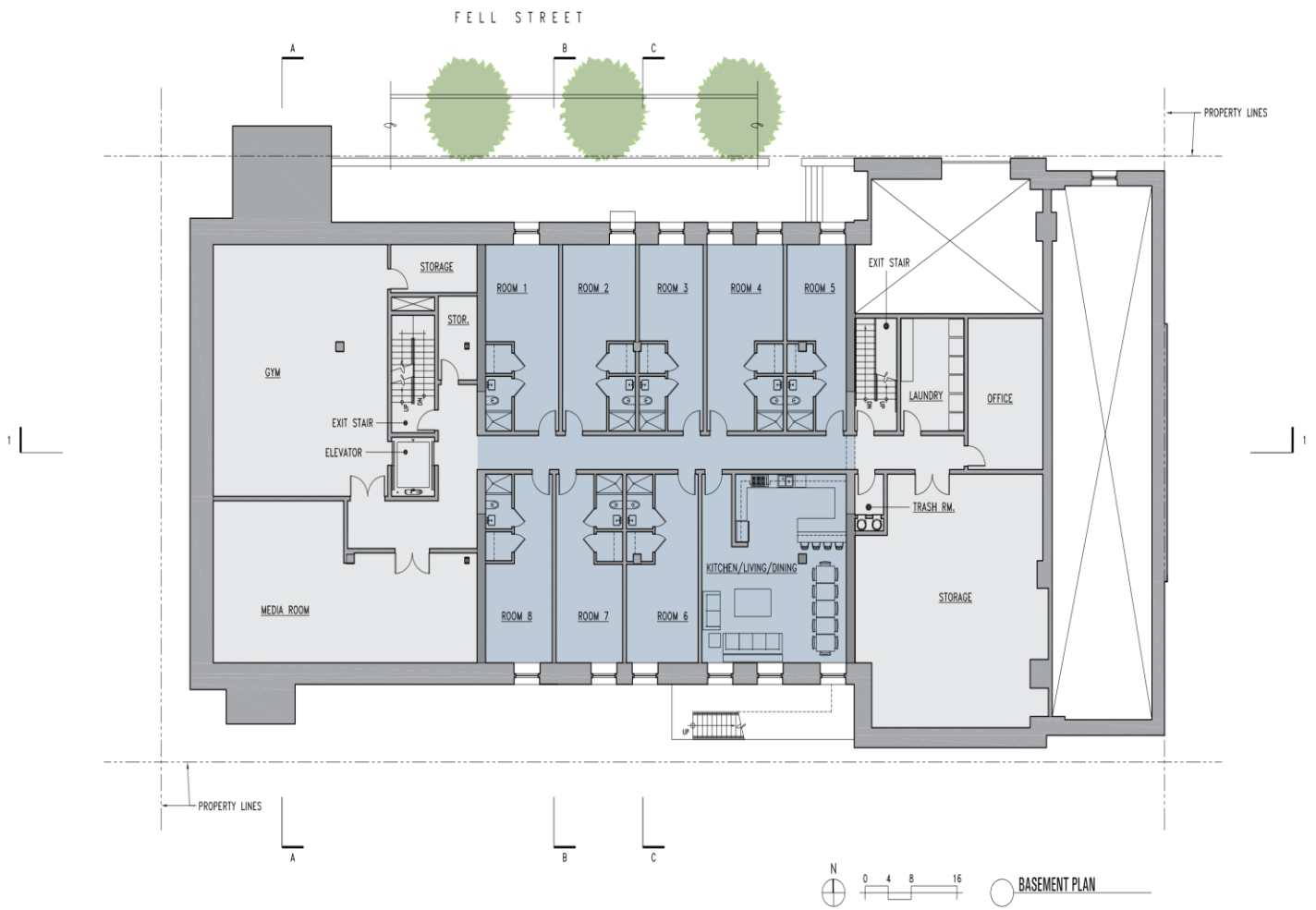


FIGURE 6 – BASEMENT PLAN

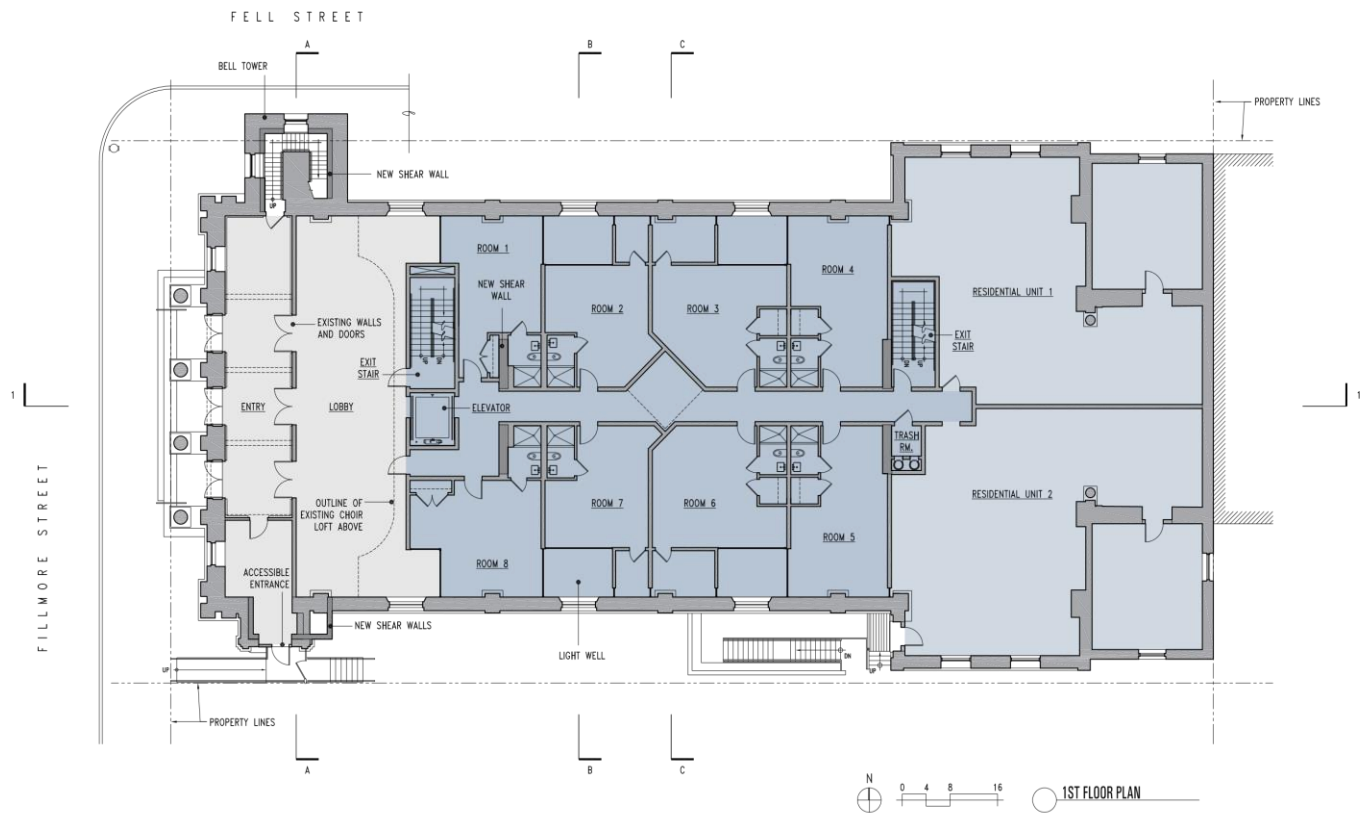


FIGURE 7 – 1ST FLOOR PLAN

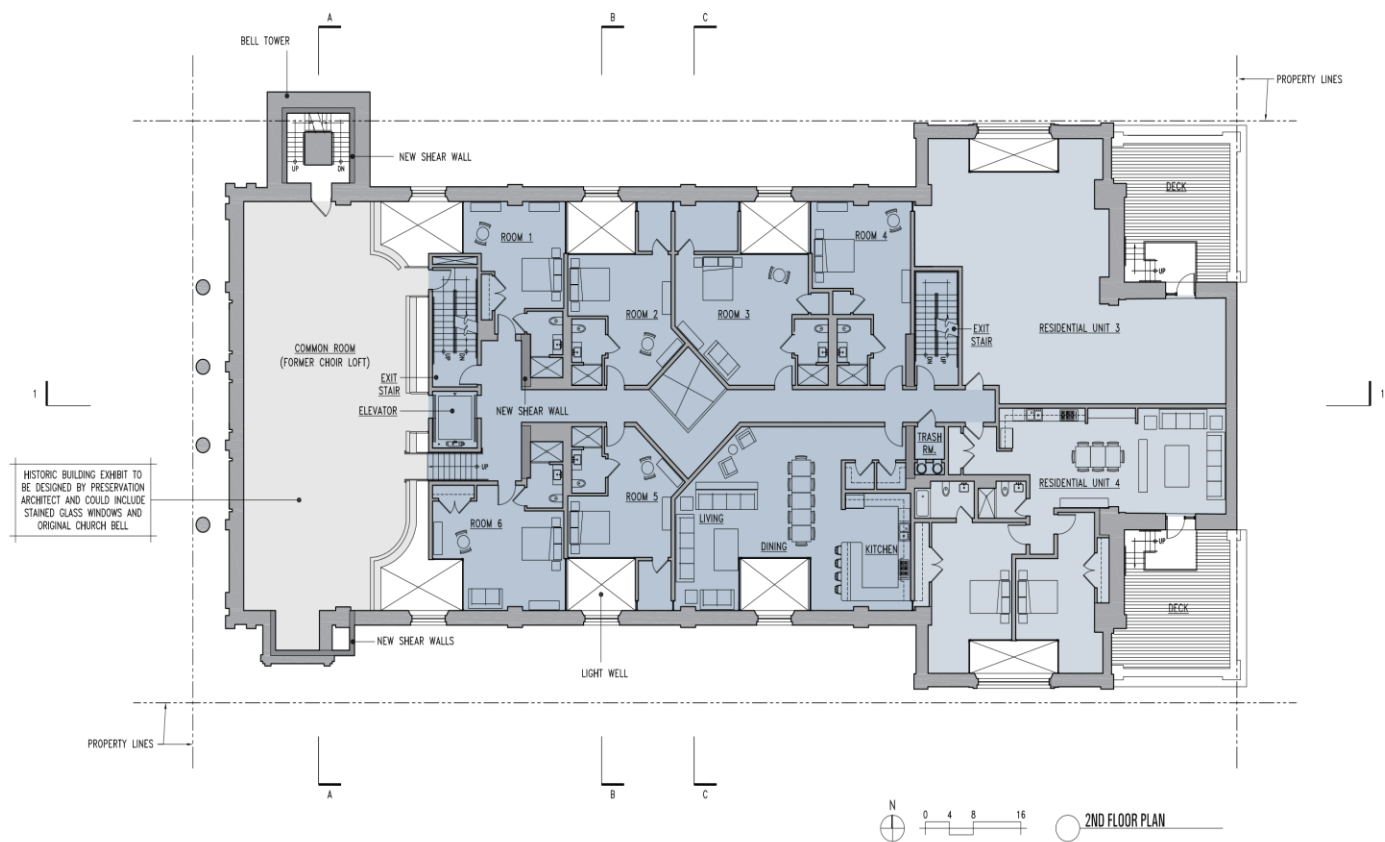


FIGURE 8 – 2ND FLOOR PLAN

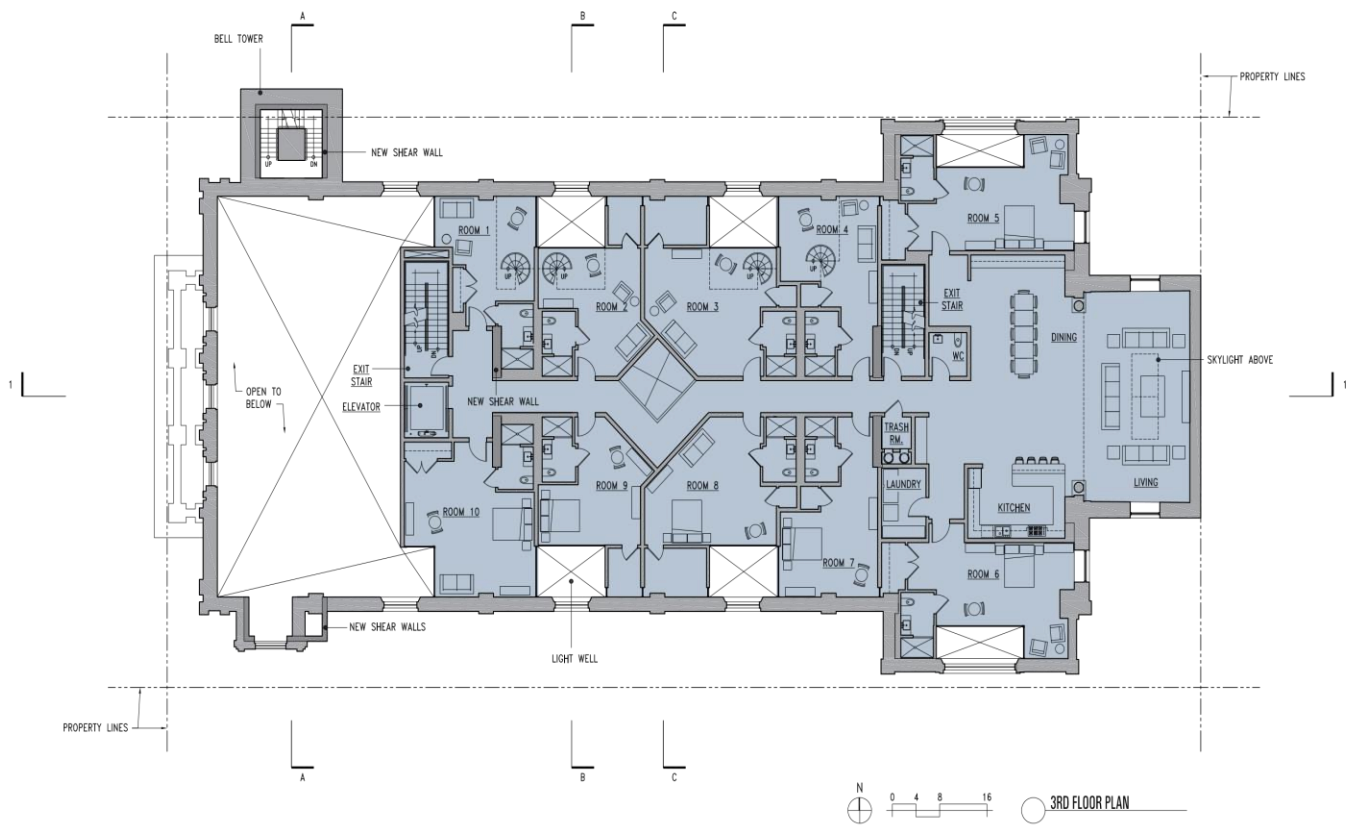


FIGURE 9 – 3RD FLOOR PLAN

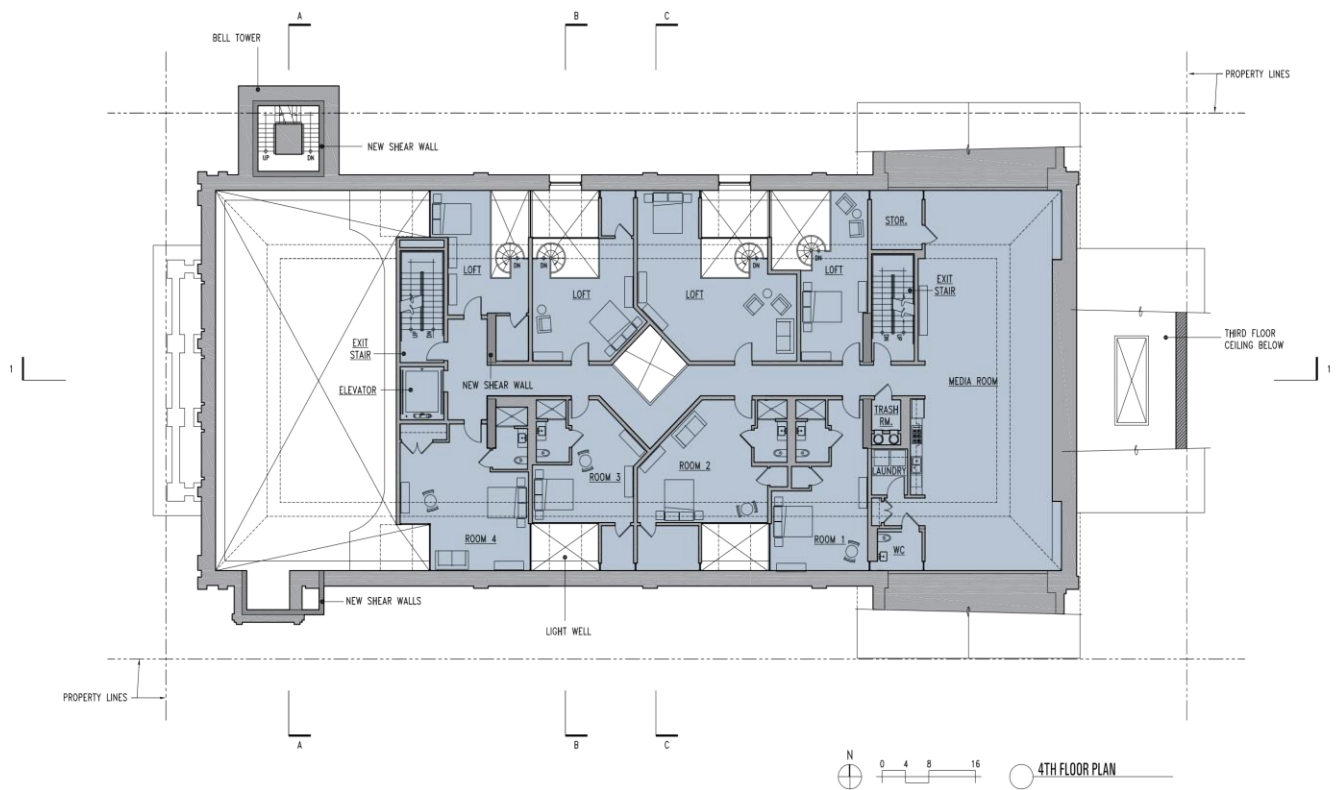


FIGURE 10 – 4TH FLOOR PLAN

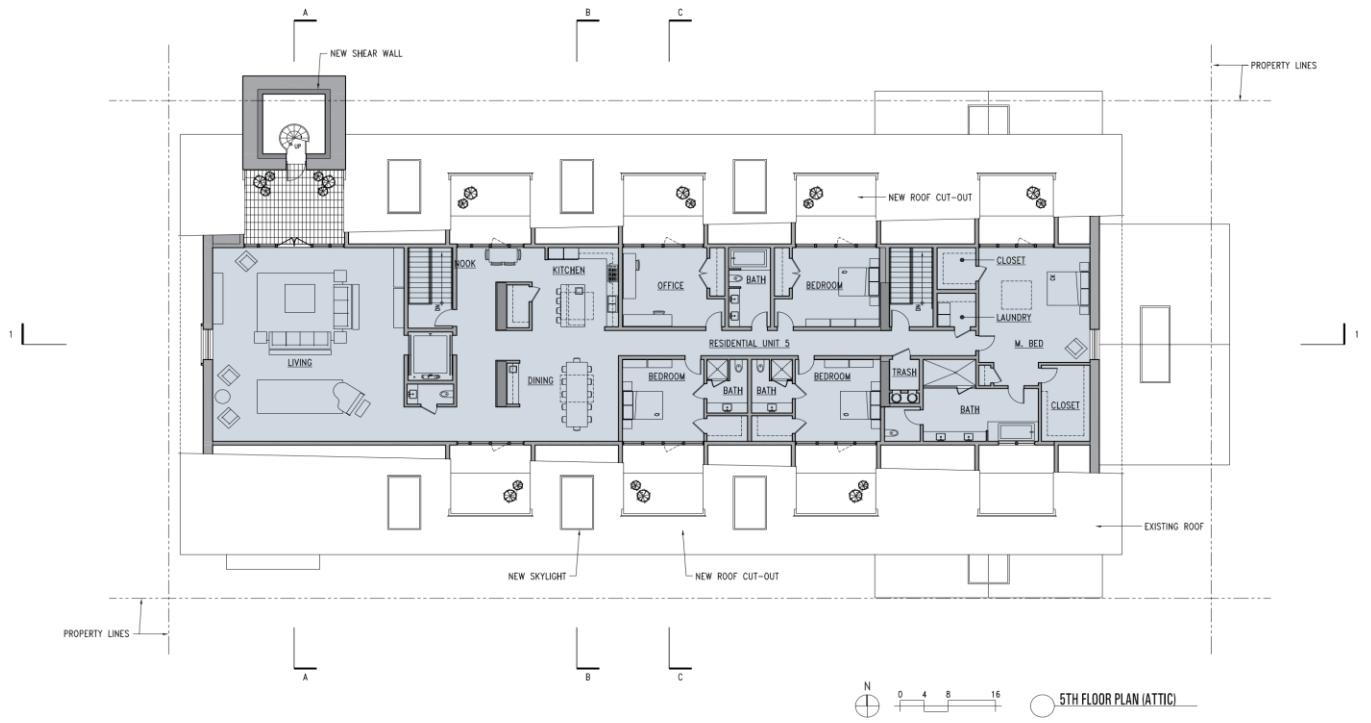


FIGURE 11 – 5TH FLOOR PLAN

Project Approvals

The proposed project would require the following approvals:

- **Variances** The proposed project would require the Zoning Administrator to grant the following variances: (1) variance from rear yard requirements pursuant to Planning Code Section 134; (2) variance from usable open space requirements pursuant to Planning Code Section 135; and (3) variance from dwelling unit exposure requirements pursuant to Planning Code Section 140 (*Planning Department*)
- **Demolition Permit** (*Department of Building Inspection*)
- **Site/Building Permit** (*Planning Department and Department of Building Inspection*)

B. PROJECT SETTING

The project site is located within the Western Addition neighborhood, a predominately residential area of San Francisco, stretching west from downtown's Civic Center area to Arguello Boulevard, and north of the Panhandle parkway that extends east from the Golden Gate Park between Oak and Fell Streets and south of California Street. The Sacred Heart Church is part of a complex of buildings known as the Sacred Heart Parish Complex which is comprised of four contiguous lots on the city block bounded by Fillmore Street to the west, Fell Street to the north, Webster Street to the east, and Oak Street to the south. The four lots converge in the center of the complex to form an enclosed school yard. Buildings included in the Sacred Heart Parish Complex consist of the church (subject property at 554 Fillmore Street, 1898, 1909), school (735 Fell Street, 1926), rectory (546-548 Fillmore Street, 1891, 1906), and the convent (660 Oak Street, 1936).

As previously indicated, the project site is within the Hayes Valley Residential Historic District. The District is characterized by Victorian and Edwardian residential architecture and is generally bounded by Franklin Street to the east, Fulton Street to the north, Buchanan Street to the west, and Market Street, to the south. The period of significance for the District was from 1860-1920. The project site is in a RM-1 (Residential-Mixed, Low Density) Zoning District and a 40-X Height and Bulk District. The immediate neighborhood consists primarily of three- to four- story residential and small-scale neighborhood serving commercial uses. Alamo Square is one block north of the project site. Zoning districts near the project site include NCT (Neighborhood-Commercial-Transit), NC-1 (Neighborhood Commercial – One Story), RM-2 (Residential – Moderate Density), RH-3 (Residential House – Three Family) and OS (Open Space). Fillmore Street is designated as a transit preferential street in the *San Francisco General Plan*. The following Muni bus lines are within ¼ mile of the project site: 21, 22, 6, 7, and 7X. The nearest Muni stop is located at the intersection of Hayes and Webster streets, approximately 500 feet northeast of the site. The nearest bikeways include a Class IV path on Fell Street and a Class III path on Webster Street.

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.

Applicable

☒

Not Applicable

☐

Discuss any conflicts with any adopted plans and goals of the City or Region, if applicable.

☐☒

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.



San Francisco Planning Code and Zoning Maps

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings in San Francisco. Permits to construct new buildings or alter existing ones may not be issued unless: (1) the proposed project complies with the Planning Code; (2) an allowable exception or variance is granted pursuant to the provisions of the Planning Code; or (3) legislative amendments to the Planning Code are included and adopted as part of the proposed project.

Land Use

As previously indicated, the project site is in a RM-1 Zoning District. Pursuant to Planning Code Section 209.2, the RM-1 (Residential-Mixed, Low Density) Zoning District which is intended to contain a mixture of dwelling types and generally includes a significant number of apartment buildings. RM-1 zoning includes a broad range of unit sizes and a variety of structures. The overall density of units remains low, buildings are moderately scaled and segmented, and units or groups of units have separate entrances. Non-residential, neighborhood serving uses are often present to provide for the needs of residents.

Height and Bulk

Height and bulk districts limit the size of buildings on the land, the size of lots, and the placement of buildings on those lots. The project site is in a 40-X Height and Bulk District, which permits a maximum building height of 40 feet. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to Planning Code Section 270(a), there are no bulk controls in an "X" Bulk District. The existing building on the project site is a non-conforming structure in the district; however, the project would not increase the height or bulk of the building; thus, it would not conflict with the provisions of the 40-X Height and bulk District.

Variance

The Planning Code regulates the use of property, including the size, design, and siting of buildings that may be constructed on a site. The Planning Code has standards for buildings that govern such features as rear yards, front setbacks, usable open space, height, and parking. A variance is a request for an exception to a Planning Code standard. There may be special circumstances that make it difficult for a project to meet all Planning Code requirements. In those instances, a project sponsor may request that the Zoning Administrator grant a Variance from the Code provisions. The proposed project would require the Zoning Administrator to grant the following variances: (1) variance from rear yard requirements pursuant to Planning Code Section 134; (2) variance from usable open space requirements pursuant to Planning Code Section 135; and (3) variance from dwelling use exposure requirements pursuant to Planning Code Section 140.

Plans and Policies

San Francisco General Plan

The *San Francisco General Plan* (General Plan) establishes objectives and policies to guide land use decisions related to the physical development of San Francisco. It is comprised of 10 elements that address specific topics citywide: Housing, Commerce and Industry; Recreation and Open Space; Transportation; Environmental Protection; Community Facilities; Community Safety; Arts; Air Quality; and Urban Design. Any conflicts between the proposed project and policies that relate to physical environmental issues are discussed in Section E. Evaluation of Environmental Effects. The compatibility of the proposed project with General Plan policies 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.

Better Streets Plan

The *San Francisco Better Streets Plan* (Better Streets Plan) creates a unified set of standards, guidelines, and implementation strategies to govern how the City designs, builds, and maintains its pedestrian environment. The Better Streets Plan process brought together staff of multiple City agencies to comprehensively develop a plan for the City's streets. The Better Streets Plan seeks to balance the needs of all street users, with a particular focus on the pedestrian environment and how streets can be used safely as public space. The Better Streets Plan reflects the understanding that the pedestrian environment is an important component of the City's transportation network. The City's streets serve a multitude of social, recreational, and ecological needs that must be considered when deciding on the most appropriate design and placement of features within the public right-of-way.

The Better Streets Plan carries out the intent of San Francisco's Better Streets Policy, adopted by the Board of Supervisors on February 6, 2006. Site furnishings consist of all streetscape amenities on the sidewalk, including but not limited to bicycle racks, benches and seating, bollards, kiosks, parking meters, and signage. Site furnishings should be considered design elements and should meet basic clearances and requirements for accessibility, maintenance, and safety. The project would include two *Class 2* bicycle parking spaces on the sidewalk of Fillmore Street or Fell Street. The location and placement of the proposed bike racks are subject to San Francisco Municipal Transportation Agency (SFMTA) policies, requirements, and approval.

Regional Plans and Policies

The five principal regional planning agencies and their overarching policy plans which guide planning in the nine-county bay area include the Association for Bay Area Governments (ABAG) *Projections 2013 and Plan Bay Area 2050*, the Bay Area Air Quality Management District's (BAAQMD's) *2017 Clean Air Plan*, the Metropolitan Transportation Commission's (MTC) *Regional Transportation Plan – Transportation 2035*, the San Francisco Regional Water Quality Control Board's *San Francisco Basin Plan*, and the San Francisco Bay Conservation and Development Commission's (BCDC) *San Francisco Bay Plan*. Due to the size and nature of the proposed project, no anticipated conflicts with these adopted regional plans would occur.

Required Approvals by Other Agencies

In addition to the required project approvals that are listed in Section A., Project Description, the following permits and approvals would be required:

San Francisco Municipal Transportation Agency

- Approval of the placement of bicycle racks on the sidewalk by the Sustainable Streets Division.
- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a special traffic permit from the Sustainable Streets Division is required.

San Francisco Public Utilities Commission

- Approval of an Erosion and Sediment Control Plan, in accordance with Article 4.2 of the San Francisco Public Works Code.
- Approval of post-construction stormwater design guidelines, including a stormwater control plan that complies with the City's 2016 Stormwater Management Requirements and Design Guidelines.

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/Planning	<input type="checkbox"/> Wind	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Shadow	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Recreation	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Tribal Cultural Resources	<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Agriculture and Forestry Resources
<input type="checkbox"/> Transportation and Circulation	<input type="checkbox"/> Public Services	<input type="checkbox"/> Wildfire
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Mandatory Findings of Significance
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Geology and Soils	
<input type="checkbox"/> Green House Gas Emissions	<input type="checkbox"/> Hydrology/Water Quality	

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 "Potentially Significant Impact," "Less than Significant Impact 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 issues checked "Less than Significant Impact with Mitigation Incorporated" and "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable." For 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. For each checklist item, the evaluation has considered the impacts of the proposed project both individually and cumulatively.

SENATE BILL 743

Aesthetics and Parking

In accordance with the California Environmental Quality Act (CEQA) Section 21099 – Modernization of Transportation Analysis for Transit Oriented Projects – aesthetics and parking shall not be considered in determining if a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria: (a) the project is in a transit priority area; (b) the project is on an infill site; and (c) the project is residential, mixed-use residential, or an employment center. The proposed project meets each of the above criteria; therefore, this Initial Study does not consider aesthetics or the adequacy of parking in determining the significance of project impacts under CEQA.

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA⁷ recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). OPR updated the Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018, which contains OPR’s technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) A VMT and induced automobile travel impact analysis is provided in Topic 5. Transportation and Circulation.

⁷ This document is available online at: <http://www.opr.ca.gov/ceqa/updates/sb-743/>. Accessed June 7, 2019

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 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) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation 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"/>

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

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access. The project is a residential project and does not propose or require roadway or transportation related improvements. The proposed project would not alter the established street grid or permanently close any streets or sidewalks. Although portions of the sidewalk adjacent to the project site could be closed for periods of time during project construction, the closures would be temporary in nature and would not permanently impede or substantially affect vehicle, pedestrian, or alternative modes of access to the site. Therefore, the proposed project would not physically divide an established community and a less than significant impact would result.

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

Land use impacts would be considered significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project site is located in a RM-1 (Residential-Mixed, Low Density) Zoning District. Residential development and group housing are allowable uses within the RM-1 District. The RM-1 District is intended to recognize, protect, conserve and enhance areas characterized by a mixture of uses and buildings, covering a range of densities and building forms. Despite the range of densities and building sizes, existing structures in the district are of a scale that respects the traditional lot patterns and façade articulation typical of San Francisco neighborhoods. RM-1 districts provide unit sizes and types suitable for a variety of dwelling unit types. As such, the project would not conflict with the intent or uses allowed in the RM-1 Zoning District.

As discussed above, the project would be substantially consistent with the eight priority policies set forth in the General Plan and the Better Streets Plan. The project is subject to mandatory compliance with environmental related regional plans and policies which include *Plan Bay Area 2040*, a state-mandated,

integrated long-range transportation and land use plan. The BAAQMD's 2017 *Clean Air Plan* which directly addresses environmental issues and/or contains targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. Due to the size and nature of the proposed project, no anticipated conflicts with applicable, adopted regional plans would occur.

The proposed project is substantially consistent with the applicable General Plan policies and would not conflict with policies that relate to the physical environment. The project would not conflict with any applicable land use plan, policy, or regulation such that an adverse physical change would result. Therefore, the proposed project would have a less than significant land use impact regarding.

Impact C-LU-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative land use impact. (Less than Significant)

The cumulative context for land use effects are typically localized, within the immediate vicinity of the project site, or at the neighborhood level. Cumulative development in the project vicinity (within approximately one quarter-mile radius of the project site) includes the following projects that are either under construction or for which the Planning Department has an application on file:

- 776 Haight Street (Case No. 2016-002509ENV) – Proposed vertical and horizontal addition to an existing 2-story, single-family dwelling resulting in the addition of two new dwelling units over retail. Storefront modifications. This project is currently on hold.
- 522-524 Steiner Street (Case No. 2018-016444ENV) – The proposed project would legalizing and expand an existing dwelling unit at ground floor level.. The project application was submitted on December 17, 2018.
- 474-484 Haight Street (Case Number 2016-013012ENV) - The proposed project would demolish the existing single family residential over retail building on the site and construct an approximately 22,702 gsf, 40-foot-tall building with office space and nine dwelling units. A building permit was issued in December 2016 (Permit 201612296240).
- 904 Steiner Street (Case Number 2018-002110PRJ) – The proposed project would add one residential unit and two bathrooms at existing lower level and a horizontal extension. A building permit was issued in March 2018 (Permit 20180200230).
- 722 Steiner Street (Case Number 2019-005176PRJ) - The proposed project would merge an owner occupied 913 square foot, one-bedroom one bath dwelling unit with a 3,580 square foot, four-bedroom, four bath dwelling unit. This project is under review.
- 228 Fillmore (Case Number 2016-007396ENV) – Proposed construction of a 3-story building, with commercial space at the ground floor and dwelling units with shared open space in rear yard. Existing commercial building to be demolished per BPA 2016.12.09.4578. This project is under review.

- 566 Fell Street (Case Number 2016-004764ENV) – The project proposes the addition of three accessory dwelling units on the ground floor within the existing building envelope and seismic upgrades. This project is active.

These nearby cumulative development projects would not physically divide an established community by constructing a physical barrier to neighborhood access or removing a means of access. Therefore, the proposed project in combination with the other cumulative projects listed above would not contribute to and significant cumulative land use impacts.

<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. POPULATION AND HOUSING.— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The proposed project would include five dwelling units and 36 group housing units in a building originally occupied by a religious institution and most recently used as an entertainment venue. No new roads or other infrastructure is proposed.

Based on the average household size in the City and County of San Francisco of 2.3 people per household, the addition of 41 new residential units would increase the population by approximately 97 residents. According to the 2010 U.S. Census, the project site is located within Census Tract 163, which had a reported population of 3,410 residents/workers over the age of 16. The addition of approximately 97 new residents to the area would not be considered a substantial increase in population.

The 2010 U.S. Census reported a population of 805,235 residents in the City and County of San Francisco. The additional of 97 new residents would represent a residential population increase of approximately 0.0001 percent citywide, which is not considered substantial within the citywide context.

Therefore, the additional residents resulting from the project's implementation would have a less than significant impact related to population growth, both directly and indirectly.

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

The proposed project would not displace any existing residents or housing units, since no residential uses or housing units currently exist on the project site. The Church of 8 Wheels is a family-owned business that operates without employees with limited days and hours of operation. No replacement venue or location has been identified. As such, while the Church of 8 Wheels would displace an existing roller-skating venue, there are no employees or residents that would be displaced due to project implementation and no replacement housing would be necessary. Further, the project would provide new residential units which would assist in meeting the City's current and projected housing demand. Therefore, the proposed project would have a less-than-significant impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere.

Impact C-PH-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to population and housing. (Less than Significant)

The cumulative context for population and housing effects are typically citywide. Over the last several years, the City's supply of housing has not met the demand for housing within San Francisco. In July 2013, the Association of Bay Area Governments (ABAG) projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2014–2022*. The jurisdictional need for San Francisco from 2014–2022 is 28,869 dwelling units consisting of 6,234 dwelling units within the very low income level (0–50 percent of the median income); 4,639 units within the low income level (51–80 percent); 5,460 units within the moderate income level (81–120 percent); and 12,536 units within the above moderate income level (120 percent plus).⁸ These numbers are consistent with the development pattern in the region's *Plan Bay Area: Sustainable Communities Strategy* (Plan Bay Area), a state-mandated, integrated long-range transportation, land use, and housing plan.⁹ As part of the planning process for Plan Bay Area, San Francisco was identified as a Priority Development Area (PDA), established with existing neighborhoods that are served by public transit identified for additional, compact development.

According to Plan Bay Area, the cities of San Francisco, Oakland, and San Jose are estimated to accommodate approximately 46 percent of the region's household growth and about 44 percent of the region's job growth through 2040. Although the proposed project, in combination with other past, present, and reasonably foreseeable future projects would increase the population in the area by approximately 97 residents, it would not induce substantial population growth, as the population growth on the site and Citywide is anticipated to occur irrespective of the proposed project. The project's proposed five dwelling units and 36 group housing units would provide additional housing opportunities to assist in meeting the City's anticipated housing goals and needs.

⁸ ABAG, *Regional Housing Need Plan for the San Francisco Bay Area: 2014 – 2022*, July 2013. Online: http://www.abag.ca.gov/planning/housingneeds/pdfs/2014-22_RHNA_Plan.pdf. Accessed on June 14, 2019.

⁹ Metropolitan Transportation Commission. *Plan Bay Area*. Online: <https://www.planbayarea.org/>. Accessed on June 14, 2019

For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable population and housing impact.

<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. CULTURAL RESOURCES.—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Historical resources are those properties that meet 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 (California Register) or in an adopted local historic register. Historical resources also include resources identified as significant in a historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources. The significance of a historical resource is materially impaired when a “project demolishes or materially alters, in an adverse manner, those physical characteristics of a historical resource that convey its historical significance.” In evaluating whether the proposed project would cause a substantial adverse change in the significance of a historical resource, the Planning Department must first determine whether the existing building on the project site is a historical resource.

A property may be considered a historical resource if it meets any of the California Register criteria related to: (1) events; (2) persons; (3) architecture; or (4) information potential, that make it eligible for listing in the California Register, or if it is considered a contributor to a potential historic district. Additionally, CEQA requires lead agencies to consider whether projects will impact “unique archaeological resources.” Public Resources Code Section 21083.2, subdivision (g), states that ‘unique archaeological resource’ means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: (1) contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information; (2) has a special and particular quality such as being the oldest of its type or the best available example of its type; and (3) is directly associated with a scientifically recognized important prehistoric or historic event or person. An archeological site may be considered an historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural,

educational, social, political, military or cultural annals of California (PRC Section 5020.1(j)) or if it meets the criteria for listing on the California Register (14 CCR Section 4850).

Known Historic Resources

Known historic resources at the project site include the Sacred Heart Church (554 Fillmore Street, subject property). The Sacred Heart Church is also a contributing property to the Sacred Heart Parish Complex and the Hayes Valley Residential Historic District. Following is a description of the historic resources.

Sacred Heart Church

The subject property is located at the southeast corner of Fillmore and Fell streets. The former Sacred Heart Church is a Romanesque Revival-style, basilica-plan church building with corner campanile. Key features of its Romanesque Revival styling include the basilica plan with gable roof, narrow nave, short vestibule, classical ornament scheme, use of round arched and pedimented openings, and corbeled tables below the eaves. The Sacred Heart Church narthex, nave, baptistery and campanile were constructed in 1898 and the transepts, sanctuary, and sacristies were constructed in 1909. The church's existing height is 65 feet (mid-point of the sloping roof) with a 90-foot campanile. The sidewalk widths on the frontages of Fillmore and Fell streets are approximately 15 feet, respectively. The subject property has overall dimensions of approximately 66 by 170 feet. The two-story nave measures approximately 50 feet in height and has a gable roof. The two-story north and south transepts and a projecting rear sanctuary also have gable roofs, while the flanking, one-story sacristies have flat roofs. An approximately 90-foot high campanile with a pyramidal hipped roof rises from the northwest corner of the building. All roof surfaces are clad in red-brown asphalt shingles. The church has a concrete foundation and water table and walls clad in yellow face brick and terracotta details. A high basement story, originally housing the parish hall, is set into the natural slope of the lot, with a full height exposure at the rear (east) end of the Fell Street (north) elevation.

The nave measures approximately 62 feet wide and 152 feet long. The narthex entrances to the nave are flanked by painted wood pilasters with fluted shafts and simple bases and capitals. A large raised oak dais is located at the east end of the nave, indicating the former location of the sanctuary. The main body of the nave is an uninterrupted, open space with oak flooring. All pews have been removed. The nave has plaster walls clad in plywood wainscoting over earlier, still extant bead board wainscoting. The north and south walls feature stained-glass windows between wood pilasters with unfluted, tapered shafts capped by Corinthian capitals. Gilded, rounded sconces are affixed to each pilaster. The walls end in an entablature consisting of a frescoed frieze of crosses with a sunburst pattern and foliage, dentil and egg-and-dart molding, and an acanthus leaf modillion cornice. The deeply coved nave ceiling features frescoes of the Twelve Apostles and four angels along the coving. The frescoes are surrounded by a decorative, foliated border.

The choir/organ loft is located above the west end of the nave, supported on four round cast iron columns. The loft extends into the nave as a half-ellipse projection; the projecting section has dentil molding, a modillion cornice, and a carved oak balustrade. The underside of the loft is clad in bead board paneling. The level floor of the loft is sheathed in wood strip flooring and the plaster walls have bead board

wainscoting. Sections of wainscoting and plaster have been removed in the loft revealing underlying brick. Large pilasters with Corinthian capitals are set at the northwest and southwest corners of the loft, and cornice and ceiling treatments continue from the nave. The west wall of the loft features three arched stained-glass windows with pilaster side casings, arched architrave headers, and molded sills. The organ, which was once installed along the west, north, and south walls of the loft, has been removed. Removal of organ has revealed an earlier, still largely extant stenciling pattern on the underlying plaster walls.

The two transepts have nearly identical features and detailing. Both have pilasters at their intersection with the nave walls and large circular rose windows with pulvinated, foliate surrounds at the second story level. The rose windows are composed of a round center panel and eight plain, radial lights. A small, banded laurel cornice molding runs along the first story-line of the transepts and the wainscoting continues from the sanctuary on the lower section of the walls. The ceilings have square coffers with square panels of grotesque decoration. Some of the coffers feature a centered, recessed light fixture. Sconces matching those found in the nave are set on the walls. Doors to the sacristies are set in the east elevation of both transepts, fitted with painted, wood paneled doors with eared, molded surrounds. The south transept also features an exterior door to the alley between the rectory and church. The entrance has double-leaf doors covered in plywood, a large divided transom light and pedimented, eared surround.

All extant stained-glass windows in Sacred Heart Church were installed in 1898. There are three stained-glass windows set between the pilasters on each wall of the nave. The windows all have wood architrave surrounds and paneled recesses. Windows on the north wall depict St. Francis of Assisi and St. Patrick in the west window, SS Matthew and Catherine in the center window, and the Immaculate Heart of Mary in the east window. The windows along the south wall depict the Sacred Heart of Jesus in the east window, Saint Joseph in the center window, and unknown saints in the west window. The west wall of the choir loft features three arched stained-glass windows with pilaster side casings, arched architrave headers, and molded sills. St. Cecilia, patroness of musicians, is pictured playing an organ in the southern window. The center window depicts King David, a lover of music, in the center and the northern window portrays an unidentified saint. Additional stained-glass windows are in the narthex, depicting an image of the Sacred Heart; and in the baptistery, depicting the baptism of Jesus by St. John the Baptist; and in the campanile depicting geometric and floral patterns. Stained-glass in the rose windows located in the transepts have been removed and replaced with clear glass in original wood frames and muntins.

Character Defining Features of Sacred Heart Church

Exterior Features:

- All exterior elevations, form, massing, structure, architectural ornament and materials.
- Form, massing, and roof forms of the rectangular plan nave, projecting transepts, sacristies, and sanctuary.
- Form, massing, and height of square campanile with hipped, terra cotta tiled roof and a variety of arched and circular openings.

- Porch configuration, three primary entrances with wood doors, and arched and squared window openings, circular opening at half story on the primary elevation.
- Three elongated rectangular window openings on north and south nave elevations.
- Circular window openings at the transepts.
- Materials including buff colored face and ornamental brick, and buff colored, slip glazed terra cotta ornament.
- Extant stained-glass windows with wood sash at north and south nave elevations, transept, baptistery, narthex, and choir loft; including wood tracery at the nave and transept.
- Bell located in campanile.
- Metal roof ornaments in a cross shape at ridge of church and campanile.
- Concrete wall topped by wrought iron fence at north elevation.

Publicly accessible interior features:

- Interior volume and wood and plaster materials of the narthex.
- Interior volume of the nave.
- Interior volume of the choir loft.
- Coved nave ceiling.
- Materials including the wood floors and doors, oak wood wainscoting, beadboard ceiling paneling at choir loft, wood choir loft frieze and balustrade, cast iron choir loft supports, as well as plaster walls and ceiling.
- Decorative plaster finishes including pilasters at nave walls, window and door surrounds at nave walls, wall banding and cornice ornament at nave, arched detailing at east nave wall, and coffered transept ceilings.
- Decorative paintings on nave ceiling and decorative stenciling on choir loft walls and ceiling.

Sacred Heart Parish Complex

The Sacred Heart Parish Complex is situated on four contiguous lots on the city block bounded by Fillmore Street (west), Fell Street (north), Webster Street (east), and Oak Street (south) in the Western Addition neighborhood. The Complex is composed of four properties, including the following: The Sacred Heart Church (1898, 1909) is set at the southeast corner of Fillmore and Fell streets; the church is built out to the street line on Fillmore Street and set back from Fell Street along the nave. A low, concrete retaining wall and cast-iron decorative fence line the sidewalk along the setback. The Sacred Heart School (1926) is immediately behind (east) of the church on Fell Street and is set flush with the front lot line. The rectory (1891, 1906) is immediately south of the church on Fillmore Street with a narrow setback from the lot line.

The convent (1936) fronts on Oak Street and has a shallow setback from the front lot line. The four lots converge in the center of the block to form an enclosed school yard.¹⁰

Hayes Valley Residential Historic District

The subject property is located within the Hayes Valley Residential Historic District in the Hayes Valley neighborhood of San Francisco. The District was evaluated in 1997 as a 'National Register eligible district' and is listed in the California Register of Historical Resources. Laid out in 1856 as part of the Western Addition, the name Hayes Valley historically referred to a 160-acre tract of land belonging to Colonel Thomas Hayes, an early landowner and developer. Consisting of some of the most tightly woven and intact nineteenth-century residential fabric in the Western Addition, Hayes Valley consists largely of Italianate, Eastlake, and Queen Anne style flats and dwellings, with early twentieth-century commercial development and apartment infill located along Market, Haight, and Hayes streets. Most of Hayes Valley escaped the fire associated with the 1906 Earthquake and today contains some of the oldest extant dwellings in San Francisco.

Historic Resource Summary

Sacred Heart Church

The Sacred Heart Church was identified as an individual resource located within the Hayes Valley Residential California Register Historic District. The Sacred Heart Church is individually significant for its association with the growth and development of the Western Addition and Catholic religious institutions in San Francisco in the late nineteenth and early twentieth centuries (Criterion 1/A, Events). The church is also significant for its association with Father Eugene Boyle (1921-2016), pastor of the church from 1968 to 1972. Boyle was a prominent and influential civil rights activist in northern California who used the subject property as a platform for a progressive program of Catholic and secular social justice activism, hosting the Black Panther Party Breakfast Program, anti-Vietnam War meetings, and the 1970 United Farm Workers Union lettuce boycott (Criterion 2/B, Persons). Finally, the subject property is a rare surviving example of master architect Thomas J. Welsh's work and is Welsh's only extant Romanesque Revival church design (Criterion 3/C, Architecture). The period of significance for the subject property is 1898-1909 and 1968-1972, which represents the building's two major construction dates and encompasses the tenure of Father Eugene and the most vigorous period of social justice activism at the parish. Therefore, the church is considered an individual resource for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures.

Sacred Heart Parish Complex

The Sacred Heart Parish complex is significant for its association with the growth and social development of the Western Addition and Catholic religious institutions in San Francisco in the late nineteenth and early twentieth centuries (Criterion 1/A, Events). Sacred Heart was the first Catholic parish established in western San Francisco and was an important religious, social, and education center for the district's predominantly Catholic population for over one hundred years. The Sacred Heart Parish Complex is significant for its association with Father Eugene Boyle (1921-2016), a prominent and influential civil rights

¹⁰ An adjacent lot once associated with the convent contained a paved parking area. This lot is under development.

activist in the Archdiocese of San Francisco and in northern California during the 1960s and 1970s (Criterion 2/B, Persons). The Sacred Heart Parish Complex is significant as a distinctive and well-executed example of a fully-realized Catholic parish grouping of church, rectory, school and convent rendered in the Romanesque Revival style (Criterion 3/C, Architecture). The parish grouping exemplifies the full range of services Catholic parishes committed to offering their parishioners worship, ministerial care, and parochial education which signaled the unity of Christian community through the early Christian associations of the Romanesque Revival style. The tightly grouped parish complex demonstrates a scheme of scaled architectural investment based on the importance of the component buildings. The Sacred Heart Parish complex is additionally significant for its association with master architect Thomas J. Welsh, who designed over 400 buildings in San Francisco and was one of the chief practitioners of the Romanesque Revival style in the city. Welsh's Sacred Heart Church and rectory are rare surviving examples of his work.

Landmark Designation Background

On October 5, 2016 the Historic Preservation Commission (HPC) adopted a resolution to initiate designation of the Sacred Heart Parish Complex as an Article 10 landmark. The landmark designation details exterior character defining features of the buildings in the Parish Complex and includes the interior volumes and architectural finishes and features of the narthex, nave and choir loft of the church. The HPC recommendation of the landmark designation to the Board of Supervisors was continued on May 17, 2017, July 19, 2017, October 18, 2017, and January 17, 2018, and continued indefinitely on March 21, 2018 at the request of the property owner. On September 20, 2017, a prior project scope was reviewed before the Architectural Review Committee of the HPC. The Architectural Review Committee reviewed and commented on the current proposed project on March 21, 2018.

Per Article 10, after 180 days, if the landmarking ordinance has not passed and there has been no extension of the initial 180-day period, permits can be approved without a Certificate of Appropriateness. Therefore, the proposed project would not require HPC review or a Certificate of Appropriateness.

National Register of Historic Places

On July 19, 2017, the HPC adopted a Resolution in support of the nomination of the Sacred Heart Parish Complex to the National Register of Historic Places. The Sacred Heart Parish Complex was listed on the National Register on September 28, 2017. The designation includes the exterior and all interior character defining features of the church. Therefore, the Sacred Heart Parish Complex is considered an individual resource for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures.

Hayes Valley Residential Historic District

The Hayes Valley Residential Historic District is significant under Criterion 3/C (Architecture) as a concentrated example of residential buildings constructed between 1860 and 1920. Therefore, the Hayes Valley Residential Historic District is considered a resource for the purposes of the Planning Department's California Environmental Quality Act (CEQA) review procedures.

Impact CR-1: The proposed project may result in a substantial adverse change to the significance of a historic resource. (Less than Significant with Mitigation)

Sacred Heart Church

The proposed project would change the historic use of the church to a medium-density residential use, involving insertion of new exterior window openings, removal of stained-glass windows, new roof decks that cut into the gable roof form, and infilling the volume of the nave with five new floor plates. These alterations would substantially alter, and in some cases remove the distinctive materials, features, spaces, and spatial relationships of the subject building as identified in the character-defining features.

Proposed Exterior Alterations

The following alterations are proposed for the building's exterior:

East Elevation

- At the east (rear) elevation, two new window openings are proposed at the nave. The window openings would cut through decorative brick arches.

West Elevation

- No alterations are proposed to the primary (west) elevation.

North Elevation

- New window openings aligned above the eastern two stained-glass windows set between the pilasters on the wall of the nave. The new window openings would be filled with fixed, single lite sash. The new windows would be below the arcaded brick frieze.
- The existing stained-glass is proposed to be removed and relocated to the interior of the building for interpretation. The existing tracery or muntins would be retained and the lites filled with clear glazing.
- Two new window openings are proposed at the base of the transept above the historic belt course. The window openings would be filled with fixed, single lite sash.
- A new window opening is proposed at the sanctuary and would be filled with a fixed, single lite sash. A new skylight is proposed for the roof of the sanctuary.

South Elevation

- A new concrete shear wall would be set behind the west wall of the baptistery which would project beyond the east wall of the baptistery into the alley between the church and rectory. The shear wall would rise to the cornice line.
- A ramp is proposed to access the existing baptistery door to provide an accessible entrance.
- New window openings aligned above the two eastern stained-glass windows, which are set between the pilasters on the wall of the nave. The new window openings would be filled with

fixed, single lite sash. The new windows openings would cut through the decorative entablature, including the arcaded brick frieze.

- The existing stained-glass windows in the nave are proposed to be removed and relocated to the interior of the building in the choir loft for interpretation. The existing tracery or muntins would be retained and the lites filled with clear glazing.
- A new window opening is proposed at the sanctuary and will be filled with a fixed, single lite sash. A new skylight is proposed for the roof of the sanctuary.

Campanile

- Arched openings in the campanile, which are currently open. Glazing is proposed to be placed behind the arched openings, enclosing the campanile.
- In order to preserve and stabilize the campanile, the proposed project would introduce a concrete shear wall at the interior of the campanile which would tie to the main volume of the structure.

Roof

- Nine new roof decks are proposed at the north and south elevations of the gable roof, five at the north side and four at the south side. Additional openings into the roof would include three new skylights near the gable of the roof and six skylights near the base of the roof, three at the north and south elevations.

Proposed Interior Alterations:

- **Structural:** four new concrete shear walls would be constructed in the center of the nave.
- **Sub-basement:** a new floor would be constructed with 15 parking spaces and an enclosed trash room and bicycle parking room, as well as electrical, mechanical and storage rooms.
- **Basement level:** currently serving as the garage, the basement level would accommodate eight group housing units and common spaces including gym, media room, laundry, storage, office, and trash room.
- **Narthex:** this entry vestibule would be converted to a lobby for the residential and group housing units. Existing wall and doors separating the narthex from the nave and the baptistery would be retained.
- **Baptistery:** the baptistery would provide an accessible entry to the building.
- **Choir Loft:** the west portion of the nave above and below the choir loft would be retained as common space and limited public access would be provided. A new wall would be inserted in between the choir loft area and the nave, separating the choir loft from the rest of the nave.
- **Nave:** the nave would be divided horizontally into four levels with three new floor plates extending from the new wall near the choir loft to the rear of the sanctuary. A vertical shaft would run through the center of the nave to provide visual access on each floor to the central mural on the ceiling of the nave.

- **Sanctuary:** the sanctuary would be retained and divided vertically into two residential units (new first and second floors) and a common room (new third floor) for the group housing.
- **Sacristies:** the sacristies would be absorbed into residential units at the first floor.
- **First floor:** located at the original floor level of the nave, an egress stair case and elevator immediately beyond the new wall separating the choir loft and nave would be added. A central corridor would access eight group housing units, two residential units and the rear of the building.
- **Second floor:** the second floor would include a similar plan layout as the first floor. The elevator and egress staircase would connect directly to the choir loft, although the new floor plate would be set slightly below the loft level. Residential units three and four would have rear access to two private rear decks behind the transepts on the sacristy roof. New light wells in the transepts at the rose windows would provide light to bedrooms in the transepts. New light wells in front of the nave windows would provide light and air from roof skylights to the group housing units.
- **Third floor:** the third floor would have a similar layout as the second floor and include ten group housing units with a common area to the rear of the building, extending into the sanctuary space. Four group housing units would have spiral stairs that connect to a loft on the fourth floor.
- **Fourth floor:** the fourth floor would have an additional four group housing units at the south side of the building. Lofts connecting with the third-floor units would be located at the north side of the building. The common area would be located at the rear of the building. Both the third and fourth floors would extend over the choir loft, although no visual or circulation access would be provided via the units. New walls would interrupt the coved ceiling and murals at numerous points.
- **Fifth floor:** the fifth floor would have one four-bedroom unit spanning the area of the attic. Nine new roof decks would be cut into the gable roof; one at the campanile and eight at the **nave**.

The project as proposed does not meet the Secretary's Standards and would result in a significant historical resources impact to the Sacred Heart Church at 554 Fillmore Street. The removal of areas of brick and decorative brickwork for new window openings, removal and relocation of the stained-glass windows, and addition of highly visible roof decks would result in the removal of character defining features that express the church's significance. The double-height volume, decorative features and materials of the nave would be altered by inserting floors and would no longer allow the space to be read as the nave of a former church.

As noted above, the subject property is significant under California Register Criteria 1, 2, and 3. Sacred Heart Church is individually significant for its association with the growth and development of the Western Addition and Catholic religious institutions in San Francisco in the late nineteenth and early twentieth centuries.

Implementation of **Mitigation Measures M-CR-1 through M-CR-4** below would reduce the project's impacts on character defining features of the Sacred Heart Church to less than significant. The mitigation measures would record and document the character-defining features of the building using the HABS documentation process and would ensure that this documentation is available to the public now and in the

future. Working in tandem with the documentation requirements, the salvage and interpretation mitigation measures would help to preserve character-defining features. Exterior character defining features would be largely retained. Although some interior character defining features, such as the stained-glass windows, would be removed from their original location, they would be salvaged, made available for viewing, and interpreted for the public. Other interior character defining features including the narthex, choir loft, decorative painting, and plaster and wood finishes would be retained. Additionally, as this property is significant for its association with the development of the neighborhood, the development of Catholic religious institutions, and Father Eugene Boyle and his legacy of social justice during the late 1960s and early 1970s, a robust interpretation program, outlined below, will ensure that the complex history of the subject property is presented to the public highlighting the significant events and persons associated with the subject property to help mitigate the loss of character-defining features due to the proposed project.

Mitigation Measure M-CR-1: Documentation. Prior to issuance of site permits, the project sponsor shall undertake Historic American Building Survey (HABS)–level documentation of the property. The documentation shall be funded by the project sponsor and undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth in the Secretary of the Interior’s Professional Qualification Standards (Code of Federal Regulations title 36, part 61). Before beginning work on any aspect of the documentation, the professional overseeing the documentation shall meet with the preservation staff of the Planning Department for review and approval of a coordinated documentation plan. The documentation package created shall consist of the items listed below:

Measured Drawings: A set of drawings that depict the existing size, scale, and dimensions of the property. The Planning Department’s preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (e.g., plan, section, elevation). The preservation staff will assist the consultant in determining the appropriate level of detail for the drawings.

HABS-Level Photography: Digital photographs of the interior and exterior of the property. Large-format negatives are not required. The scope of the digital photographs shall be reviewed and approved by the Planning Department’s preservation staff for concurrence, and all digital photography shall be conducted according to current National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography.

Photograph views for the data set shall include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features, including landscape elements.

All views shall be referenced on a photographic key. The photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the data set.

HABS Historical Report: A written historical narrative and report, per the HABS Historical Report Guidelines. The HABS Historical Report may be based on the documentation found in the National Register Nomination registration form.

Video Recordation: Video recordation shall be undertaken prior to the issuance of site permits. The project sponsor shall undertake a video documenting the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, one with experience recording architectural resources. The documentation shall be conducted and narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth in the Secretary of the Interior's Professional Qualification Standards (Code of Federal Regulations title 36, Part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource.

Softcover Book: The project sponsor shall make the content from the historical report, historical photographs, HABS photography, measured drawings, and field notes available to the public through a preexisting print-on-demand book service. This service will print and mail softcover books containing the aforementioned materials to members of the public who have paid a fee for the printed book. The sponsor shall not be required to pay ongoing printing fees once the book has been made available through the service.

Documentation may be used in the interpretive display or signage described in Mitigation Measure M-CR-2, below. The final approved documentation shall be provided to the planning department and offered to repositories including but not limited to the History Room of the San Francisco Public Library; the Environmental Design Library at the University of California, Berkeley; the Northwest Information Center; San Francisco Architectural Heritage; and the California Historical Society. The Planning Department will make electronic versions of the documentation available to the public at no charge through our website. The professional(s) shall submit the completed documentation for review and approval by a member of the Planning Department's preservation staff before demolition permit, construction permit or site permits are issued.

Mitigation Measure M-CR-2: Interpretation. The project sponsor shall install and maintain a permanent on-site interpretative display commemorating the significance of the Sacred Heart Parish Complex, its architecture, and Father Eugene Boyle. Interpretive display(s) shall develop a connection between the general public and the subject building's complex's history. The interpretive program may include interactive sound or video installations and/or more traditional interpretive materials such as commemorative markers and plaques, displays of photographs,

including the interior and exterior of the building, and news articles. The high-quality interpretive displays shall be installed within the project site boundaries, made of durable, all-weather materials, and positioned to allow for high public visibility and interactivity.

To assist in the collection of information that may inform and direct the historical interpretation, the project sponsor shall employ a range of measures that may include hosting a commemorative event or a website that allows participants to contribute recollections and personal photographs in person or remotely. The project sponsor shall make a good faith effort to publicize the website and conduct public outreach to identify a wide range of potential participants. Prior to undertaking this effort, the scope and methodology of this portion of the project shall be reviewed and approved by Planning Department's preservation staff .

A general plan that will lay out the various components of the interpretive program shall be developed in consultation with an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards. The substance, media, and other characteristics of the interpretive display shall be developed by a consultant experienced in urban architectural interpretive displays. Prior to finalizing the plan, the sponsor and consultant shall convene a community group consisting of local preservation organizations and other interested parties to provide additional information and/or materials for the interpretation and to provide initial feedback on the interpretative plan. A detailed final design showing the substance and appearance of the interpretive displays, as well as the maintenance plans, shall be approved by Planning Department staff prior to issuance of a site permit. The interpretive display installation shall be included in construction plans and shall be completed before Certificate of Occupancy is issued by the Department of Building Inspection (DBI).

Mitigation Measure M-CR-3: Stained-Glass Conservation. The project sponsor shall engage a stained-glass conservator to plan and oversee the removal, protection, relocation, and restoration of the stained-glass windows in the nave and restoration of remaining stained-glass windows in the narthex, baptistery, campanile, and choir loft. A contract for the conservator oversight with specifications for the removal and relocation work shall be completed and approved by the Planning Department preservation staff prior to Planning Department approval of any site permits.

Mitigation Measure M-CR-4: Salvage Architectural Materials from the Site for Public Information or Reuse. Prior to issuance of site permits for the subject building, the project sponsor shall either use salvaged architectural materials on the site as part of the interpretive program or make such architectural materials from the site available to museums, archives, curation facilities, the public, and nonprofit organizations to preserve, interpret, and display the history of the historical resource. The project sponsor shall provide representatives of these groups the opportunity to salvage materials for public information or reuse in other locations. No materials shall be salvaged or removed until HABS recordation and documentation are completed and an

inventory of key exterior and interior features and materials is completed by Secretary of the Interior-qualified professionals.

Sacred Heart Parish Complex

Implementation of the proposed project at 554 Fillmore Street would result in a significant impact to the Sacred Heart Parish Complex. As the anchor building of the Parish Complex, the subject property is the most important building within the Parish Complex. Alterations to the exterior and interior would cause a significant impact to historic significance of the Parish Complex. However, implementation of the mitigation measures described above (**M-CR-1 through M-CR-4**) would reduce the project's impacts on the Sacred Heart Church to less than significant and therefore would also reduce significant historic resource impacts to the Sacred Heart Parish Complex to less than significant.

Hayes Valley Residential California Register Historic District

The proposed project at 554 Fillmore Street would not adversely affect the Hayes Valley Residential California Register Historic District. As indicated above, the Hayes Valley Residential Historic District is significant under Criterion 3/C (Architecture) as a concentrated example of residential buildings constructed between 1860 and 1920. The proposed interior and exterior alterations to the church would not adversely affect the existing residential buildings in the Hayes Valley Residential Historic District or their settings, thus impacts would be less than significant.

Impact CR-2: The proposed project may result in a substantial adverse change in the significance of an archeological resource. (Less than Significant with Mitigation)

Determining the potential for encountering archeological resources includes relevant factors such as the location, depth, and amount of excavation proposed as well as any recorded information on known resources in the area. Construction of the proposed project would require excavation to a depth of 10 feet below ground surface and the removal of approximately 4,000 square feet and 1,500 cubic yards of soil. The Planning Department conducted a preliminary archeological review (PAR) on May 14, 2019 which determined that the project site has moderate sensitivity for near surface prehistoric resources and for buried resources over part of the footprint. The construction of the existing basement/garage entailed extensive cut and fill; thus, the potential to encounter near surface resources appears to be low. The proposed project would not expand the footprint of the existing building, which covers most of the parcel. Although the project would involve excavation to a depth of approximately 10 feet, no adverse effect on any archeological resource is anticipated. While archeological resources may be present at the project site, due to the amount of proposed excavation, there is a low potential for project activities to affect unknown archeological resources.¹¹ Excavating, grading, and moving heavy construction vehicles and equipment could expose and damage unknown archeological resources that are present on the site, which would result in a significant impact. With implementation of **Mitigation Measure M-CR-5**, the proposed project would

¹¹ San Francisco Planning Department. Preliminary Archeological Review. May 14, 2019.

not cause a substantial adverse change to the significance of an archeological resources, if present within the project site. Therefore, this impact would be less than significant with mitigation incorporated.

Mitigation Measure M-CR-5: Accidental Discovery of Archeological Resources. The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c), tribal cultural resources as defined in CEQA Statute Section 21074, and human remains. The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archaeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archaeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archaeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training.

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

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

the archeological resource is a tribal cultural resource and will consult with affiliated Native Americans tribal representatives, if warranted.

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

The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archaeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

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

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

Impact C-CR-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in cumulative impacts on cultural resources, archeological resources, or human remains. (Less than Significant)

The geographic scope, or cumulative study area, for cumulative historic resource impacts includes the Parish Complex site and other proposed or reasonably foreseeable projects adjacent to the project site where an active application is on file at the Planning Department. A new multi-family residential building with four dwelling units at 668 Oak Street (Assessor's Parcel No. 0828/014) which is adjacent to the convent is currently under construction. The Oak Street project does not remove character defining features of the Parish Complex or substantially affect its setting; as such, it will not have a significant impact on the Sacred Heart Church, Parish Complex or Hayes Valley Residential Historic District. Therefore, the proposed project would not combine with other cumulative projects in a manner that would result in a cumulatively considerable impact on historical resources. As such, the project would have less than significant cumulative historical resource impacts.

Impacts on archeological resources and human remains are site-specific and generally limited to the immediate construction area. As described above, the project site was originally developed in 1898 and the probability of discovering archeological and human remains is low.

For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable impact on archeological resources, and human remains.

<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. TRIBAL CULTURAL RESOURCES.— Would the project:					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tribal cultural resources are those resources that meet the definitions in Public Resources Code Section 21074. Tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either (a) included or determined to be eligible for inclusion in the California Register of Historical Resources or (b) included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). Based on discussions with Native American tribal representatives, in San Francisco, prehistoric archeological resources are presumed to be potential tribal cultural resources. A tribal cultural resource is adversely affected when a project impacts its significance.

Impact TCR-1: The proposed project may cause a substantial adverse change in the significance of a tribal cultural resource. (Less than Significant with Mitigation)

Pursuant to Assembly Bill 52, effective July 1, 2015, a lead agency is required to contact the Native American tribes that are culturally or traditionally affiliated with the geographic area in which the project is located. Notified tribes have 30 days to request consultation with the lead agency to discuss potential impacts on tribal cultural resources and measures for addressing those impacts. On June 19, 2019, the Planning Department mailed a "Tribal Notification Regarding Tribal Cultural Resources and CEQA" on October 31, 2019 to the appropriate Native American tribal representatives who have requested notification. During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation.

In the event that prehistoric archeological resources are damaged, the proposed project would have a significant impact on tribal cultural resources. Implementation of M-CR-5 identified above under Topic 3. Cultural Resources and **Mitigation Measure M-TCR-1** would reduce the project's archeological and tribal cultural resources impacts to less than significant.

M-TCR-1: Human Remains, Associated or Unassociated Funerary Objects. The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be

reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archaeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

With implementation of Mitigation Measure **M-TCR-1: Human Remains, Associated or Unassociated Funerary Objects**, the proposed project would have a less than significant effect on tribal cultural resources.

For these reasons, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource or result in cumulatively considerable adverse effects on tribal cultural resources and this impact would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
5. TRANSPORTATION AND CIRCULATION— Would the project:					
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses? risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project site is in the Western Addition neighborhood at the northwest corner of Fillmore and Fell streets. The 15,572 square-foot lot lies within Superdistrict 2, Census Tract 163, and Transportation Analysis Zone (TAZ) 265. The parcel is a rectangular shaped lot with frontage on Fillmore and Fell streets. There is one curb cut that provides vehicular access to the existing garage, located on Fell Street. Fell Street is a major arterial and Fillmore Street is classified as a city street. According to the General Plan, the site is in a transit priority area. Fillmore Street is identified as a transit preferential street and the project site is well served by the following Muni lines within ¼ mile of the project site: 21, 22, 6, 7, and 7X. The nearest Muni stop is located at the intersection of Hayes and Webster streets, approximately 500 feet northeast of the site. Fell Street is a one-way street and is part of the City's high-injury network. Both Fillmore and Fell streets have on-street parking along the project site's frontage. The nearest bikeways include a Class IV path on Fell Street and a Class III path on Webster Street. Bicycle sharing locations are located at 735 Fell

Street, and 501 and 548 Fillmore Street. Fillmore Street is identified as a Key Walking Street in the Planning Department's *WalkFirst* program. The sidewalk widths on the frontages of Fillmore and Fell streets are approximately 15-feet. The Fillmore/Fell Street intersection is signalized with high-visibility crosswalks and pedestrian curb ramps at all four corners. Fell Street is also a designated truck route.

Vehicle Miles Traveled in San Francisco and Bay Area

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, and demographics. Typically, low-density development, located in areas with poor access to non-private vehicular modes of travel, generate more automobile travel compared to development in urban areas, where a higher density, mix of land uses, and alternative travel options are available. Given these travel behavior factors, San Francisco has lowest vehicle miles traveled (VMT) ratio in the nine-county San Francisco Bay Area region. In addition, some areas of the City have lower VMT ratios than other areas of the City. These areas of the City can be expressed geographically through transportation analysis zones (TAZs). TAZs are used in models for transportation analysis and planning. TAZs vary in sizes from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to larger zones in industrial areas.

The San Francisco County Transportation Authority (Transportation Authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, Census data regarding automobile ownership rates and county-to-county worker flows, observed vehicle counts, and transit ridership. SF-CHAMP uses a synthetic population, which is a set of indicators that represent the Bay Area's actual population. These indicators provide simulated travel scenarios for a complete day. The Transportation Authority uses tour-based analysis for residential uses to examine and evaluate the entire chain of trips over the course of a day, not just trips to and from a project.

Vehicle Miles Traveled Analysis Methodology

Depending on the land use type, projects may cause substantial additional VMT over existing conditions. The following identifies the thresholds of significance and screening criteria used to determine if a residential land use project would result in significant impacts under the VMT metric. For residential projects, a project would generate substantial additional VMT if it exceeds the regional household VMT per capita minus 15 percent. As documented in the California State Office of Planning and Research (OPR) *Technical Advisory for Evaluating Transportation Impacts in CEQA*, December 2018 (Technical Advisory) and the *City of San Francisco Transportation Impact Analysis Guidelines for Environmental Review – Update*, February 2019 (Transportation Impact Guidelines). A 15 percent threshold below existing development is “both reasonably ambitious and generally achievable.”

The Technical Advisory provides screening criteria to identify the types, characteristics, or locations of land use projects that would not exceed these VMT thresholds of significance. OPR recommends that if a project or land use proposed as part of the project meet any of the screening criteria, then VMT impacts are

presumed to be less than significant for that land use and a detailed VMT analysis is not required. The screening criteria applicable to the project and how they are applied in San Francisco are described below:

- **Map-Based Screening for Residential Projects.** OPR recommends mapping areas that exhibit lower VMT than the applicable threshold for that land use. Accordingly, the Transportation Authority has developed maps depicting existing VMT levels in San Francisco for residential land uses, based on the SF-CHAMP 2012 base-year model run. The Planning Department uses these maps and associated data to determine whether a proposed project is in an area below the recommended VMT threshold.
- **Proximity to Transit Stations.** OPR recommends that residential, retail, and office projects, as well projects that are a mix of these uses, proposed within ½ mile of an existing major transit stop (as defined by CEQA Section 21064.3) or an existing stop along a major transit corridor (as defined by CEQA 21155) would not result in a substantial increase in VMT. However, this presumption would not apply if the project would: (1) have a floor area ratio of less than 0.75; (2) include more parking for use by residents, customers, or employees than required or allowed, without a conditional use; or (3) is inconsistent with the Metropolitan Transportation Commission's *Plan Bay Area and Sustainable Communities Strategy*.

The proposed project is a residential project and does not include retail or other land uses. Table 1 includes the type of land use, existing VMT and future or cumulative (through 2040) VMT estimates for the project. The 2040 cumulative conditions in San Francisco were projected using the SF-CHAMP model. The modeling includes residential and job growth estimates and reasonably foreseeable transportation investments through 2040.

Table 1: Daily Vehicle Miles Traveled

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 265	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 265
Residential	17.2	14.6	4.6	16.1	13.7	4.1

As shown in Table 1, the existing per capita VMT for TAZ 265 is 4.6 and the existing regional VMT per capita minus 15% is 14.6. Cumulative or future VMT per capita is 4.1 and the 2040 regional VMT per capita minus 15% is 13.7. The project site meets the Proximity to Transit Stations screening criterion which establishes the existing and projected VMT for proposed residential uses. Given that the project site is in an area in which the existing and future 2040 residential VMT per capita would be more than 15 percent below the existing and future 2040 regional averages, the project's proposed residential uses would not result in substantial VMT.

Induced Automobile Travel

Induced automobile travel occurs where a project results in expanded roadway capacity in a congested area. Causes of induced automobile travel include longer trips in shorter time, travel mode choices, route changes, and land use based on proximity to existing development. OPR's Technical Advisory and the City's Transportation Impact Guidelines include a list of transportation project types that would not likely lead to a substantial or measurable increase in VMT. If a project fits within the general types of projects (including combinations of types) described in these documents, then it is presumed that VMT impacts would be less than significant and a detailed VMT analysis is not required. The proposed project is a residential project; therefore, would not include features that would expand roadway capacity or substantially increase induced automobile travel.

Travel Demand

The anticipated localized trip generation for the proposed project was calculated using information generated by the City of San Francisco Travel Demand Tool, developed by the San Francisco Planning Department in coordination with MTC.¹² The proposed project would generate an estimated 211 person trips (inbound and outbound) on a daily basis, consisting of 82 person trips by auto, 40 transit trips, 73 walk trips and 16 trips by other modes, which includes bicycle, taxi, motorcycle trips, private shuttle, and TNC trips. During the p.m. peak hour, the proposed project would generate an estimated 65 trips by private auto, seven by transit, 23 walking trips, and 10 by taxis and/or TNCs.¹³

Impact TR-1: The project would not conflict with a program, plan, ordinance, or policy related to the circulation system, including transit, bicycle, and pedestrian facilities. (Less than Significant)

Transit Facilities

As previously indicated, the project site is well served by public transit. Within one-quarter mile of the project site, Muni operates the following local transit lines: 21, 22, 6, 7, and 7X. There are 24 Muni stops within ¼ mile of the site, with the nearest Muni stop located at the intersection of Hayes and Webster streets, approximately 500 feet northeast of the project site. As noted, the proposed project would generate 40 daily transit trips. The estimated transit trips would be distributed among the multiple transit lines serving the project site and Western Addition neighborhood. Given the availability of nearby transit, the addition of the 7 p.m. peak hour transit trips generated by the proposed project would be sufficiently accommodated by existing and projected transit capacity. For these reasons, the proposed project would not result in unacceptable levels of transit service or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service would result. Thus, the proposed project's impact on transit service would be less than significant.

¹² San Francisco Planning Department, *Travel Demand Tool Calculations for 554 Fillmore Street*, June 20, 2019.

¹³ A Transportation Network Carrier, also known as TNC, is a company which "hires" people to give rides to others in their own personal cars for a fee, or fare.

Bicycle Facilities

It is anticipated that some of the daily person trips to and from the project site would be made by bicycle. The nearest bikeways to the project site are the Class IV path on Fell Street and the Class III path on Webster Street. The closest bicycle sharing locations are at 735 Fell Street, 501 Fillmore Street, and 548 Fillmore Street. The proposed project would include 60 *Class I* bicycle parking spaces in the new sub-basement and four *Class II* bicycle racks located on the sidewalk of Fillmore and/or Fell Street. The location of the *Class II* bicycle racks would be determined in consultation with SFMTA. Implementation of the proposed project would not alter the existing street grid or result in other physical changes that would affect the use or safety of the nearby bicycle routes serving the project site. As previously discussed, the proposed project would generate 211 daily and 65 p.m. peak hour vehicle trips distributed among the streets in the project vicinity. The 211 daily and 65 p.m. peak hour vehicle trips would not substantially conflict with or result in unsafe conditions to nearby bicycle paths or facilities. There is an existing curb cut on Fell Street that would remain to provide access for the proposed parking garage. Although the new residential units would increase the demand for and use of existing bicycle facilities, the modest increase would not substantially conflict with drivers entering and exiting the garage. While the project would increase the amount of vehicle traffic along Fillmore/Fell streets and other streets in the vicinity of the project site, the expected magnitude of the increase would not be substantial enough to result in conflicts with cyclists or affect overall bicycle safety or circulation; therefore, this impact would be less than significant.

Pedestrian Facilities

Walking trips generated by the proposed project would include trips to and from the proposed residential units, nearby retail uses, and walking trips to and from transit stops. The proposed project would generate 73 daily pedestrian trips to and from the project site, including approximately 23 pedestrian trips during the weekday p.m. peak hour. As discussed above, sidewalk widths along the project's frontage on Fillmore and Fell streets are 15 feet. The project would add four *Class II* bicycle racks, located in consultation with SFMTA. The addition of 73 daily pedestrian trips would occur during various times of the day; thus, the sidewalks in the project vicinity would accommodate the additional pedestrian trips generated by the proposed project without resulting in overcrowding or substantially affecting pedestrian flows. Aside from the proposed *Class II* bicycle racks, no other streetscape features are proposed. Additionally, the anticipated increase in vehicular traffic from the project would not be expected to result in significant impacts or unsafe pedestrian conditions. Therefore, pedestrian impacts of the proposed project would be less than significant.

Construction Activities

Construction of the proposed project is anticipated to take approximately 12 to 18 months. During the construction period, there would be a flow of construction-related vehicles to and from the project site, which could result in a temporary reduction in the capacities of local streets and result in a temporary increase in demand for parking, public transit, and other transportation modes, depending on the travel behaviors of the workers. There is off-street parking available for the construction workforce at 838 Oak Street, which is approximately 750 feet northeast of the project site. The temporary demand for public transit would not exceed the capacity of local or regional transit services. Any temporary traffic lane closures would be coordinated with SFMTA to minimize the impacts on local traffic. If proposed, the

project's temporary sidewalk closures would be subject to review and approval by San Francisco Public Works (Public Works) and the City's Transportation Advisory Staff Committee (TASC) that consists of representatives from various City departments including SFMTA, Public Works, Fire, Police, Public Health, and the Taxi Commission. Due to the temporary nature of the proposed construction activities, the construction-related impacts on transportation and circulation would be less than significant. Although no significant construction related transportation impacts would occur, **Improvement Measure I-TR-1** is identified to further minimize potential construction-related traffic effects.

Improvement Measure I-TR-1: Non-Peak Construction Traffic Hours. To minimize the construction-related disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods, truck movements and deliveries requiring lane closures should occur between 9:00 a.m. to 3:30 p.m., outside of peak morning and evening hours.

Impact TR-2: The proposed project would not cause substantial additional VMT or substantially induce automobile travel. (Less than Significant)

Vehicle Miles Traveled Analysis

CEQA Section 15064.3 describes specific considerations for evaluating a project's transportation impacts including evaluating VMT and induced automobile travel. A proposed project exceeding a level of 15 percent below the existing VMT per capita may indicate a significant transportation impact. As shown in Table 1, the existing average daily residential VMT per capita is 4.6 for TAZ 265, which is 27 percent below the existing regional average daily residential VMT per capita of 17.2. Given that the project site is in an area where existing residential VMT is more than 15 percent below the existing regional average, the proposed project would meet the Map-Based Screening for residential project criterion. Additionally, the project site also meets the Proximity to Transit Stations screening criterion.¹⁴ Therefore, the project's proposed residential uses would not result in substantial VMT and impacts would be less than significant.

Induced Automobile Travel Analysis

A project would have a significant effect on the environment if it would substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network. OPR's Technical Advisory and the City's Transportation Impact Guidelines include a list of transportation project types that would not likely lead to a substantial or measure able increase in VMT or induced travel. The proposed project is not a transportation project and does not propose features that would alter the transportation network. The project proposed project would retain the existing curb cut on Fell Street and add two *Class II* bicycle racks on the sidewalk of either Fillmore Street or Fell Street. These features fit within the general types of projects that would not substantially alter the roadway network in the project's vicinity or induce automobile

¹⁴ *Ibid.*

travel.¹⁵ Thus, the proposed project would not result in a significant impact with respect to induced automobile travel.

Impact TR-3: The proposed project would not substantially increase traffic hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (Less than Significant)

The project is a residential project and does not propose changes to the roadway network that would substantially increase traffic-related hazards (e.g., a new sharp curve or dangerous intersections), and the proposed project does not include incompatible uses, as discussed under Topic E.1. Land Use. Additionally, the installation of the proposed *Class II* bicycle racks would not adversely affect pedestrian safety or pedestrian visibility. Therefore, traffic hazard impacts due to a design feature or incompatible uses from the proposed project would be less than significant.

Impact TR-4: The proposed project would not result in inadequate emergency access. (Less than Significant)

The San Francisco Department of Emergency Management maintains various City-wide emergency plans to ensure that the City is ready to respond to a variety of threats and hazards, including the *All-Hazards Strategic Plan* (February 2010), the *Hazard Mitigation Plan* (June 2014), and the *Emergency Response Plan* (May 2017). Emergency vehicle access to the site is currently provided along the two streets that front the project site (Fillmore Street and Fell Street). The existing driveway on Fell Street may be used by project residents; however, ingress and egress from the garage would have a negligible effect on emergency vehicle access. The proposed project would not close off any streets, entrances to public uses, or otherwise impede emergency vehicle or emergency services access or operation. Given that emergency access to the site would remain unchanged from existing conditions, the proposed project would have a less than significant impact on emergency access.

Impact C-TR-1: Construction of the proposed project, in combination of past, present, and reasonably foreseeable future projects, would not result in a considerable contribution to cumulative regional VMT. (Less than Significant)

VMT by its very nature is largely a cumulative impact. The amount and distance of past, present, and future projects may cause people to drive and subsequently, contribute to the physical secondary environmental impacts associated with VMT. It is assumed that no single project (including the proposed project) by itself would be large enough to prevent the City or state in meeting its VMT reduction goals. OPR's Technical Advisory and Transportation Impact Guidelines include VMT and induced automobile travel project-level thresholds that are consistent with current state and regional long-term greenhouse gas emission reduction goals and statewide VMT per capita reduction targets. Furthermore, as shown in Table 1, the projected 2040 average daily residential VMT per capita is 4.1. This is approximately 25 percent below the projected 2040

¹⁵ OPR's transportation impact guidelines states a project would cause substantial additional VMT if it exceeds both the existing City household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the City's average VMT per capita is lower (8.4) than the regional average (17.2).

regional average daily VMT per capita of 16.1 for residential uses. Therefore, because the proposed project would not exceed the project-level thresholds for VMT and induced automobile travel (Impact TR-2), the proposed project would not be considered to result in a cumulatively considerable contribution to VMT impacts.

Impact C-TR-2: Construction of the proposed project, in combination of past, present, and reasonably foreseeable future projects, would not have a cumulative impact on transportation. (Less than Significant)

The cumulative projects listed in Topic 1. Land Use would incrementally increase construction related vehicle trips in the project's vicinity. Construction of the proposed project is not expected to overlap with substantially with the construction of these projects.

These cumulative projects would not substantially increase automobile traffic volumes in the area and subsequently would not result in automobile-bicycle and automobile-pedestrian conflicts at intersections or driveways in the project vicinity. The combined construction-related traffic from these projects would be temporary and localized and would not result in permanent impacts related to transportation and circulation. Additionally, given the distance to the cumulative project locations, differing construction timeframes, and project scale, no cumulative construction transportation impacts are expected to occur. While a general increase in vehicle, bicycle, and pedestrian traffic is expected, the proposed project would not create potentially hazardous conditions for bicycles or pedestrians, or otherwise interfere with bicycle or pedestrian accessibility to the project site and adjoining areas. Therefore, the proposed project would have less than significant cumulatively considerable transit, bicycle and pedestrian impacts.

For these reasons, the proposed project in combination with past, present, or reasonably foreseeable future projects in the project vicinity would result in less than significant cumulative transportation impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE -- Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
c) For a project located within the vicinity of a private airstrip or 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within an airport land use plan area or near a private airstrip. Therefore, topic 7c is 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. (Less than Significant)

The project site is in an urbanized area with ambient noise levels typical of those in San Francisco neighborhoods. The existing traffic noise levels at the intersection of Fillmore and Fell streets are above 70 dBA (Ldn).^{16,17,18} Additionally, the project site is located adjacent to the La Scuola International School which increases the ambient noise levels in the project area during drop-off/pickup times, outside activities and special events. Ambient noise levels in the project vicinity are dominated by vehicular traffic, Muni buses, and emergency vehicles. Both Fillmore and Fell streets have high daily traffic volumes that generate moderate to high levels of traffic noise in excess of 70 dBA (Ldn). The land uses in the immediate area are primarily residential and small-scale commercial uses which typically do not generate excessive noise levels but do contribute to the high traffic volumes and incrementally increase noise along the surrounding roads

The proposed project would include residential uses that would place sensitive receptors in an environment with high ambient noise levels. The nearest existing sensitive receptors are the adjacent residences located on Fillmore and Fell streets. The Environmental Protection Element of the *San Francisco General Plan* contains Land Use Compatibility Guidelines for Community Noise.¹⁹ These guidelines are generally parallel to state guidelines from OPR, which have established maximum acceptable noise levels for various newly developed land uses. The guidelines present a range of noise levels that are considered compatible or incompatible with various land uses. The maximum satisfactory" exterior noise level with no

¹⁶ San Francisco General Plan. *Environmental Protection Element, Map 1, Background Noise Levels* – 2009. Available online at: http://generalplan.sfplanning.org/images/16.environmental/ENV_Map1_Background_Noise%20Levels.pdf. Accessed on July 16, 2019.

¹⁷ 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.

¹⁸ The DNL or Ldn 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.

¹⁹ Environmental Protection Element, Policy 11.1.

special noise insulation is 60 dBA (Ldn) for residential uses, 65 dBA (Ldn) for school classrooms, libraries, churches and hospitals, 70 dBA (Ldn) for playgrounds, parks, office buildings, retail/commercial uses and noise-sensitive manufacturing/communications uses, and 77 dBA (Ldn) for other commercial uses such as wholesale, some retail, industrial/manufacturing, transportation, communications, and utilities.

The project would not generate noise that would result in a substantial permanent, temporary or periodic increase in ambient noise levels. Vehicular traffic is the major contributor to increased ambient noise levels throughout most of San Francisco. Generally, traffic must double in volume to produce a noticeable 3 dBA increase in the ambient noise level in the project vicinity.²⁰ The proposed project would generate approximately 211 daily vehicle trips, with 65 of those trips occurring in the p.m. peak hour. This increase in vehicle trips would not cause traffic volumes to double on nearby streets, and project generated traffic noise would not have a noticeable effect on ambient noise levels at the site or in the nearby vicinity.

In addition to vehicle-related noise, exterior mechanical and ventilation systems are also common operational noise sources. These systems are typically mounted on the roof and enclosed to help shield the noise from nearby properties. The project's mechanical and ventilation equipment would be in the sub-basement level and is subject to Section 2909 of the Noise Ordinance. Section 2909 prohibits fixed mechanical equipment noise from generating greater than a 5 dBA increase over ambient noise levels for residential land uses. Section 2909(d) establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (7:00 a.m. to 10:00 p.m.) and 45 dBA (10:00 p.m. to 7:00 a.m.) inside a dwelling unit's sleeping or living room. The proposed project's mechanical and HVAC systems would be required to meet these noise standards. Given that the proposed project's vehicle trips would not cause a doubling of traffic volumes on nearby streets and that proposed mechanical and ventilation equipment would be shielded in an enclosed room and required to comply with the Noise Ordinance operational noise, standards, the project would not result in a noticeable increase in ambient noise levels.

In the *California Building Industry Association v. Bay Area Air Quality Management District* case decided in 2015,²¹ the California Supreme Court held that CEQA does not require lead agencies to consider how existing environmental conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental condition. Accordingly, the significance criteria above related to exposure of persons to noise levels above standards set forth in the *General Plan* or Noise Ordinance and the exposure of persons to excessive groundborne vibration or groundborne noise levels are relevant and applicable when a project significantly exacerbates the existing noise environment. As discussed above, the proposed project is a residential project and would not significantly exacerbate existing noise conditions; however, the following is provided for informational purposes.

²⁰ United States Department of Transportation, Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, December 2011, p. 9. Available online at http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed June 24, 2016.

²¹ *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369. Opinion Filed December 17, 2015. Case No. S213478. Available at: <http://www.courts.ca.gov/33098.htm>. Accessed August 6, 2019.

The proposed project's residential uses would be subject to the noise insulation requirements in both the California Building Code and the San Francisco Building Code (Building Code). The City of San Francisco adopted the *2016 California Building Code*, effective January 2017. The Building Code requires that interior noise levels from outside sources not exceed 45 dBA (Ldn or CNEL) in any habitable room (rooms for sleeping, living, cooking, and eating, but excluding bathrooms and, closets) or a residential unit, except for residential additions to structures constructed before 1974 (Building Code Section 1207.4). The Building Code (Section 1207.2) also mandates that walls and floor/ceiling assemblies separating dwelling units from each other or from public or service areas have a Sound Transmission Class (STC) of at least 50, meaning they can reduce noise by a minimum of 50 decibels (dB).

The San Francisco Building Code was amended in 2016 to incorporate language included in Section 1207.4 (interior noise standards) of the Building Code. The Building Code also includes a requirement that residential structures in "noise critical areas, such as in proximity to highways, county roads, city streets, railroads, rapid transit lines, airports, nighttime entertainment venues, or industrial areas," be designed to exceed the Code's quantitative noise reduction requirements.

While the proposed project would include residential uses that would place sensitive receptors in an existing noisy environment, compliance with Title 24 standards and the Building Code would ensure that appropriate insulation is included in the project to meet the 45 dBA interior noise standard. Furthermore, the existing intermittent groundbourne vibration created from Muni buses or other transportation sources would generally remain unchanged with implementation of the proposed project. Additionally, the proposed project does not include features or uses that would significantly exacerbate the existing noise environment and impacts would be less than significant.

Impact NO-2: The proposed project would not result in construction activities that could expose persons to temporary increases in noise or vibration levels substantially in excess of ambient levels. (Less than Significant)

The proposed project's excavation and construction activities would cause a temporary increase in noise and vibration levels in the immediate vicinity of the project site. Construction equipment would generate noise that could be considered an annoyance by occupants of adjacent and nearby properties. The construction period is estimated to last from 12 to 18 months. However, the proposed project is a residential project which does not generate high levels or permanent sources of groundborne vibration.

Construction noise and vibration levels would fluctuate depending on the construction phase, equipment type, duration of use, distance to sensitive receptors, and the presence (or absence) of physical barriers. Impacts would generally be limited to noise and vibration generated from foundation and seismic strengthening activities. Interior construction noise would be substantially reduced by the existing exterior walls. The nearest sensitive receptors potentially exposed to the increased noise and vibration levels are the adjacent residences located on Fillmore and Fell streets. These residences would experience temporary and intermittent noise/vibration associated with construction activities and construction trucks traveling to and from the project site. There would be times when construction noise and vibration could interfere with indoor activities in nearby residences and businesses.

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 (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and City-approved mufflers for both intake and exhaust. Section 2908 of the Noise 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 the Department of Public Works or the Director of Building Inspection. The project would be required to comply with regulations set forth in the Noise Ordinance.

Older buildings, particularly masonry buildings, can be damaged by excessive vibration associated with construction activities. Construction of the proposed project does not include pile driving; therefore, is not expected to generate excessive vibration that could damage the historic structure or adjacent historic structures.²² In addition, DBI is responsible for reviewing the building permit application to ensure that proposed construction activities, including shoring and underpinning, comply with all applicable procedures and requirements and would not materially impair the project structure or adjacent or nearby buildings.

Table 2 below provides the noise levels produced by various types of typical construction equipment prospectively used by the proposed project.

Table 2: Typical Noise Levels from Construction Equipment

Construction Equipment	Noise Level (dBA, Leq at 50 feet)	Noise Level (dBA, Leq at 100 feet)
Jackhammer (Pavement Breaker) ¹	88	82
Loader	79	73
Dozer	82	76
Excavator	81	75
Grader	85	79
Dump Truck	76	70
Flatbed Truck	74	68
Concrete Truck	81	75
Forklift (gas-powered)	83	77
Generator	81	75
Compressor	78	72
San Francisco Noise Ordinance Limit	86	80

²² 540, 563, 573 and 575 Fillmore Street are greater than 25-feet from the proposed construction activities.

Notes: The above Leq noise levels are calculated assuming a 100 percent usage factor at full load (i.e., Lmax noise level 100 percent) for the 1-hour measurement period. Noise levels in **bold** exceed the above ordinance limit, but as indicated, two of the three exceedances are exempt from this limit.

¹ Exempt from the ordinance noise limit of 86 dBA at 50 feet or 80 dBA at 100 feet.

Although construction noise and vibration could rise to the level of an annoyance, it would not be expected to exceed noise levels commonly experienced in the area which has existing high ambient noise levels, and therefore, would not be considered significant. Although no significant construction noise impacts would occur, **Improvement Measure I-NO-2** has been identified to further minimize construction-related noise effects.

Improvement Measure I-NO-1: Construction Noise. The project sponsor could develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures could be submitted to the DBI to ensure that maximum feasible noise attenuation will be achieved. Noise attenuation measures could include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around the construction site.
- Utilize noise control blankets on the building to reduce noise emission from the site.
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- Post signs on-site with information regarding permitted construction days and hours, complaint procedures, and the name(s) and telephone number(s) of the individual(s) to be contacted in the event of a problem.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in cumulative impacts related to noise and vibration. (Less than Significant)

Project construction-related noise would result in temporary and intermittent noise levels but would not substantially increase ambient noise levels at the site. Vibration impacts would be intermittent and dependent on the duration and distance from the source. The identified cumulative projects are not close enough to the project site to result in any cumulative construction noise and vibration impacts. Furthermore, the cumulative projects are separated from the proposed project by multiple buildings and varying topography; thus, is unlikely to noticeably combine with proposed project's construction noise and vibration effects even if all were constructed simultaneously. The construction noise and vibration impacts associated with the proposed project are not anticipated to combine with other proposed and ongoing projects located near the project site. Therefore, cumulative construction-related noise and vibration impacts would be less than significant.

The proposed project, along with the other cumulative projects in the vicinity, would not result in a doubling of traffic volumes along nearby streets. The proposed project would add approximately 65 vehicle trips during the p.m. peak hour. The cumulative projects would add incrementally increase vehicle trips during the p.m. peak hour. Most cumulative vehicles trips would be distributed along the Fillmore and Fell streets and other local roadways. In combination with reasonably foreseeable cumulative projects, the project would not result in significant cumulative traffic noise impacts. Moreover, the proposed project's

mechanical equipment and mechanical equipment from reasonably foreseeable cumulative projects would be required to comply with the Noise Ordinance and less than significant impacts would result.

As such, the proposed project in combination with reasonably foreseeable projects would result in less than significant cumulative impacts related to noise and vibration.

<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.—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) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Bay Area Air Quality Management District (BAAQMD) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), 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 federal and state air quality standards in the air basin, as established by the federal *Clean Air Act* and the *California Clean Air Act*, respectively. Specifically, the BAAQMD has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The most recent air quality plan, the *2017 Clean Air Plan* (Clean Air Plan), which was adopted by the BAAQMD on April 19, 2017 contains the following primary goals: (1) protect air quality and health at the regional and local scale; (2) attain all state and national air quality standards, and eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; (3) protect the climate; and (4) reduce Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The *2017 Clean Air Plan* is the most current applicable air quality plan for the air basin and is the basis for determining whether the proposed project would conflict with or obstruct implementation of the Clean Air Plan.

Criteria Air Pollutants

In accordance with the state and federal clean air acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (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 specific public health- and welfare-based criteria as the basis for setting permissible pollutant levels. The air basin is designated as either in attainment²³ or unclassified for most criteria air pollutants except for ozone, PM_{2.5}, and PM₁₀, for which the air basin is designated as non-attainment for either the state or federal standards. By its nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, to 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.²⁴

Land use projects generally contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 3 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 air basin. The proposed project is below the construction screening criteria for the "apartment, mid-rise, five dwelling/36 group housing units" 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 result in less than significant criteria air pollutant impacts.

Table 3: Criteria Air Pollutant Significance Thresholds²⁵

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual 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	

²³ "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 for a specified criteria air pollutant.

²⁴ Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, May 2017, page 2-1.

²⁵ *Ibid.* Page 2-2.

Ozone Precursors. As discussed previously, the air basin is currently designated as non-attainment for ozone and particulate matter. 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. 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).²⁶ These levels represent emissions below established thresholds for new sources that are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. The above thresholds can be applied to the construction and operational phases of land use projects. Projects that result in emissions below these thresholds are not 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}).²⁷ The air district has not established an offset limit for PM_{2.5}. Therefore, the emissions limit in the federal New Source Review for stationary sources in nonattainment areas is an appropriate significance threshold. For PM₁₀ and PM_{2.5}, the emissions limit under New Source Review is 15 tons per year (82 lbs. per day) and 10 tons per year (54 lbs. per day), respectively. These emissions limits represent levels below where a source is expected to have an impact on air quality.²⁸ 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, natural gas combustion, 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 the construction phase of a project. The San Francisco *Construction Dust Control Ordinance* (No. 176-08, effective July 30, 2008) 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. 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. In compliance with the *Construction Dust Control Ordinance*, the project sponsor and the contractor responsible for construction

²⁶ BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, page 17.

²⁷ PM₁₀ is often termed “coarse” particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed “fine” particulate matter, is composed of particles that are 2.5 microns or less in diameter.

²⁸ BAAQMD, Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance, October 2009, page 16.

activities at the project site would be required to use Best Management Practices (BMPs) to control construction dust on the site. The application of BMPs at construction sites can significantly control fugitive dust²⁹ and individual measures have proven to reduce fugitive dust emissions from 30 to 90 percent.³⁰ The BAAQMD has identified a number of BMPs to control fugitive dust emissions from construction activities. Moreover, the *Construction Dust Control Ordinance* requires a number of measures proven for controlling and reducing construction-related fugitive dust. Dust suppression and BMPs on the project site may include watering all active construction areas sufficiently to prevent dust from becoming airborne and increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and material/debris removal activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of each workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use of other equivalent soil stabilization techniques. The use of non-potable water is required for soil compaction and dust control during project construction as San Francisco Ordinance (No. 175-91, effective May 10, 1991) restricts the use of potable water for soil compaction and dust control activities unless permission is obtained from the San Francisco Public Utilities Commission. Compliance with the regulations and procedures set forth by the Dust Control Ordinance would ensure that potential dust-related air quality impacts would be reduced to a less than significant level.

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 can cause chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. 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 to determine which sources and pollutants to control as well as the degree of control.

Air pollution does not affect every individual in the population in the same way as 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 the land uses most adversely affected by 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 that for other land uses. These groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, seven days

²⁹ Western Regional Air Partnership. 2006. WRAP Fugitive Dust Handbook. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dej/f/fdh/content/FDHandbook_Rev_06.pdf, accessed February 16, 2019.

³⁰ BAAQMD, *CEQA Air Quality Guidelines*, May 2017, page D-47.

a week, for 30 years.³¹ Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups. 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.³² In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California Air Board) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.³³ 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.

To identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the BAAQMD to conduct a citywide health risk assessment. The assessment was based on an inventory and evaluation of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the “Air Pollutant Exposure Zone” (APEZ). In 2008, San Francisco Health Code Article 38 (Article 38) was adopted to require new residential construction projects located in areas of poor air quality and pollution from roadways must install enhanced ventilation to protect residents from the respiratory, heart, and other health effects of living in a poor air quality area. The law was updated in 2014 to improve consistency with CEQA and streamline implementation. The 2014 amendments included revisions to the underlying map of the city's APEZ. The APEZ was subsequently amended in January 2020 and includes the project site. Article 38 states that buildings requiring enhanced ventilation “design a system capable of achieving the protection from particulate matter (PM_{2.5}) equivalent to that associated with MERV 13 filtration (as defined by ASHRAE standard 52.2)”. The project would include sensitive residential uses and is located within the new APEZ. Therefore, the project is subject to compliance with Article 38 which would reduce the project’s potential interior air quality related impacts to less than significant.

Proximity to Freeways

According to the California Air Board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses near freeways increases both exposure to air pollution and the potential for adverse health effects. Sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution.³⁴ Parcels that are within 500 feet of freeways are included in the APEZ. As stated, the project site is located within the new APEZ.

³¹ California Office of Environmental Health Hazard Assessment, Air Toxics Hot Spot Program Risk Assessment Guidelines. Accessed June 24, 2019.

³² SFPDPH, Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review, May 2008.

³³ California Air Resources Board (ARB), Fact Sheet, “The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines,” October 1998.

³⁴ California Air Resources Board, Air Quality and Land Use Handbook: A Community Health Perspective. April 2005. Available online at: <http://www.arb.ca.gov/ch/landuse.htm>

Impact AQ-1: The proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan. (Less than Significant)

As previously indicated, the most recently adopted air quality plan for the air basin is the *2017 Clean Air Plan* (Clean Air Plan). The Clean Air Plan focuses on two closely related goals: protecting public health and protecting the climate. Consistent with the Green House Gas (GHG) reduction targets adopted by the state of California, the Clean Air Plan lays the groundwork for a long-term effort to reduce Bay Area GHG emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The Clean Air Plan describes a multi-pollutant strategy to simultaneously reduce emissions and ambient concentrations of ozone, fine particulate matter, toxic air contaminants, as well as GHGs that contribute to climate change. The primary goals of the Clean Air Plan are to: (1) Protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) protect the climate by reducing GHG emissions. To meet the primary goals, the Clean Air Plan recommends specific control measures and actions which are grouped into various categories and include stationary source, area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The Clean Air Plan includes 85 control measures aimed at reducing air pollution in the air basin.

The measures most applicable to the proposed project are transportation control measures, energy, and climate control measures. The proposed project's potential GHG impacts are 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*. The proposed project site is near a high availability of viable transportation options, such that residents could bicycle, walk, and ride transit to and from the project site instead of using private automobiles. The use of these options would assist in reducing the project-related automobile trips and vehicle miles traveled. The proposed project's anticipated 211 net new vehicle trips (65 during the p.m. peak hour) would result in a minimal increase in vehicle related air pollutant emissions. Transportation control measures are identified in the Clean Air Plan, the *San Francisco General Plan* and the *San Francisco Planning Code* through the city's *Transit First Policy*, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the *2017 Clean Air Plan*. Examples of a project that could cause the disruption or delay of Clean Air Plan control measures are projects that would preclude the extension of a transit line, bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add five dwelling units and 36 group housing units to a dense, urbanized, and walkable area near a concentration of local transit services. It would not preclude the extension of a transit line, bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the *2017 Clean Air Plan*.

For the reasons described above, the proposed project would not interfere with implementation of the *2017 Clean Air Plan*, 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.

Construction Air Quality Impacts

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

Impact AQ-2: The proposed project's construction activities may generate fugitive dust, criteria air pollutants, and TACs that could exceed an air quality standard or contribute substantially to an existing or projected air quality violation. (Less than Significant with Mitigation)

Construction activities (short-term) typically result in emissions of ozone precursors and PM in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and PM are primarily the result of the combustion of fuel from on-road and off-road vehicles. ROG's are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. During the project's anticipated 12- to 18-month construction period, construction activities would have the potential to result in emissions of ozone precursors and PM.

Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as diesel particulate matter (DPM). More than 90% of DPM is less than 1 µm in diameter (about 1/70th the diameter of a human hair); thus, is a subset of particulate matter less than 2.5 microns in diameter (PM_{2.5}). Most PM_{2.5} derives from combustion, such as use of gasoline and diesel fuels by motor vehicles, burning of natural gas to generate electricity, and wood burning. PM_{2.5} is the size of ambient particulate matter air pollution most associated with adverse health effects of the air pollutants that have ambient air quality standards. DPM comprises about 8% of state's total PM emissions.

The use of off-road construction equipment is a large contributor to DPM emissions in California. Both the EPA and California Air Board have set emissions standards for 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 were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers are required to produce new engines with advanced emission-control technologies. The EPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions would be reduced by more than 90 percent.³⁵

The proposed project would require construction activities for the approximate 12-to 18-month construction period. As previously indicated, the project construction activities would result in short-term emissions of fugitive dust, criteria air pollutants, DPM, and other TACs that could adversely affect nearby sensitive receptors and result in a potentially significant impact. Implementation of Mitigation Measure M-AQ-1, Construction Air Quality, will reduce the magnitude of this impact to a less than significant level. While emission reductions from limiting idling, educating workers and the public and properly maintaining equipment are difficult to quantify, Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without VDECS.³⁶ Emissions reductions from the

³⁵ USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

³⁶ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's Exhaust and Crankcase

combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Therefore, compliance with **Mitigation Measure M-AQ-1** will reduce construction emissions impacts on nearby sensitive receptors to a less than significant level.

Mitigation Measure M-AQ-1: Construction Air Quality: The project sponsor or the project sponsor's Contractor shall comply with the following:

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers.

1. The Planning Department's Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the

Emissions Factors for Nonroad Engine Modeling – Compression Ignition has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

equipment used for on-site power generation meets the requirements of Subsection (A)(1).

2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Table 4
Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include

a certification statement that the Contractor agrees to comply fully with the Plan.

3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

D. *Monitoring.* After start of construction activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Operational Air Quality Impacts

Land use projects typically result (long-term) in operational emissions of criteria air pollutants and TACs primarily from an increase in motor vehicle trips and may also result in emissions of criteria air pollutants and TACs from combustion of natural gas (furnaces), landscape maintenance, architectural coatings, and use of consumer products. The following discussion addresses potential air quality impacts resulting from operation of the proposed project.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants and TACs, but not at levels that would violate an air quality standard or contribute to an existing or projected air quality violation. (Less than Significant)

As discussed above in Impact AQ-2, the BAAQMD developed screening criteria to determine whether a project requires a quantitative or further analysis of project-generated operational criteria air pollutants. If all the operational screening criteria are met and not exceeded by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project consists of inserting five floors of residential uses which typically do not generate substantial amounts of criteria air pollutants. The proposed project is below the operational screening criteria for the “apartment, mid-rise, 494 dwelling units” land use types identified in the BAAQMD’s *CEQA Air Quality Guidelines*. Thus, the proposed project would not exceed any of the significance thresholds for criteria air pollutants, and quantification of the proposed project’s operational criteria air pollutant emissions is not required. For these reasons, the proposed project’s operation would result in a less than significant impact related to operational criteria air pollutants.

As indicated, individual projects result in emissions of TACs primarily as a result of an increase in vehicle trips. The BAAQMD considers roads with fewer than 10,000 vehicles per day “minor, low-impact” sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project’s

211 daily vehicle trips would be well below this level and would be distributed among the local roadway network. Therefore, an assessment of project-generated TACs resulting from vehicle trips is not required, and the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors. Therefore, the project's operational criteria air pollutant and TAC impacts would be less than significant.

Impact AQ-4: The proposed project would not create objectionable odors that would affect a substantial number of people. (Less than Significant)

Typical odor sources 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. Site observation indicates that the project site is not substantially affected by sources of odors.³⁷ Additionally, the proposed project includes residential and parking uses that would not create significant sources of new odors. Therefore, odor impacts would be less than significant.

Impact C-AQ-1: The proposed project, in combination with past, present, and reasonably foreseeable future development in the project area, would contribute to cumulative air quality impacts. (Less than Significant with Mitigation)

As discussed above, regional air pollution is 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 may contribute and exacerbate existing cumulative adverse air quality impacts.³⁸ The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Because the proposed project's construction and operational emissions (Impacts AQ-2 and AQ-3, respectively) would not exceed the applicable project-level thresholds, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

The proposed project would introduce new sources of fugitive dust, criteria air pollutants, and TACs in the form of vehicle trips for the construction and operational phases of the project. However, the proposed project's construction or operational emissions would not substantially contribute to cumulative air quality related impacts. Implementation of **Mitigation Measure M-AQ-1** would reduce the proposed project's contribution to cumulative air quality impacts to a less than significant level.

³⁷ Field observation conducted on August 6, 2019.

³⁸ Field observation conducted on August 6, 2019.

<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 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"/>

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to influence global climate changes associated environmental impacts. BAAQMD has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines Sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines Section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. 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 GHGs and describes the required contents of such a plan. In accordance with applicable CEQA guidelines, the City of San Francisco has prepared the *Strategies to Address Greenhouse Gas Emissions* (GHG Strategy)³⁹ which presents a comprehensive assessment of policies, programs, and ordinances. These GHG reduction actions resulted in a 23.3 percent reduction in GHG emissions in 2012 compared to 1990 levels,⁴⁰ exceeding the year 2020 reduction goals outlined in the BAAQMD's *Bay Area 2017 Clean Air Plan*, Executive Order (EO) S-3-05, and Assembly Bill (AB) 32 (also known as the Global Warming Solutions Act).⁴¹

Given that the City has met the State and region's 2020 GHG reduction targets and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under EO S-

³⁹ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, 2010. This document is available online at: <http://www.sf-planning.org/index.aspx?page=2627>.

⁴⁰ ICF International, *Technical Review of the 2012 Community-wide GHG Inventory for the City and County of San Francisco*, January 21, 2015. Available at http://sfenvironment.org/sites/default/files/fliers/files/icf_verificationmemo_2012sfecommunityinventory_2015-01-21.pdf, accessed March 16, 2015.

⁴¹ Executive Order S-3-05, Assembly Bill 32, and the Bay Area 2010 Clean Air Plan set a target of reducing GHG emissions to below 1990 levels by year 2020.

3-05⁴², EO B-30-15^{43,41,42} and Senate Bill (SB) 32^{44,45} the City's GHG reduction goals are consistent with EO S-3-05, EO B-30-15, AB 32, SB 32, and the *Bay Area 2017 Clean Air Plan*. Therefore, proposed projects that are consistent with the GHG Reduction Strategy would be consistent with the GHG reduction targets, would not conflict with these plans, or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact related to climate change focuses on the project's contribution to cumulatively significant GHG emissions.

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

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct emissions include GHG emissions from new vehicle trips and on-site sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with waste removal, disposal, and landfill operations. The proposed residential project would contribute to short- and long-term increases in GHGs as a result of increased mobile sources (construction and vehicle trips) and residential operations that increase demand for energy, water, wastewater treatment, and solid waste disposal. The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG Reduction Strategy. Compliance with the applicable regulations discussed below would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's *Commuter Benefits Program*, Transportation Sustainability Fee, and bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative

⁴² Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at <http://www.pcl.org/projects/2008symposium/proceedings/Coatsworth12.pdf>, accessed March 16, 2016. Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents (MTCO₂E)); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E). 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.

⁴³ Office of the Governor, Executive Order B-30-15, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million MTCO₂E).

⁴⁴ Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

⁴⁵ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

transportation modes with zero GHG emissions on a per capita basis. The proposed project would also be subject to mandatory compliance with energy efficiency requirements of the City's Green Building Code, Stormwater Management Ordinance, and Residential Water Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy related GHG emissions.⁴⁶

The proposed project's solid waste related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance and the Construction and Demolition Debris Recovery Ordinance. These regulations reduce the amount of materials sent to a landfill and subsequently, reducing GHGs emitted by landfill operations. These regulations also promote the recycling and reuse of materials, conserving their embodied energy⁴⁷ and reducing the energy required to produce new materials.

Compliance with other regulations, including those limiting refrigerant emissions and the Wood Burning Fireplace Ordinance would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes (architectural coatings) would reduce volatile organic compounds (VOCs).⁴⁸ Thus, the proposed project would be consistent with the GHG Reduction Strategy.⁴⁹

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and/or exceeded EO S-3-05, AB 32, and the *Bay Area 2017 Clean Air Plan* GHG reduction goals for the year 2020.

Other existing regulations, such as those implemented through AB 32, would reduce the proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the state and other local long-term GHG reduction goals of EO S-3-05, EO B-30-15, AB 32, SB 32 and the *2017 Clean Air Plan*.

Because the proposed project is consistent with the City's GHG Reduction Strategy, it is also consistent with the GHG reduction goals set forth in EO S-3-05, EO B-30-15, AB 32, SB 32 and the *2017 Clean Air Plan*. The proposed project would not conflict with these plans and would not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

⁴⁶ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁴⁷ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁴⁸ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁴⁹ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 554 Fillmore, March 27, 2019.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
9. WIND.—Would the project:					
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A proposed project's wind impacts are directly related to its height, directional orientation, design, location, and surrounding development. Based on wind analyses for other development projects in San Francisco, a building that does not exceed a height of 85 feet generally has little potential to cause substantial changes to ground-level wind conditions.

Impact W-1: The proposed project would not alter wind in a manner that substantially affects pedestrian circulation or public areas. (Less than Significant)

As previously indicated, the main portion of the existing structure is approximately 65-feet in height and the campanile extends to a height of 90-feet. The proposed exterior alterations would include inserting new glazing into existing frames and new roof cut outs for exposure and ventilation requirements but would not change the height or mass of the existing structure. Therefore, the proposed project has little potential to cause substantial changes to ground-level wind over existing conditions on the project site or in the immediate neighborhood. For these reasons, the proposed project would not alter wind in a manner that substantially affects pedestrian circulation or other public areas and this impact would be less than significant.

Impact C-W-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative wind impact. (Less than Significant)

As discussed above, buildings shorter than 85 feet have little potential to cause substantial changes to ground-level wind conditions. The project would not increase the height of the existing structure and none of the cumulative development projects would be tall enough to alter wind in a manner that substantially affects pedestrian circulation or publicly accessible areas. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative wind impact.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
10. SHADOW.—Would the project:					
a) Create shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

In 1984, San Francisco voters approved an initiative known as "*Proposition K, The Sunlight Ordinance*" which was codified as Planning Code Section 295 in 1985. Planning Code Section 295 generally prohibits new

structures above 40 feet in height that would cast additional shadows on parks or recreational facilities that are under the jurisdiction of the San Francisco Recreation and Parks Department (RPD) between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the parks or open space. Public open spaces that are not under the jurisdiction of the RPD as well as private open spaces are not subject to Planning Code Section 295.

Impact S-1: Under Existing Conditions, the project casts shadow on parks under the jurisdiction of the RPD but would not result in new shadow on these facilities. (Less than Significant)

The Planning Department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast new shadow on nearby parks or open spaces. As indicated, the existing structure was built in 1898 and ranges in height from 65 to 90 feet (campanile). The proposed project's exterior alterations would include inserting glazing in the existing arches, new roof cut outs, and new windows. As such, the project would not increase the height or the mass of the existing structure and; therefore, would not increase shadow over existing conditions. The Planning Department conducted a preliminary shadow fan analysis which indicated existing shadow on the Hayes Valley Playground which is approximately 1,000 feet northeast of the project site. Additionally, the proposed project currently shades portions of adjacent streets, sidewalks, and private properties in the project vicinity at various times of the day, throughout the year. Shadows on the adjacent streets and sidewalks are typical in similar San Francisco neighborhoods and would not increase over existing conditions as a result of the project. As the project would not increase shadow over existing conditions, it not would not result in new shadow related impacts.

For these reasons, the proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas, and this impact would be less than significant.

Impact C-S-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative shadow impact. (Less than Significant)

As discussed above, the proposed project structure was originally constructed in 1898. The proposed project would include various exterior alterations but would not increase the height or the mass of the existing building. The existing building currently casts shadow on the Hayes Valley Playground; however, the project would not include features or alterations that would increase shadow over existing conditions. Therefore, the project would not cast new shadow on any nearby parks or open spaces. When considered with other cumulative development discussed above, the proposed project would not contribute to any potential cumulative shadow impacts on parks and open spaces.

For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative shadow impact.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
11. RECREATION.					
a) Would the project 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) Does the project 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"/>

Impact RE-1: The proposed project would not result in substantial increase in the use of existing parks and recreational facilities, the deterioration of such facilities, or require the expansion of recreational facilities. (Less than Significant)

The closest park and recreational facilities to the project site are: Alamo Square Park (approximately 670-feet northwest of the project site, the Hayes Valley Playground, located at the intersection of Linden and Webster streets, approximately 1,000 feet northeast of the site, and the Page Street Community Gardens, located mid-block on Page Street between Webster and Buchanan streets, approximately 870-feet southeast of the project site. The project does not propose open space or recreational facilities; however, the new residents of the proposed residential units would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population (approximately 97 residents) to the project site, the number of estimated new residents would not be large enough to substantially increase demand for, or use of, neighborhood parks or recreational facilities, such that noticeable or quantifiable physical deterioration would result. Additionally, the anticipated residential population on the site would not substantially increase the demand for parks and recreational facilities and subsequently would not require the construction of new recreational facilities or the expansion of existing facilities.

For these reasons, the proposed project would have a less than significant impact on recreational facilities and resources.

Impact C-RE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on parks or recreational facilities. (Less than Significant)

Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for parks and other publicly accessible recreational facilities. The City has accounted for the project's projected population growth and anticipated demand for recreational

options as part of the Recreation and Open Space Element of the General Plan.⁵⁰ In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational facilities and resources. As discussed above, there are three parks, open spaces, or other recreational facilities within 1,000 feet of the project site. It is expected that these existing recreational resources would sufficiently accommodate the increase in demand generated by the proposed project and the cumulative development projects previously discussed.

For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on recreational facilities or 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>
12. UTILITIES AND SERVICE SYSTEMS.					
Would the project:					
a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may 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"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<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 which serves or may 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"/>

The project site is within an urban area that is currently served by utility service systems, including water, wastewater, storm water collection and conveyance, and solid waste collection and disposal. The proposed

⁵⁰ San Francisco Planning Department, San Francisco General Plan, Recreation and Open Space Element, April 2014, pp. 20-36. Available online at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed August 6, 2019.

project would add approximately 97 new residents to the site, which would increase the demand for utilities and service systems. The proposed project structure was originally built in 1898; thus, it currently has all utility service connections at the site. No substantial extensions or system upgrades would be required to serve the project. The increased utility demand generated by the proposed project would be adequately accommodated by existing utility service system capacity.

Impact UT-1: Implementation of the proposed project would not exceed the wastewater treatment requirements of the Regional Water Quality Control Board, would not exceed the capacity of the wastewater treatment, and would not require the construction of new, or expansion of existing, wastewater treatment or stormwater drainage facilities. (Less than Significant)

The San Francisco Public Utilities Commission (SFPUC) provides a combined sewer system, which handles both sewage and stormwater runoff generated at the project site. The Southeast Treatment Plant (SEP) provides wastewater and stormwater treatment and management for the east side of the city, including the project site. The proposed project would add approximately 97 residents, which would not substantially increase the amount of wastewater generated at the project site. The proposed project site is currently almost entirely covered with impervious surfaces. The proposed project does not include hardscape or exterior alterations that would increase impervious surfaces on the site. In addition, the proposed project would be required to incorporate water-efficient fixtures, as set forth in Title 24 of the *California Code of Regulations* and the *San Francisco Green Building Ordinance*. Compliance with these regulations would reduce the amount of potable water used for building functions, and subsequently, stormwater runoff.

The proposed project would also meet the wastewater pre-treatment requirements of the SFPUC, as required by the *San Francisco Industrial Waste Ordinance* in order to meet Regional Water Quality Control Board requirements (see discussion under Impact HY-1, under Topic 17. Hydrology and Water Quality, for additional stormwater management requirements). Although the proposed project would add new residents to the project site, this additional population is not beyond the growth projections included in long range plans for the City's wastewater system. Therefore, the incremental increase in the demand for wastewater would not require construction of new wastewater treatment facilities or expansion of existing facilities.

As indicated previously, the proposed project would not substantially increase the amount of impervious surfaces on the project site. Compliance with the City's Stormwater Management Ordinance, adopted in 2010 and amended in 2016, and the 2016 Stormwater Management Requirements and Design Guidelines would require the proposed project to reduce or eliminate the existing volume and rate of stormwater runoff discharged from the project site. The stormwater management approach required by the ordinance must demonstrate a reduction in the existing runoff flow rate and volume by 25 percent for a two-year, 24-hour design storm. Additionally, the Stormwater Management Requirements set forth a hierarchy of best management practices (BMPs) to meet the stormwater runoff requirements. First priority BMPs reduce stormwater runoff through rainwater harvesting and reuse (e.g., for toilets and urinals and/or irrigation), infiltration through a rain garden, swale, trench, or basin, and the use of permeable pavement or a green roof. Second priority BMPs include biotreatment approaches such as the use of flow-through planters or for large sites, and constructed wetlands. Third priority BMPs, which are only permitted under special circumstances, involve use of a filter to treat stormwater. A Stormwater Control Plan would be required for review and approval by the SFPUC. The Stormwater Control Plan would also include a maintenance agreement that must be signed by the project sponsor to ensure proper care of the necessary stormwater

controls. Therefore, the proposed project would not substantially increase the amount of stormwater runoff to the extent that existing facilities would need to be expanded or new facilities would need to be constructed; as such, the impacts would be less than significant.

Overall, while the proposed project would add to the existing wastewater and stormwater flows in the area, it would not cause collection treatment capacity of the combined system in the city to be exceeded. The proposed project would not exceed wastewater treatment requirements of the Regional Water Quality Control Board or require the construction of new wastewater/stormwater treatment facilities or expansion of existing ones. Therefore, since the proposed project would not require the construction of new or expanded wastewater or stormwater collection, conveyance or treatment facilities that could have a significant impact on the environment, the impact would be less than significant.

Impact UT-2: Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years; therefore, the proposed project would not require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects. (Less than Significant)

Water would be supplied to the proposed project from the SFPUC's Hetch-Hetchy regional water supply system. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.⁵¹ The proposed project does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1); therefore, a water supply assessment has not been prepared for the project. However, the SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 100,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of PDR use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.011 percent of the total water demand anticipated for San Francisco in 2040 of 89.9 million gallons per day.⁵² Because it would result in 41 dwelling units, the proposed project would generate less than 0.011 percent of water demand for the city as a whole in 2040, which would constitute a negligible increase in anticipated water demand.

51 Pursuant to CEQA Guidelines section 15155(1), "a water-demand project" means:

- (A) A residential development of more than 500 dwelling units.
- (B) A shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.
- (C) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor area.
- (D) A hotel or motel, or both, having more than 500 rooms, (e) an industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- (F) a mixed-use project that includes one or more of the projects specified in subdivisions (a)(1)(A), (a)(1)(B), (a)(1)(C), (a)(1)(D), (a)(1)(E), and (a)(1)(G) of this section.
- (G) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project.

52 San Francisco Public Utilities Commission, 2015 Urban Water Management Plan for the City and County of San Francisco, June 2016. This document is available at <https://sfwater.org/index.aspx?page=75>

The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan. As discussed in Topic 2. Population and Housing above, the proposed project would be encompassed within planned growth in San Francisco and is therefore also accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the city's urban water management plan, sufficient water supplies would be available to serve the proposed project in normal, dry, and multiple dry years, and the project would not require or result in the relocation or construction of new or expanded water supply facilities the construction or relocation of which could cause significant environmental effects. Therefore, this impact would be less than significant.

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 and would follow all applicable statutes and regulations related to solid waste. (Less than Significant)

In September 2015, the City approved an Agreement with Recology, Inc. for the collection, transport and disposal of the City's municipal solid waste at the Recology Hay Road Landfill in Solano County. The City began disposing its municipal solid waste at the Recology Hay Road Landfill in January 2016, and is anticipated to continue through approximately 2024, with an option to renew the agreement thereafter for an additional six years. San Francisco set a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. San Francisco *Construction and Demolition Forms and Resources Ordinance* (No. 27-06 effective July 1, 2006) requires mixed construction and demolition debris be transported by a registered transporter and taken to a registered facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. *San Francisco's Mandatory Recycling and Composting Ordinance* (No. 100-09, effective June 9, 2009) requires all properties and everyone in the City to separate their recyclables, compostables, and landfill trash.

The proposed project would incrementally increase total waste generation from the City; however, it would be required to comply with San Francisco Ordinance Nos. 27-06 and 100-09. Ordinance 27-06 amended the Building Code, the Health Code and the Police Code in order to establish a comprehensive program to effectuate the City's goals. Ordinance 100-09 amended the Environmental code by adding Section 1901 through Section 1912 titled as the "Mandatory Recycling and Computing Ordinance,"

Due to the existing and anticipated increase of solid waste recycling in the City and the agreement with Recology, any increase in solid waste resulting from the proposed project would be accommodated by the existing landfill. Thus, the proposed project would have less than significant impacts related to solid waste.

Impact C-UT-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on utilities and service systems. (Less than Significant)

The proposed project would not substantially impact utility supply or service. The aforementioned cumulative development projects would not contribute to a cumulatively significant effect on the utility infrastructure or services in the Western Addition neighborhood. Furthermore, existing service management plans address the anticipated growth at the site, and in the surrounding area the bay area region.

The proposed project, in combination with other past, present, and reasonably foreseeable future projects have been accounted for in applicable utility provider plans and would not result in significant cumulative utilities and service systems impacts.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. PUBLIC SERVICES.					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, 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 of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The project site receives fire protection and emergency medical services from the San Francisco Fire Department's Fire Station No. 21 at 1443 Grove Street, approximately 0.5-miles northeast of the project site.⁵³ The project site receives police protection services from the San Francisco Police Department's Northern District Police Station at 1125 Fillmore Street, approximately ½ mile northwest of the project site.⁵⁴ Implementation of the proposed project would add approximately 97 residents on the project site, which would increase the demand for fire protection, emergency medical, and police protection services. This increase in demand would not be substantial given the overall demand for such services on a citywide basis. Fire protection, emergency medical, and police protection resources are regularly redeployed, based on need, in order to maintain acceptable service ratios, and public safety. Moreover, the proximity of the project site to Fire Station No. 21 and the Northern District Police Station would minimize Fire Department

⁵³ San Francisco Fire Department website, <https://sf-fire.org/fire-station-locations>. Accessed July 23, 2019.

⁵⁴ San Francisco Police Department website, <https://www.sanfranciscopolice.org/stations/northern-station>. Accessed July 23, 2019.

and Police Department response times, should incidents occur at the project site. The proposed project would also incrementally increase the demand for other governmental services and facilities, such as libraries. The San Francisco Public Library operates 27 branches throughout San Francisco,⁵⁵ and the San Francisco Main Library, at 100 Larkin is approximately 0.9-mile southeast of the project site. The City's libraries would accommodate the expected minor increase in demand for library services generated by the proposed project. Therefore, impacts on police, fire, and other governmental public services would be less than significant.

Impact PS-2: The proposed project would not substantially increase the population of school-aged children and would not require new or physically altered school facilities. (Less than Significant)

As previously discussed, implementation of the proposed project would involve the construction of five dwelling units and 36 group housing units, resulting in an anticipated population increase of about 97 residents. Some of the new residents of the residential units could consist of families with school-aged children who might attend schools operated by the San Francisco Unified School District (SFUSD), while others might attend private schools. It is anticipated that existing SFUSD schools in the project vicinity would be able to accommodate the minor estimated increase in demand. Furthermore, the proposed project would be required to pay a school impact fee based on the construction of net new residential square footage to fund SFUSD facilities and operations. For these reasons, implementation of the proposed project would not result in a substantial unmet demand for school facilities and would not require the construction of new, or alteration of existing, school facilities; as such, school impacts would be less than significant.

Impact C-PS-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact on public services. (Less than Significant)

Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for fire protection, police protection, school services, and other public services. The Fire Department, the Police Department, the SFUSD, and other City agencies have accounted for such growth in providing public services to the residents of San Francisco. The cumulative development projects previously discussed would be subject to many of the same development impact fees applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on public services.

⁵⁵ San Francisco Public Library website, <https://sfpl.org/index.php?pg=0000000501>. Accessed July 23, 2019.

<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. 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 Wildlife 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 Wildlife 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 (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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an adopted Habitat Conservation Plan, a Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans. Also, the project is not located on a site containing a federally protected wetland, as defined by Section 404 of the *Clean Water Act* and does not contain riparian habitat or other sensitive natural communities. Therefore, topics 15b, 15c, and 15f are not applicable to the proposed project and are not discussed further.

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications on any special-status species. (Less than Significant)

The proposed project area is in an urban environment with high levels of human activity and only common bird species are likely to nest in the area. The project site was initially developed in 1898 and most recently used as an entertainment venue; thus, any special-status species have been extirpated from the project area.

The project site does not provide habitat for any rare or endangered plant or wildlife species. Therefore, the proposed project would have a less than significant impact on special-status species.

Impact BI-2: The proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (Less than Significant)

San Francisco is within the Pacific Flyway, a major north-south route of travel for migratory birds along the western portion of the Americas. Nesting birds, their nests, and eggs are fully protected by the California Fish and Wildlife Code (Sections 3503, 3503.5. For the purposes of CEQA, a project that has the potential to substantially reduce the habitat, restrict the range, or cause a population of a native bird species to drop below self-sustaining levels could be considered a potentially significant biological resource impact requiring mitigation.⁵⁶ Given that no tree removal is proposed, no loss of active nests or nesting bird habitat would result. The location, height, and material of buildings, particularly the new windows of transparent or reflective glass, may present risks for birds as they travel along their migratory paths. The City has adopted guidelines to address this issue and provided regulations for bird-safe design within San Francisco. Planning Code Section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.⁵⁷ The project site is not located near an Urban Bird Refuge, so the standards concerning location-related hazards are not applicable to the proposed project. The proposed project would comply with the building feature-related hazard standards of Section 139 by using bird-safe glazing treatment on 100 percent of any building feature that poses a potential hazard to migrating birds.

Overall, the proposed project would be required to comply with City-adopted regulations for bird-safe buildings and federal and State migratory bird regulations. For these reasons, the proposed project would not interfere with the movement of any native resident or wildlife species or with established native resident or migratory wildlife corridors. Therefore, the proposed project would result in a less than significant impact on migratory or native resident bird species.

Impact C-BI-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects would not result in a cumulative impact related to biological resources. (Less than Significant)

The project site and surrounding vicinity does not currently support any candidate, sensitive, or special-status species, any riparian habitat, or any other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. As with the proposed project, nearby cumulative development projects would also be subject to the the California Fish and Wildlife Code and the San Francisco Bird-Safe Building Ordinance.

⁵⁶ California Fish and Game Code Section 3503; Section 681, Title 14, California Code of Regulations.

⁵⁷ San Francisco Planning Department, *Standards for Bird-Safe Buildings*, July 14, 2001. Available online at <https://sfplanning.org/standards-bird-safe-buildings>. Accessed on August 6, 2019.

Compliance with these regulations would reduce the effects of the proposed project and other cumulative development projects to less than significant levels.

The proposed project would not modify any natural habitat and would have no adverse impact on any candidate, sensitive, or special-status species, any riparian habitat, or other sensitive natural community; and/or would not conflict with any local policy or ordinance protecting biological resources or an approved conservation plan.

For these reasons, the proposed project would not have the potential to combine with past, present, and reasonably foreseeable future projects to result in a significant cumulative impact related to biological resources. Therefore, cumulative impacts to biological resources would be less than significant.

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
15. GEOLOGY AND SOILS.— Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving the adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), 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"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would connect to the City's combined sewer system, which is the wastewater conveyance system for San Francisco, and would not use septic tanks or other on-site land disposal systems for sanitary sewage. Therefore, topic 15e is not applicable to the proposed project.

Impact GE-1: The proposed project would not exacerbate the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure including liquefaction, or landslides, and would not be located on unstable soil that could result in lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant)

A geotechnical investigation for the proposed project was conducted on December 1, 2018 to assess the geologic conditions underlying the project site and to provide recommendations related to construction of the proposed project including the foundation design to support the proposed improvements.⁵⁸ The existing basement is approximately 14 feet 4 inches from floor to ceiling. The proposed subbasement would be 9 feet 4 inches or an additional 7 feet in depth. The findings and recommendations, presented in the geotechnical investigation, are discussed below. The geotechnical investigation included two borings below the existing basement slab located to the rear of the existing basement. In both borings, fill was encountered to depths of 2- and 2.5-feet below basement slab, respectively. The fill consisted of medium dense silty/clayey sand. The fill is underlain by native medium dense to dense silty/clayey sand as shown in the two boring logs advanced to a depth of 11.5-feet in below the existing basement slab. Based on a review of *Seismic Hazard Zone Report for The City and County of San Francisco*⁵⁹, the highest depth to the groundwater level is expected to be deeper than 20 feet below the existing ground surface at street level. However, fluctuations in the groundwater table can be expected with changes in seasonal rainfall, increased urbanization, and construction activities at or in the vicinity of the site. Groundwater was not encountered in any of the borings during drilling.

The San Francisco Bay Area is a seismically active region. The project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults that run underneath the project site or in the project vicinity. The closest active fault to the project site is the San Andreas Fault, which is approximately 4.6 miles to the west. Nonetheless, the project site is subject to strong seismic ground shaking. The project site is not in a liquefaction or landslide zone or located on unstable soil. The geotechnical investigation

58 GeoEngineering Consultants, *Final Report Geotechnical Study – Proposed Residential Improvements 554 Fillmore Street*, San Francisco, California, December 1, 2018.

59 City and County of San Francisco. *Seismic Hazard Zone Report for The City and County of San Francisco*. Available on-line at: <https://sfgov.org/esip/sites/default/files/FileCenter/Documents/10438-California%20Seismic%20Hazard%20Zones%20Map.pdf>. Accessed April 27, 2020.

includes recommendations related to site preparation and grading, seismic design, foundations, excavation and earthwork, retaining walls, and site drainage. The geotechnical investigation concluded that the project could be implemented as proposed with incorporation the recommendations provided in the geotechnical investigation. According to the investigation shallow footings may be used for the new foundation. Continuous and/or spread footings should have a minimum depth of twenty-four (24) inches (i.e. trenching depth) below the lowest adjacent grade or depth of existing footing, whichever is less. In addition, at least 12 inches of sub-excavation is required.

Building Department Permit Review Process. The Department of Building Inspection (the building department) is responsible for the effective, efficient, fair and safe enforcement of San Francisco's Building, Housing, Plumbing, Electrical, and Mechanical Codes, along with disability access regulations. To ensure that the potential for adverse effects related to geology and soils is adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code (state building code, California Code of Regulations, Title 24); the San Francisco Building Code (local building code), which is the state building code plus local amendments that supplement the state code, including the building department's implementing procedures reflected in its information sheets. The proposed project would modify the existing building on the site, which has been determined to be a historic resource. Therefore, the project may utilize provisions in the Existing Buildings Code as well as the Historic Building Code. The building department would review the project plans and construction documents for conformance with the recommendations in the project-specific geotechnical investigation during its review of the building permit for the project and may require additional site-specific soils report(s) through the building permit application process, as needed. Project compliance with the building code would ensure that the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure would be less than significant, and would ensure that the proposed project would not cause the soil underlying the project site to become unstable, thereby resulting in on- or off-site lateral spreading, subsidence, or collapse.

Therefore, the proposed project would have no significant impacts related to soils, seismic, or other geological hazards. No mitigation measures are necessary.

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

The project site was originally developed as the Sacred Heart Church in 1898 and most recently used as an entertainment venue. The existing building envelope occupies nearly the entire project site. The project would not include features that would substantially increase the amount of hardscape or impervious surfaces on the site. For these reasons, construction of the proposed project would not result in the loss of substantial topsoil. Site preparation and excavation activities would disturb soil to a depth of approximately 10 feet below the existing basement, creating the potential for windborne and waterborne soil erosion. The proposed sub-basement and basement level excavation would take place within the footprint of the existing structure. In addition, site preparation and construction activities would be required to implement best management practices (BMPs) that include erosion and sedimentation control

measures in compliance with Stormwater Management Ordinance (see Section E.16 Hydrology and Water Quality). Therefore, the proposed project's short-term construction-related loss of topsoil and erosion impacts would be less than significant. Similarly, no long-term erosion impacts are anticipated from the proposed project.

Impact GE-3: The proposed project site would not be located on a geologic unit or soil that is unstable, or that could become unstable as a result of the project. (Less than Significant)

The project site and vicinity do not include any hills or cut slopes that could cause or be subject to a landslide. Additionally, the project site is not within a designated seismic hazard zone for liquefaction or landslide. No major site preparation is expected for this project due to construction activities occurring within the footprint of the existing structure. The final design of the foundation system would be included in a design-level geotechnical investigation that is based on site-specific data in accordance with building code requirements. The subject property is underlain by artificial fill and Quaternary beach and dune sand in the eastern half and artificial fill and Eocene, Paleocene, and (or) Late Cretaceous Franciscan Complex mélange in the western half of the site. According to the geotechnical investigation, fill should be excavation and replaced with engineered fill that and soils at the site are capable of supporting a continuous and/or spread footing foundation in accordance with industry standards and building code requirements. As indicated, groundwater underlying the site is in excess of 20 feet below ground surface, and groundwater is not anticipated to be encountered during excavation and grading activities.

As stated above, prior to the issuance of building permits, the building department would review the final geotechnical report to ensure that recommendations are incorporated into the project plans. Compliance with the building code, the building department's implementing procedures for building permit review, and recommendations in the geotechnical investigation would ensure impacts related to unstable soils at the project site would be less than significant.

Impact GE-4: The proposed project could result in damage to, or destruction of, as-yet unknown unique paleontological resource or site or unique geologic feature. (Less than Significant with Mitigation)

The term paleontological resource means "any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth." Paleontological resources represent a limited, nonrenewable, and impact-sensitive scientific and educational resource. There are no unique geologic or physical features at the project site and construction activities are not anticipated to encounter any below-grade paleontological resources. The project site was initially developed in 1898 by the Sacred Heart Church. The existing structure contains a full basement, and the proposed project would convert the interior of the existing structure to residential use including the insertion of additional floors and improvements to the foundation to support the renovated building. The project would result in excavation to 10 feet below the existing basement surface and result in the excavation of up to 1,500 cubic yards of geologic sediments. The proposed project would not substantially change the topography of the site. The project site and immediate vicinity have been mapped as having low or unknown paleontological potential. Based on the ground disturbing activities that would result in up to 1,500 cubic yards of excavation, there is a chance of discovering unanticipated paleontological resources during the excavation and site preparation activities at the project site.

Implementation of **Mitigation Measures M-GE-1: Worker Environmental Awareness Training and M-GE-2: Discovery of Unanticipated Paleontological Resources** would reduce paleontological impacts to less than significant.

Mitigation Measure M-GE-1: Worker Environmental Awareness Training

Prior to commencing construction, the project sponsor shall ensure that all workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site, during ground disturbing activities, to provide pre-construction worker environmental awareness training regarding potential paleontological resources.

In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground disturbing activities, they would be trained by the construction supervisor.

The project sponsor shall submit a letter confirming the timing of the worker training to the Planning Department. The letter shall confirm the project's location, the date of training, the location of the informational handout display and the number of participants. The letter shall be transmitted to the Planning Department within five (5) business days of conducting the training.

Mitigation Measure M-GE-2: Discovery of Unanticipated Paleontological Resources

In the event of the discovery of an unanticipated paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the Planning Department.

The qualified paleontologist shall determine if: 1) the discovery is scientifically significant; 2) the necessity for involving other agencies and stakeholders; 3) the significance of the resource; and 4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements. The Paleontological Evaluation Letter shall be submitted to the Planning Department for review within 30 days of the discovery.

If a paleontological resource is determined to be of scientific importance, and there are no feasible avoidance measures a Paleontological Mitigation Program (mitigation program) must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource. The mitigation program shall be approved by the Planning Department. Ground disturbing activities in the project area shall resume and be monitored as determined by the qualified paleontologist for the duration of such activities in collaboration with the Planning Department, once work is resumed.

The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and identification procedures; 3) curation into an appropriate repository; and 4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground

disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the Planning Department for review within 10 business days of the discovery. The paleontology report shall be submitted to the Planning Department for review within 30 business days from conclusion of ground disturbing activities, or as negotiated following consultation with the Planning Department.

Impact C-GE-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a cumulative impact related to geology and soils. (Less than Significant)

Environmental impacts related to geology and soils including to paleontological resources are generally site-specific and localized and do not have the potential to combine to form cumulative effects with other projects. The aforementioned cumulative development projects would be subject to the same building permit review procedures for compliance with the building code applicable to the proposed project and conformance with the site-specific geotechnical report, if required. Compliance with the building code and the design review process would ensure that the effects from other cumulative development projects would be reduced to less than significant levels. In addition, the project site conditions and project construction activities have a low potential to result in discovery of significant paleontological resources impact. The proposed project's less than significant with mitigation paleontological resource impact would not contribute considerably to any significant cumulative paleontological resource impact.

For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to geology and soils.

<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>
16. HYDROLOGY AND WATER QUALITY.— Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<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
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<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 or through the addition of impervious surfaces, in a manner that would:					
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) 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; or					
iv) Impede or redirect flood flows?					
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within a 100-year Flood Hazard Zone,⁶⁰ a dam failure area,⁶¹ or a tsunami hazard zone.⁶² No mudslide hazards exist on the proposed project site because the current structure occupies nearly the entire site and this part of the City is not located near any landslide-prone areas.⁶³ A seiche is an oscillation of a waterbody, such as a bay, that may cause local flooding. A seiche could occur in the San Francisco Bay due to seismic or atmospheric activity. However, the proposed project site is located approximately 2.4-miles east of the San Francisco Bay, and thus, would not be subject to a seiche. Therefore, topic 17d is not applicable to the proposed project.

⁶⁰ Federal Emergency Management Agency. City of San Francisco FEMA Map. GIS accessed July 23, 2019.

⁶¹ City of San Francisco. 2012. *General Plan. Community Safety Element*, October 2012, Map 6.

⁶² Ibid, Map 5.

⁶³ Ibid, Map 4.

Impact HY-1: The proposed project would not violate any water quality standards or waste discharge requirements. (Less than Significant)

As discussed under Topic 13. Utilities and Service Systems, wastewater and stormwater from the project site would continue to flow into the City's combined stormwater and sewer system and be treated to the standards contained within the City's National Pollutant Discharge Elimination System (NPDES) Permit for the SEP. The water is conveyed to the SEP and treated prior to discharge into San Francisco Bay. Additionally, as new construction, the proposed project would be required to meet the standards for stormwater management identified in the *San Francisco Stormwater Management Ordinance* and *2016 Stormwater Management Requirements* and Design Guidelines. The project sponsor would be required to submit a Stormwater Control Plan that complies with the City's *2016 Stormwater Management Requirements and Design Guidelines* and SFPUC provisions by using a variety of BMPs. As described under Topic 13. Utilities and Service Systems, the stormwater management approach must reduce the existing site runoff flow rate and volume by 25 percent for a two-year 24-hour design storm through employment of a hierarchy of BMPs set forth in the Stormwater Management Requirements.

Therefore, the proposed project would not substantially degrade water quality and water quality standards or waste discharge requirements would not be violated. Thus, the proposed project would have a less than significant impact on 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 under Topic 16. Geology and Soils, groundwater at the project site is in excess of 20 feet below ground surface and would not be encountered at the planned excavation depth of 10 feet; thus, dewatering for the proposed project is not anticipated. Most of the water used in San Francisco is surface water from the Hetch Hetchy watershed, an area located in Yosemite National Park. Spring snowmelt runs down the Tuolumne River and fills Hetch Hetchy, the largest reservoir in the Hetch Hetchy water system. This surface water in the Hetch Hetchy Reservoir is treated, but not filtered because it is of such high quality. Together the Alameda and Peninsula watersheds produce the rest of the total water supply for the City. The Alameda watershed, located in Alameda and Santa Clara Counties, contributes surface water supplies captured and stored in two reservoirs: Calaveras and San Antonio. The Sunol Filter Galleries, located near the Town of Sunol, are a groundwater source supplying less than one percent of San Francisco's water. The Peninsula watershed in San Mateo County contributes surface water supplies that are captured and stored in lower and upper Crystal Springs and San Andreas Reservoirs and in two smaller reservoirs, Pilarcitos and Stone Dam. The 6 reservoirs in the Alameda and Peninsula watersheds capture rain and local runoff. Some also store Hetch Hetchy water for use by San Francisco.

The is primarily served by surface water and groundwater represents less than one percent of the City's total water demand. Even is groundwater is encountered, would not substantially deplete groundwater supplies such that there would be net lowering of the groundwater table or aquifer. The project site was initially developed in 1898 and is made up mostly of impervious surfaces. The project site would not

include new hardscape or other features that would increase the amount of impervious surfaces on the site; therefore, the project would not interfere with groundwater recharge over existing conditions.

Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and impacts would be less than significant.

Impact HY-3: The proposed project would not result in alterations to the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site. (Less than Significant)

The project site is located in an urbanized, developed area of the City and no streams or rivers exist at or near the project site. Therefore, the proposed project would not alter the course of a stream or river. The project would include inserting five new stories into an existing building that was constructed in 1898. As such, the project would not include extensive site preparation or grading that would substantially alter the existing drainage pattern of the project site or area.

The proposed project would be subject to SFPUC requirements to incrementally reduce the amount of surface runoff on the project site through implementation of low impact design features or other measures identified in the Stormwater Management Ordinance, which also requires a decrease in the amount of stormwater runoff associated with the proposed project per the City's drainage control requirement.

Given that the proposed project would not increase the amount of impervious surface or stormwater runoff on the project site, the existing drainage patterns would generally remain the same. As such, the proposed project would not be expected to result in substantial erosion or flooding associated with changes in drainage patterns and this impact is less than significant.

Impact HY-4: The proposed project would not create 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)

During construction and operation of the proposed project, all stormwater runoff from the project site would be treated at the SEP. As noted above, treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. During construction and operation, the proposed project would be required to comply with all applicable stormwater runoff and water quality requirements, including the *2016 San Francisco Stormwater Management Requirements and Design Guidelines*, described above under Impact HY-1, and the Stormwater Management Ordinance.

Compliance with the Stormwater Management Requirements and Design Guidelines would ensure that stormwater generated by the proposed project would be managed on-site to reduce the existing runoff flow rate and volume by 25 percent for a two-year 24-hour design storm, such that the proposed project would not contribute additional volumes of polluted runoff to the City's stormwater infrastructure. Additionally, the Stormwater Management Ordinance would require that the design of the proposed project include

installation of appropriate BMPs and stormwater management systems that retain runoff on site, promote stormwater reuse, and limit stormwater discharges from the site.

Therefore, the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff and this impact would be less than significant.

Impact C-HY-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would not have a cumulative impact on hydrology and water quality. (Less than Significant)

As stated above, the proposed project would result in less than significant impacts related to water quality, groundwater levels, alteration of drainage patterns, capacity of drainage infrastructure, 100-year flood zones, failure of dams or levees, and/or seiche, tsunami, and/or mudflow hazards. The proposed project would adhere to the same water quality and drainage control requirements that apply to all land use development projects in San Francisco.

Like all new development projects in the City, the project and other cumulative development projects would be required to comply with applicable water quality regulations and policies such that no substantial adverse cumulative effects with respect to drainage patterns, water quality, stormwater runoff, or stormwater capacity of the combined sewer system would occur. Further, San Francisco's limited use of groundwater would preclude any significant adverse cumulative effects to groundwater levels, and the proposed project would not contribute to any cumulative effects with respect to groundwater recharge.

Cumulative hydrology and water quality impacts are not anticipated since all development projects would be required to follow the same drainage, dewatering and water quality regulations as the proposed project; therefore, the cumulative hydrology and water quality impacts of the proposed project 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. 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"/>

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 or excessive noise 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) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland 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 or in the vicinity of a private airstrip. Therefore, topics 15e and 15f are not applicable to the proposed project.

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

The primary use of hazardous materials for the proposed project would most likely be for residential building maintenance, particularly cleaning. These materials would be properly labeled, to inform the user of potential risks as well as proper handling procedures.

The majority of these hazardous materials would be consumed upon use and would produce very little waste. Any hazardous wastes that are produced at the project site would be managed in accordance with Article 22 of the *San Francisco Health Code*. In addition, transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. The project's construction and operational hazardous materials are not expected to cause any substantial health or safety hazard risks. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials would be less than significant.

Impact HZ-2: The project site is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 but the proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. (Less than Significant)

A Phase I Environmental Site Assessment (Phase I ESA) for the project site was prepared in December 2018 to assess the potential for site. The Phase I ESA concluded that there is no obvious evidence of recognized environmental conditions in connection with the property that warrants further investigation and/or documentation. A Historical Recognized Environmental Condition (HREC) and Controlled Recognized Environmental Condition (CREC) were identified in connection with the subject site. HRECs are defined by the ASTM Standard Practice E1527-13 as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

Based on the findings of the Phase I ESA, one HREC was identified in connection with the subject site: an approximately 1,500-gallon heating oil Underground Storage Tank (UST) was located beneath the sidewalk along Fillmore Street (Note: based on site maps provided, the tank appears to have been located to the west of the adjacent building to the south (546 Fillmore Street), which was previously utilized as an associated rectory for the subject site building). On May 20, 2010, the tank was removed from the site of the UST and the site was backfilled on June 2, 2010. No further action was recommended. The Regional Water Quality Control Board (RWQCB) gave the San Francisco Local Oversight Program authority for the “soils only” case closure. Since the source removal was completed and the UST removed, no further action was required.

Properties that require a grading or building permit within several geographic areas of San Francisco are regulated under the San Francisco Article 22A of the *San Francisco Health Code* and Article 106A.3.4.2 of the *San Francisco Building Code* (Maher Ordinance). These are areas in the city with Controlled Recognized Environmental Conditions (CRECs). The Maher Ordinance “covers areas: (1) With current or historical industrial use or zoning; (2) areas within 100 feet of current or historical underground tanks; and (3) filled former Bay, marsh or creek areas, and (4) areas within 150 feet of a current or former elevated highway.” The Maher Program application/reports are submitted to the San Francisco Department of Public Health (SFDPH). Maher Ordinance regulations take effect at the time of the building permit/grading application for projects located within the Maher Ordinance Zone. The proposed project is in the Maher Ordinance Zone and would require up to 10-feet of excavation below ground surface and encompass approximately a 4,000 square foot area, resulting in up to 1,500 cubic yards of soil removal. Therefore, the proposed project is subject to the Maher Ordinance. The DPH received the Maher application for the project on June 13, 2018. The SFDPH reviews the Maher application to determine if a site mitigation plan (SMP) is required by the SFDPH or other appropriate state or federal agencies to remediate any site contamination in accordance with an approved SMP prior to the issuance of any building permit. The proposed project would be required to remediate any potential soil contamination in accordance with the Maher Ordinance.

Required compliance with the Maher Ordinance would ensure that implementation of the proposed project would not create a significant hazard to the public or the environment and this impact would be less than significant.

Impact HZ-3: The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Less than Significant)

There is one school within a 1/4 mile of the project site: The AltSchool Alamo Square is at 735 Fell Street, approximately 225 feet northeast of the project site. As discussed under Impact HZ-1, the proposed project would include the use of common household items in quantities too small to create a significant hazard to the public or the environment. The proposed residential uses would not produce substantial amounts of hazardous emissions and would not involve the handling of hazardous or acutely hazardous materials, substances, or waste; therefore, this impact would be less than significant.

Impact HZ-4: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires? (Less than Significant)

As discussed under Impact TR-4 in Topic 5. Transportation and Circulation, the San Francisco Department of Emergency Management maintains various City-wide emergency plans to ensure that the City is ready to respond to a variety of threats and hazards, including the All-Hazards Strategic Plan, the Hazard Mitigation Plan, and the Emergency Response Plan. Final building plans would be reviewed by the San Francisco Fire Department and DBI to ensure conformance with the applicable life-safety provisions, including development of an emergency procedure manual and an exit drill plan. Therefore, the proposed project would not obstruct implementation of an adopted emergency response plan; therefore, the project's potential emergency response and fire hazard impacts would be less than significant.

Impact C-HZ-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects would not result in a cumulative impact related to hazards and hazardous materials. (Less than Significant)

Environmental impacts related to hazards and hazardous materials are generally site-specific. Nearby cumulative development projects would be subject to the same fire safety and hazardous material ordinances and regulations applicable to the proposed project. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
18. MINERAL 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is within designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology under the Surface Mining and Reclamation Act of 1975.⁶⁴ This designation indicates that there is insufficient information available to designate as any other MRZ, and therefore, it is assumed that no significant mineral deposits exist. Furthermore, according to the *San Francisco General Plan*, no significant mineral resources exist in all of San Francisco. Therefore, topics 17a and 17b are not applicable to the proposed project.

<u>Topics:</u>	<u>Potentially Significant Impact</u>	<u>Less Than Significant with Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Not Applicable</u>
19. ENERGY:— Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The *San Francisco Green Building Code* (Green Building Code) applies to all new construction in San Francisco, as well as most alterations and additions. The Green Building Code ensures that all buildings are healthy and sustainable places to live, work, and learn. The Green Building Code requirements do the following: reduce energy and water use; divert waste from landfills; encourage alternate modes of transportation; and support the health and comfort of building occupants in San Francisco. Adopted in 2008, the city's green building requirements apply to new residential and commercial buildings, and major renovations to existing buildings. The City's green building requirements were updated in 2010 to combine the mandatory elements of the *2010 California Green Building Standards Code* with stricter local requirements and updated again in 2013 and 2016 to incorporate changes to *California's Green Building Standards and Energy Efficiency Standards* (Title 24 Part 6). New construction in San Francisco must meet all applicable

⁶⁴ California Division of Mines and Geology. Open File Report 96-03 and Special Report 146 Parts I and II.

California codes, install solar electric, thermal, or green roof for all new buildings 10 floors in height or less, provide on-site facilities for recycling and composting, and meet city green building requirements tied to the LEED and GreenPoint Rated green building rating systems. As of January 1, 2018, new construction projects are required to have electrical infrastructure capable of supplying electricity for electric vehicle charging at 100% of new parking spaces.

Public Resources Code Section 25402.1(h)2 and Section 10-106 of the Building Energy Efficiency Standards establish a process which allows local adoption of energy standards that are more stringent than the statewide standards. This process allows local governments to adopt and enforce energy standards before the statewide standards effective date, require additional energy conservation measures, and/or set more stringent energy budgets. Local governments are required to apply to the California Energy Commission (CEC) for approval, documenting the supporting analysis for how the local government has determined that their proposed standards will save more energy than the current statewide standards and the basis of the local government's determination that the local standards are cost-effective. The City's Green Building Ordinance, the *2010 San Francisco Building Code* (updated in 2016), Amendments to the 2010 California Green Building Standards Code, Standard Findings for San Francisco Building Standards Code Amendments, and the Climate Zone 3 Energy Cost-Effectiveness Study was submitted to the CEC and approved in December 2010.⁶⁵

The City adopted the *2016 California Energy Code* (Energy Code), *California Code of Regulations* (Title 24 Part 6) which includes the following provisions that are applicable to the project: Subchapter 2 – All Occupancies – Manufacture, Construction and Installation of systems, equipment and building components and Subchapter 7 – Low Rise Residential Buildings – Mandatory Features and Devices. The Energy Code contains requirements for systems/equipment, appliances, space conditioning (heating and air), reduction of air leakages, solar ready buildings, electrical power distribution and feature/device requirements.

The following includes various features that the project would implement for compliance with Green Building Code and Energy Code requirements. Each new dwelling and group housing unit would be equipped with efficient water features such as low-flow showerheads, kitchen and bathroom sink aerators, and low-flow toilets. The project would provide for the storage, collection, and loading of recyclables, compost, and solid waste receptacles. All the project construction and demolition material and debris would be transported by a registered hauler to a registered facility to be processed. Projects that include at least 1,000 square feet of new or modified landscape are subject to the San Francisco Water Efficient Irrigation Ordinance. All proposed landscaping installed, constructed, operated, and/or maintained would be subject to the rules adopted by the SFPUC that establish a water budget for outdoor water consumption. Stormwater would be managed on site using low impact design measures in accordance with the *San Francisco Stormwater Management Ordinance*.

⁶⁵ California Energy Commission. *Local Ordinances Exceeding the 2008 Building Energy Efficiency Standards*. <https://www.energy.ca.gov/title24/2008standards/ordinances/>. Accessed July 24, 2019.

Impact E-1: The proposed project would not encourage activities, resulting in the use of large amounts of fuel, water, or energy, or use these resources in a wasteful manner. (Less than Significant)

The proposed project is located within the Western Addition neighborhood where there are existing buildings and utility infrastructure systems; therefore, the project would be served by existing utilities. As stated in the analysis in Topic 10. Utilities and Service Systems, adequate water supplies exist to serve the proposed project. In addition, the proposed project is in a developed urban area that is served by multiple transit systems. Use of these transit systems by residents, visitors, and employees would reduce the amount of fuel expended in private automobiles. The proposed project's energy demand would be typical for a residential development of this scope and nature and would comply with current state and local codes concerning energy consumption, including Title 24 of the *California Code of Regulations*, enforced by DBI. The proposed project would also be required to comply with the City's Green Building Ordinance. Therefore, the energy demand associated with the proposed project would not result in a significant impact.

Impact C-E-1: The proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in significant adverse cumulative energy impacts. (Less than Significant)

The geographic scope for potential cumulative impacts on energy resources impacts encompasses the SFPUC water and power supply system. The SFPUC supplies the City and County of San Francisco, as well as others in the region, with water and power. Similar to the proposed project, projects within the vicinity or the region would require the use of fuel, water, or energy. The proposed project and other cumulative development projects in the area would be required to comply with the City's Green Building Ordinance and Title 24 of the *California Code of Regulations*, enforced by DBI. Because these building codes encourage sustainable construction practices related to planning and design, energy efficiency, and water efficiency and conservation, energy consumption would be expected to be reduced compared to conditions without such regulations. Therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects would not result in a cumulatively considerable impact related to energy 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>
20. AGRICULTURE AND FORESTRY RESOURCES.— Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is within an urbanized area in the City of San Francisco that does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, forest land or land under a Williamson Act contract. The area is not zoned for any agricultural uses. Therefore, topics a, b, c, d, and e, are not applicable to the proposed 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>
21. WILDFIRE.— Would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<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
d) Expose people or structure to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The State Responsibility Area (SRA) is the area of the state where the State of California/CalFire is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership. CalFire publishes Fire Hazard Severity Zone Maps for all regions in California. The fire hazard measurement used as the basis for these maps includes the speed at which a wildfire moves, the amount of heat the fire produces, and most importantly, the burning fire brands that the fire sends ahead of the flaming front. The fire hazard zones are classified in three categories: moderate, high and very high. The maps show the probability of wildfire in a given area by taking several factors into account: vegetation, fire history and topography (since steeper slopes have higher fire risk). The project site is located within the city limits of San Francisco which has no SRA. Additionally, the city is not located in any of the three categories fire severity zones. See Topic 5(d) for a detailed discussion related on emergency access. The project site and surrounding neighbor is urbanized; therefore, there is a low threat and probability for wildland fire.

For these reasons, there is minimal chance of wildland fire on the project site or immediate area and this impact is less than significant.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
22. MANDATORY FINDINGS OF SIGNIFICANCE—					
a) Does the project 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) Does the project have impacts that are 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will 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"/>

The proposed project would not 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, or reduce the number or restrict the range of a rare or endangered plant or animal. As described in Section Topic E.3. Cultural Resources, the proposed project could result in a substantial impact on cultural resources and an adverse change on archeological resources; however, implementation of **Mitigation Measures M-CR-1** through **M-CR-4** and **Mitigation Measures M-CR-5** would reduce the impacts on cultural and archeological resources to a less than significant level. In the event that prehistoric archeological resources are damaged, the proposed project would have a significant impact on tribal cultural resources. Compliance with **M-TCR-1: Human Remains, Associated or Unassociated Funerary Objects** would reduce tribal cultural resources to less than significant. Although the project site and immediate vicinity are not considered an area of paleontological sensitivity, there is a chance of discovering unknown paleontological resources during excavation and site preparation activities of the project. Implementation of **Mitigation Measure M-GE-1: Worker Environmental Awareness Training** and **Mitigation Measure M-GE-2: Discovery of Unanticipated Paleontological Resources** would reduce potential paleontological impacts to less than significant. Compliance with **Improvement Measure I-TR-3: Non-Peak Construction Traffic Hours** would minimize the construction-related disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods. As discussed in Topic E.7. Noise, construction of the proposed project could generate temporary noise levels that could affect nearby residents and other sensitive receptors. Required compliance with the San Francisco Noise Ordinance would reduce these impacts to less than significant levels. Although no construction noise impacts are expected, **Improvement Measure I-NO-2**, has been identified to minimize construction-related noise as much as possible. As discussed in Topic E.8. Air Quality, the project site is located in an area that already experiences poor air quality. The proposed project's construction emissions would contribute to cumulative air quality impacts. Implementation of **Mitigation Measure M-AQ-1** would reduce the proposed project's contribution to cumulative air quality impacts to a less than significant level. The above mitigation measures would reduce the project's potential direct and indirect environmental impacts. For these reasons, the proposed project would not cause substantial adverse effects on human beings or the physical environment.

F. MITIGATION 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. In addition, improvement measures have also been agreed to by the project sponsor to further reduce potentially significant impacts.

Mitigation Measure M-CR-1: Documentation. Prior to issuance of site permits, the project sponsor shall undertake Historic American Building Survey (HABS)-level documentation of the property. The documentation shall be funded by the project sponsor and undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth in the

Secretary of the Interior's Professional Qualification Standards (Code of Federal Regulations title 36, part 61). Before beginning work on any aspect of the documentation, the professional overseeing the documentation shall meet with the preservation staff of the Planning Department for review and approval of a coordinated documentation plan. The documentation package created shall consist of the items listed below.

Measured Drawings: A set of drawings that depict the existing size, scale, and dimensions of the property. The Planning Department's preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (e.g., plan, section, elevation). The preservation staff will assist the consultant in determining the appropriate level of detail for the drawings.

HABS-Level Photography: Digital photographs of the interior and exterior of the property. Large-format negatives are not required. The scope of the digital photographs shall be reviewed and approved by the Planning Department's preservation staff for concurrence, and all digital photography shall be conducted according to current National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS photography.

Photograph views for the data set shall include contextual views; views of each side of the building and interior views, including any original interior features, where possible; oblique views of the building; and detail views of character-defining features, including landscape elements.

All views shall be referenced on a photographic key. This photographic key shall be on a map of the property and shall show the photograph number with an arrow to indicate the direction of the view. Historic photographs shall also be collected, reproduced, and included in the data set.

HABS Historical Report: A written historical narrative and report, per the HABS Historical Report Guidelines. The HABS Historical Report may be based on the documentation found in the National Register Nomination registration form.

Video Recordation: Video recordation shall be undertaken prior to the issuance of a demolition permit, construction permit building, or site permits. The project sponsor shall undertake a video documenting the affected historical resource and its setting. The documentation shall be conducted by a professional videographer, one with experience recording architectural resources. The documentation shall be conducted and narrated by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate) set forth in the Secretary of the Interior's Professional Qualification Standards (Code of Federal Regulations title 36, part 61). The documentation shall include as much information as possible—using visuals in combination with narration—about the materials, construction methods, current condition, historic use, and historic context of the historical resource.

Softcover Book: The project sponsor shall make the content from the historical report, historical photographs, HABS photography, measured drawings, and field notes available to the public through a

preexisting print-on-demand book service. This service will print and mail softcover books containing the aforementioned materials to members of the public who have paid a nominal fee for the printed book. The sponsor shall not be required to pay ongoing printing fees once the book has been made available through the service.

Documentation may be used in the interpretive display or signage described in Mitigation Measure M-CR-2. The final approved documentation shall be provided to the planning department and offered to repositories including but not limited to the History Room of the San Francisco Public Library; the Environmental Design Library at the University of California, Berkeley; the Northwest Information Center; San Francisco Architectural Heritage; and the California Historical Society. The Planning Department will make electronic versions of the documentation available to the public at no charge through our website. The professional(s) shall submit the completed documentation for review and approval by a member of the Planning Department's preservation staff before demolition permit, construction permit or site permits are issued.

Mitigation Measure M-CR-2: Interpretation. The project sponsor shall install and maintain a permanent on-site interpretative display commemorating the significance of the Sacred Heart Parish Complex, its architecture, and Father Eugene Boyle. Interpretive display(s) shall develop a connection between the general public and the subject building's and the complex's history. The interpretive program may include interactive sound or video installations and/or more traditional interpretive materials such as commemorative markers and plaques, displays of photographs, including the interior and exterior of the building, and news articles. The high-quality interpretive displays shall be installed within the project site boundaries, made of durable, all-weather materials, and positioned to allow for high public visibility and interactivity.

To assist in the collection of information that may inform and direct the historical interpretation, the project sponsor shall employ a range of measures that may include hosting a commemorative event or a website that allows participants to contribute recollections and personal photographs in person or remotely. The project sponsor shall make a good faith effort to publicize the website and conduct public outreach to identify a wide range of potential participants. Prior to undertaking this effort, the **scope and** methodology of this portion of the project shall be reviewed and approved by Planning Department's preservation staff

A general plan that will lay out the various components of the interpretive program shall be developed in consultation with an architectural historian who meets the Secretary of the Interior's Professional Qualification Standards. The substance, media, and other characteristics of the interpretive display shall be developed by a consultant experienced in urban architectural interpretive displays. Prior to finalizing the plan, the sponsor and consultant shall convene a community group consisting of local preservation organizations and other interested parties to provide additional information and/or materials for the interpretation and to provide initial feedback on the interpretative plan. A detailed final design showing the substance and appearance of the interpretive displays, as well as the maintenance plans, shall be approved by Planning Department staff prior to issuance of a site permit demolition permit or construction

permit. The interpretive display installation shall be included in construction plans and shall be completed before Certificate of Occupancy is issued by the Department of Building Inspection (DBI).

Mitigation Measure M-CR-3: Stained-Glass Conservation. The project sponsor shall engage a stained-glass conservator to plan and oversee the removal, protection, relocation, and restoration of the stained-glass windows in the nave and restoration of remaining stained-glass windows in the narthex, baptistery, campanile, and choir loft. A contract for the conservator oversight with specifications for the removal and relocation work shall be completed and approved by the Planning Department preservation staff prior to Planning Department approval of any demolition permit, construction permit or site permits.

Mitigation Measure M-CR-4: Salvage Architectural Materials from the Site for Public Information or Reuse. Prior to issuance of site permits for the subject building, the project sponsor shall either use salvaged architectural materials on the site as part of the interpretive program or make such architectural materials from the site available to museums, archives, curation facilities, the public, and nonprofit organizations to preserve, interpret, and display the history of the historical resource. The project sponsor shall provide representatives of these groups the opportunity to salvage materials for public information or reuse in other locations. No materials shall be salvaged or removed until HABS recordation and documentation are completed and an inventory of key exterior and interior features and materials is completed by Secretary of the Interior-qualified professionals.

Mitigation Measure M-CR-5: Accidental Discovery of Archeological Resources The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c), tribal cultural resources as defined in CEQA Statute Section 21074, and human remains. The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

A preconstruction training shall be provided to all construction personnel performing or managing soils disturbing activities by a qualified archaeologist prior to the start of soils disturbing activities on the project. The training may be provided in person or using a video and include a handout prepared by the qualified archaeologist. The video and materials will be reviewed and approved by the ERO. The purpose of the training is to enable personnel to identify archaeological resources that may be encountered and to instruct them on what to do if a potential discovery occurs. Images of expected archeological resource types and archeological testing and data recovery methods should be included in the training.

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

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

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

If human remains and associated or unassociated funerary objects are discovered during any soils disturbing activity, all applicable State and Federal Laws shall be followed, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98). The ERO shall also be immediately notified upon discovery of human remains. The archeological consultant, project sponsor, ERO, and MLD shall have up to but not beyond six days after the discovery to make all reasonable efforts to develop an agreement for the treatment of human remains and associated or unassociated funerary objects with appropriate dignity (CEQA Guidelines. Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects. Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept recommendations of an MLD. The archeological consultant shall retain possession of any Native American human remains and associated or unassociated burial objects until completion of any scientific analyses of the human remains or objects as specified in the treatment agreement if such as agreement has been made or, otherwise, as determined by the archeological consultant and the ERO. If no agreement is reached State regulations shall be followed including the reinternment of the human remains and associated

burial objects with appropriate dignity on the property in a location not subject to further subsurface disturbance (Pub. Res. Code Sec. 5097.98).

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

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

M-TCR-1: Human Remains, Associated or Unassociated Funerary Objects The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement ("Agreement") with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.

Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD

are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.

Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archaeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

Mitigation Measure M-AQ-1: Construction Air Quality

The project sponsor or the project sponsor's Contractor shall comply with the following:

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.
2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers.

1. The Planning Department's Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for on-site power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use

off-road equipment that is not retrofitted with an ARB Level 3 VDECS. If the ERO grants the waiver, the Contractor must use the next cleanest piece of off-road equipment, according to the table below.

Table 4: Off-Road Equipment Compliance Step-down Schedule

Compliance Alternative	Engine Emission Standard	Emissions Control
1	Tier 2	ARB Level 2 VDECS
2	Tier 2	ARB Level 1 VDECS
3	Tier 2	Alternative Fuel*

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of Section A.

Mitigation Measure M-GE-1: Worker Environmental Awareness Training

Prior to commencing construction, the project sponsor shall ensure that all workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site, during ground disturbing activities, to provide pre-construction worker environmental awareness training regarding potential paleontological resources.

In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground disturbing activities, they would be trained by the construction supervisor.

The project sponsor shall submit a letter confirming the timing of the worker training to the Planning Department. The letter shall confirm the project's location, the date of training, the location of the informational handout display and the number of participants. The letter shall be transmitted to the Planning Department within five (5) business days of conducting the training.

Mitigation Measure M-GE-2: Discovery of Unanticipated Paleontological Resources

In the event of the discovery of an unanticipated paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the Planning Department.

The qualified paleontologist shall determine if: 1) the discovery is scientifically significant; 2) the necessity for involving other agencies and stakeholders; 3) the significance of the resource; and 4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements. The Paleontological Evaluation Letter shall be submitted to the Planning Department for review within 30 days of the discovery.

If a paleontological resource is determined to be of scientific importance, and there are no feasible avoidance measures a Paleontological Mitigation Program (mitigation program) must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource. The mitigation program shall be approved by the Planning Department. Ground disturbing activities in the project area shall resume and be monitored as determined by the qualified paleontologist for the duration of such activities in collaboration with the Planning Department, once work is resumed.

Improvement Measure I-NO-2: Construction Noise

The project sponsor shall develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted to the DBI to ensure that maximum feasible noise attenuation will be achieved. These attenuation measures shall include as many of the following control strategies as feasible:

- Erect temporary plywood noise barriers around the construction site.
- Utilize noise control blankets on the building as the building is erected to reduce noise emission from the site.
- Monitor the effectiveness of noise attenuation measures by taking noise measurements.
- Post signs on-site with information regarding permitted construction days and hours, complaint procedures, and the name(s) and telephone number(s) of the individual(s) to be contacted in the event of a problem.

Improvement Measure I-TR-3: Non-Peak Construction Traffic Hours

To minimize the construction-related disruption of the general traffic flow on adjacent streets during the a.m. and p.m. peak periods, truck movements and deliveries requiring lane closures could be limited to occur between 9:00 a.m. to 3:30 p.m., outside of peak morning and evening hours.

G. PUBLIC NOTICE AND COMMENT

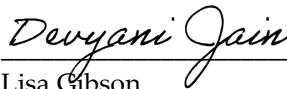
On February 21, 2019 the Planning Department mailed a Notification of Project Receiving Environmental Review to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood

groups. Four comments were received requesting more information on the project, inquiring on what level of environmental review is being conducted, neighborhood design, and traffic. Concerns regarding physical environmental effects have been addressed in the relevant topics in the Evaluation of Environmental Effects, above.

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.

 for

Lisa Gibson
Environmental Review Officer
for
Rich Hillis
Director of Planning

DATE May 27, 2020

I. INITIAL STUDY PREPARERS

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