



## PUBLIC NOTICE

# AVAILABILITY OF A NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND INITIAL STUDY

### PROJECT INFORMATION

*Date of Issuance:* June 22, 2022  
**Project Title:** Whole Foods at 2675 Geary Boulevard Project  
*Project Address:* 2675 Geary Boulevard  
**Case No.:** 2019-004110ENV-02  
*Block/Lot No.:* Block 1094/Lot 001  
*Zoning District(s):* NC-3 (Moderate-Scale Neighborhood Commercial) Use District  
40-X and 80-X Height and Bulk Districts  
*Neighborhood:* Western Addition  
*Project Sponsor:* Jay Paul Warren, Whole Foods Market Global Office, 512.542.3768  
*EIR Coordinator:* Rachel Schuett, 628.652.7546, [CPC.WholeFoods2675Geary@sfgov.org](mailto:CPC.WholeFoods2675Geary@sfgov.org)

The San Francisco Planning Department has issued a notice of preparation (NOP) of an environmental impact report (EIR) and initial study in connection with this project. Next, the department will begin the preparation of an EIR as required by the California Environmental Quality Act. The department welcomes your comments regarding the scope of the EIR as well as comments on the initial study. Refer to the Project Description and Purpose of Notice sections below for more information.

## Project Description

The project sponsor (Whole Foods Market) proposes to renovate an existing 49,825-square-foot vacant retail space for a new Whole Foods Market grocery store, of which 25,030 square feet would comprise the sales floor. The remaining 24,795 square feet would be dedicated to other uses: seating areas, checkout, self-checkout, and back-of-house uses such as offices, restrooms, freezers, kitchens, and storage areas for online orders.<sup>1</sup>

The existing on-site parking lot C (on level 3) would be available for parking for Whole Foods Market customers. Freight and commercial loading activities would occur from an existing on-site 3,528-square-foot receiving area and adjacent loading dock, accessed from O'Farrell Street just east of Anza Vista Avenue, via parking lot E (on level 2). No changes to vehicle parking, bicycle parking, loading, driveway access, or on-site circulation are proposed. In addition, no changes are proposed to the public right-of-way. The proposed project also includes replacement of existing heating, ventilation, and air conditioning (HVAC) equipment and the addition of refrigeration equipment in the mechanical penthouse, an expansion of the rooftop penthouse to accommodate the new equipment, replacement of two dock levelers, and new exterior signage. Construction of the proposed project would not require excavation and is anticipated to occur over a 10-month period,

<sup>1</sup> These areas store products ordered online and collected in store by Whole Foods Market employees for pickup or delivery. Customers can order groceries and other in-store products online through Whole Foods Market or Amazon Prime.

beginning in October 2024. Construction staging is anticipated to occur within the existing vacant retail space and/or within parking lot C.

## Purpose of Notice

The Planning Department has determined that an EIR must be prepared for the proposed project prior to any final decision regarding whether to approve the project. The purpose of the EIR is to provide information about potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed project. Preparation of an NOP or EIR does not indicate a decision by the City to approve or to disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR. **You are not required to take any action.** If you wish to provide comments on the scope of the EIR, you may do so in either or both of the following ways:

### WRITTEN COMMENTS

*Planner:* Rachel Schuett, Environmental Review Coordinator  
*Via Mail:* **49 South Van Ness Ave, Suite 1400  
San Francisco, CA 94103**  
*Via Email:* [CPC.WholeFoods2675Geary@sfgov.org](mailto:CPC.WholeFoods2675Geary@sfgov.org)  
**From June 22, 2022, to 5 p.m. on July 22, 2022**

If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. We will also need the name of the contact person for your agency. If you have questions concerning environmental review of the proposed project, please contact the planner listed above. Environmental review provides information on *physical environmental effects* and does not make recommendations on the project itself. Please avoid providing comments regarding your like or dislike of the project or if you think officials should approve or disapprove the project. The environmental review planner will not include any comments about these topics in the environmental review document. Instead, the environmental planner will forward these comments to the planner assigned to review the project for planning code and general plan compliance, Christopher May, [Christopher.May@sfgov.org](mailto:Christopher.May@sfgov.org), 628.652.7359.

This notice is available for public review on the San Francisco Planning Department's website at [sfplanning.org/sfceqadocs](http://sfplanning.org/sfceqadocs) and at the San Francisco Permit Center, 49 South Van Ness Avenue, 2nd Floor, San Francisco, CA 94103. Referenced materials are available through the following Planning Department web pages: [sfplanning.org/sfceqadocs](http://sfplanning.org/sfceqadocs) and [sfplanning.org/resource/permits-my-neighborhood](http://sfplanning.org/resource/permits-my-neighborhood).

## General Information about Procedures

Members of the public are not required to provide personal identifying information when they communicate with the Commission or the Department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

## Notice of Availability of a Draft EIR and Notice of Public Hearing

This notice is being issued during the suspension of certain CEQA posting requirements pursuant to San Francisco Administrative Code Chapter 31 requirements. This notice complies with local requirements under the March 23, 2020, Fifth Supplement to the Mayoral Proclamation Declaring the Existence of a Local Emergency dated February 25, 2020.

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# CEQA

pronounced "SEE-Kwuh"

The San Francisco Planning Department (SF Planning) reviews projects for potential environmental impacts. This is CEQA, which stands for the **California Environmental Quality Act**, a state law created in 1970.

## THE BASIC GOALS OF CEQA ARE TO:

### INFORM

decision makers and the public about the potential significant environmental impacts

### PREVENT

significant, avoidable damage to the environment by requiring changes to a project

### IDENTIFY

the ways that the environmental damage can be avoided or reduced

### DISCLOSE

to the public the reasons why decisions are made if significant impacts occur

## WHO IS INVOLVED?

- SF Planning is responsible for conducting environmental review in San Francisco.
- Various stakeholders including the public
- City decision makers
- Government or private project sponsors (person/group proposing the change)

## WHEN IS CEQA DONE?

Environmental review is not an approval of a project, but it must be complete before city decision makers determine whether or not to approve a project that could impact the environment.

Example projects include:

- Public or private projects
- Board of Supervisors legislation
- Allocation of public funding to projects



In San Francisco, SF Planning informs the public of many types of environmental impacts, including impacts on air quality, noise, wind, shadow, transportation, and other topics



**San Francisco**  
**Planning**

To learn more, please visit:

**[sfplanning.org/whatisCEQA](https://sfplanning.org/whatisCEQA)**



Date: **6/22/2022**

The San Francisco Planning Department is studying a project's potential environmental effects and welcomes your comments. The enclosed notice concerns a project located at **2675 Geary Boulevard (2019-004110ENV-02)**. The other side of this page describes the environmental review process under state law. You may provide comments by **7/22/2022** or request future project updates from the staff contact indicated in the attached notice.

To obtain information about this notice in Spanish, Chinese, or Filipino, please call **628.652.7550**. Please be advised that the Planning Department will require at least one business day to respond to any call.

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三藩市規劃局 (San Francisco Planning Department) 正在研究一項專案的潛在環境影響，歡迎大家踴躍提出意見。本函所附的通知書涉及位於 **2675 Geary Boulevard (2019-004110ENV-02)** 的專案。本頁背面對加州法律規定的環境影響審核流程做了詳細說明。請於 **7/22/2022** 日之前針對本案提出評論，或者向本函所附通知書中指定的聯絡人提出要求，繼續瞭解專案的最新發展。請致電 **628.652.7550** 以索取通知書中文版本資訊。請注意，規劃局需要至少一個工作天才能回電。

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El Departamento de Planificación está estudiando los posibles efectos medioambientales de un proyecto y desea saber su opinión. El aviso incluido concierne a un proyecto ubicado en **2675 Geary Boulevard (2019-004110ENV-02)**. Al reverso de esta página se describe el proceso de análisis medioambiental según la ley estatal. Usted puede entregar sus opiniones y comentarios a más tardar el **7/22/2022** o solicitar futuras actualizaciones sobre el proyecto al contacto indicado en el aviso adjunto.

Para obtener información sobre este aviso en español, llame al **628.652.7550**. Le informamos que el Departamento de Planificación necesitará por lo menos un día hábil para responder cualquier llamada.

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Pinag-aaralan ng Kagawaran ng Pagpapalano ng San Francisco ang mga potensyal na epekto sa kapaligiran ng isang proyekto at tinatanggap ang iyong mga komento. Ang nakapaloob na paunawa ay patungkol sa isang proyekto na matatagpuan sa **2675 Geary Boulevard (2019-004110ENV-02)**. Inilalarawan ng kabilang panig ng pahinang ito ang proseso ng pagsusuri sa kapaligiran sa ilalim ng batas ng estado. Maaari kang magbigay ng mga komento sa **7/22/2022** o humiling ng mga bagong kaalaman sa proyekto sa hinaharap mula sa pagkontak sa kawani na nakalagay sa kalakip na abiso.

Upang makakuha ng impormasyon tungkol sa paunawang ito sa Filipino, mangyaring tumawag sa **628.652.7550**. Mangyaring maabisuhan na ang Kagawaran ng Pagpapalano ay mangangailangan ng kahit isang araw ng may trabaho o pasok upang tumugon sa anumang tawag.



## PUBLIC NOTICE

# NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT

*Date:* June 22, 2022  
*Case No.:* **2019-004110ENV-02**  
*Project Title:* **Whole Foods at 2675 Geary Boulevard Project**  
*Zoning:* NC-3 (Moderate-Scale Neighborhood Commercial) Use District  
40-X and 80-X Height and Bulk Districts  
*Block/Lot:* Assessor's Block 1094/Lot 001  
*Site Area:* 49,285 square feet  
*Project Sponsor:* Jay Paul Warren, Whole Foods Market Global Office, 512.542.3768  
[jay.warren@wholefoods.com](mailto:jay.warren@wholefoods.com)  
*Lead Agency:* San Francisco Planning Department  
*Staff Contact:* Rachel Schuett, 628.652.7546  
[rachel.schuett@sfgov.org](mailto:rachel.schuett@sfgov.org)

## Introduction

The San Francisco Planning Department (planning department) has prepared this notice of preparation (NOP) of an environmental impact report (EIR) and the attached initial study (see **Attachment 1**) in connection with the project listed above. The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the project's significant adverse effects, and to describe and analyze possible alternatives to the proposed project. The planning department is issuing this NOP and initial study to inform the public and responsible and interested agencies about the proposed project and the intent to prepare an EIR and to solicit comments on the scope of the EIR. Pursuant to California Environmental Quality Act (CEQA) Guidelines sections 15063, the attached initial study has been prepared to scope the content of the EIR. For the reasons described below, the planning department anticipates that the EIR will focus on potential air quality impacts of the project on sensitive receptors in the vicinity of the project site.

## Project Description

The project site is a 49,285-square-foot vacant retail space located on level 3 of the existing 250,843-square-foot City Center shopping center. The project site also includes parking lot C on level 3, which contains 117 parking spaces. City Center is located at the southeast corner of Masonic Avenue and Geary Boulevard in the

Western Addition Neighborhood of San Francisco and occupies the block bounded by Geary Boulevard to the north, Masonic Avenue to the west, O'Farrell Street to the south, and Lyon Street to the east. The project site is located within the NC-3 (Moderate-Scale Neighborhood Commercial) zoning district and the 40-X and 80-X height and bulk districts.

The project sponsor (Whole Foods Market) proposes to renovate an existing 49,825-square-foot vacant retail space for a new Whole Foods Market grocery store, of which 25,030 square feet would comprise the sales floor. The remaining 24,795 square feet would be dedicated to other uses: seating areas, checkout, self-checkout, and back-of-house uses such as offices, restrooms, freezers, kitchens, and storage areas for online orders.<sup>1</sup> The grocery store would sell grocery items, prepared foods, medicine, household products, beverages, and other retail items. The store would have a lounge and seating area with a capacity of 50 people.

The existing on-site parking lot C (on level 3) would be available for parking for Whole Foods Market customers. Freight and commercial loading activities would occur from an existing on-site 3,528-square-foot receiving area and adjacent loading dock, accessed from O'Farrell Street just east of Anzavista Avenue, via parking lot E (on level 2). No changes to vehicle parking, bicycle parking, loading, driveway access, or on-site circulation are proposed. In addition, no changes are proposed to the public right-of-way. The proposed project consists of interior renovations within the existing vacant retail space, replacement of existing heating, ventilation, and air conditioning (HVAC) equipment and the addition of refrigeration equipment in the mechanical penthouse, an expansion of the rooftop penthouse to accommodate the new equipment, replacement of two dock levelers, and new exterior signage. Construction of the proposed project would not require excavation and is anticipated to occur over a 10-month period, beginning in October 2024. Construction staging is anticipated to occur within the existing vacant retail space and/or within parking lot C. The attached initial study (**Attachment 1**) contains a comprehensive project description, including figures, and a preliminary list of required project approvals.

## Project Background

On July 23, 2019, the project sponsor filed a project application for the proposed project with the planning department, seeking a conditional use authorization for a formula retail use.<sup>2</sup>

On June 25, 2020, the Planning Commission issued a Conditional Use Authorization pursuant to planning code sections 303, 303.1, and 712 to permit a Formula Retail use (doing business as "Whole Foods Market") within a NC-3 zoning district, thereby approving the project.

On September 11, 2020, after rescinding a class 32 categorical exemption that was issued on May 14, 2020, the planning department determined that the proposed project was eligible for a common sense exemption under CEQA Guidelines section 15061(b)(3).<sup>3</sup> The planning department made this decision based on its

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<sup>1</sup> These areas store products ordered online and collected in store by Whole Foods Market employees for pickup or delivery. Customers can order groceries and other in-store products online through Whole Foods Market or Amazon Prime.

<sup>2</sup> Whole Foods Market California, Inc., Project Application (PRJ), Project Address: 2675 Geary Boulevard, July 23, 2019, <https://citypln-m-extn1.sfgov.org/External/link.ashx?Action=Download&ObjectVersion=-1&vault={A4A7DACD-B0DC-4322-BD29-F6F07103C6E0}&objectGUID={B14E02AE-432F-4391-9E0C-D5E5AA5DC935}&fileGUID={AB0312E7-A70E-46A7-8945-07E9ED70B2C5}>, accessed October 15, 2021. This document (and all documents cited in this report unless otherwise noted) are available for review on the following website: <https://sfplanning.org/resource/permits-my-neighborhood>. Individual files related to environmental review can be accessed by entering the project address (2675 Geary Boulevard) into the search box, clicking on the blue dot on the project site, and then clicking on the "Documents" button under the ENV application number on the right side of the screen. Project application materials can be viewed by clicking on the "Documents" button under the PRJ case number. The "Filters" function can be used to search by case number.

<sup>3</sup> San Francisco Planning Department, *CEQA Common Sense Exemption Determination, 2675 Geary Boulevard, Case No. 2019-004110ENV*, September 11, 2020.



analysis, concluding that there is no possibility that the proposed project could have a significant adverse effect on the environment.<sup>4</sup>

On September 18, 2020, M.R. Wolfe & Associates, P.C. on behalf of others (appellant) filed an appeal of the common sense exemption to the San Francisco Board of Supervisors (board).<sup>5</sup>

On September 29, 2020, the planning department determined that the appeal was timely filed.<sup>6</sup>

On November 17, 2020, the board held a duly noticed public hearing to consider the appeal of the common sense exemption. Following the public hearing, the board adopted Motion No. M20-175 conditionally reversing the exemption determination subject to written findings.<sup>7</sup>

On March 16, 2021, the board adopted Motion No. M21-047 (see **Attachment 2**) reversing the determination by the planning department that the proposed project is exempt from CEQA under the common sense exemption. The board directed the planning department to undertake additional analysis related to air quality, specifically stating the following:

*... MOVED, That the Board of Supervisors reverses the determination by the Planning Department that the Project is exempt from CEQA under the Common Sense Exemption; and, be it FURTHER MOVED, That the Board directs the Planning Department to further analyze the potential air quality impacts of the Project to sensitive receptors in the vicinity of the Project site. ...*

Regarding all other environmental issues, the board found the common sense exemption to be in conformance with the requirements of CEQA; specifically stating the following:

*... and, be it FURTHER MOVED, That as to all other issues, the Board finds the Common Sense Exemption conforms to the requirements of CEQA and is adequate, accurate, and objective, the record does not include substantial evidence to support a fair argument that the project may have a significant effect on the environment, and no further analysis is required.*

On March 24, 2021, the project sponsor submitted revised project plans which include:

- Partial removal of the roof to allow for replacement of the HVAC equipment and the addition of refrigeration equipment (including a 21-foot-tall cooling tower), and expansion of the rooftop mechanical penthouse.
- Reduction of the floorplate for the project site from 54,285 square feet to 49,825 square feet.
- Re-characterization of the areas previously characterized as independent restaurant and café uses as a seating area for the consumption of prepared foods and beverages sold within the proposed Whole Foods Market.

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<sup>4</sup> The planning department issued a class 32 categorical exemption on May 14, 2020, and the proposed project was approved by the planning commission on June 25, 2020. Subsequent to the project approvals, the planning department rescinded the Class 32 categorical exemption and issued a common sense exemption on September 11, 2020.

<sup>5</sup> M.R. Wolfe & Associates, P.C., *Appeal to the Board of Supervisors of CEQA "Common Sense" Exemption Determination 2019-004110ENV – 2675 Geary Boulevard [Whole Foods Market], Conditional Use Authorization*, September 17, 2020.

<sup>6</sup> San Francisco Planning Department, *Appeal Timeliness Determination – 2675 Geary Boulevard Common Sense Exemption; Planning Department Case No. 2019-004110ENV*, September 11, 2020.

<sup>7</sup> San Francisco Board of Supervisors, *File No. 201129, Motion No. M20-175, Conditionally Reversing the Exemption Determination - 2675 Geary Boulevard*, November 17, 2020. <https://sfbos.org/sites/default/files/m20-0175.pdf>.

The attached initial study (Attachment 1) contains a detailed project description that includes these revisions to the proposed project.

## Summary of Potential Environmental Issues

As described above under “Project Background,” the board of supervisors adopted Motion No. M21-047 (Attachment 2) reversing the determination by the planning department that the proposed project is exempt from CEQA under the common sense exemption and directing the planning department to further analyze the potential air quality impacts of the proposed project on sensitive receptors in the vicinity of the project site.<sup>8</sup>

As discussed above, the current proposal modifies the scope of work analyzed in the September 11, 2020, common sense exemption. Therefore, in accordance with CEQA Guidelines section 15063, the planning department has prepared an initial study to evaluate the physical environmental effects of the project as currently proposed. The initial study analyzed project-specific and cumulative impacts for all topics required under CEQA; it also identified which environmental topic areas may be significantly impacted by the proposed project.

Consistent with the board’s adopted Motion No. M21-047, the initial study determined that the proposed project would not result in a significant impact, either individually or cumulatively for the following topics: land use and land use planning; population and housing; cultural resources; tribal cultural resources; transportation; greenhouse gas emissions; wind; shadow; recreation; utilities and service systems; public services; biological resources; hydrology and water quality; hazards and hazardous materials; mineral resources; energy resources; agriculture and forestry resources; and wildfire hazards. The initial study determined that the mechanical equipment associated with the current proposal would result in a significant noise impact that could be reduced to less-than-significant with incorporation of Mitigation Measure M-NO-3 that has been agreed to by the project sponsor.

The initial study determined that the proposed project could result in potentially significant air quality impacts to sensitive receptors in the vicinity of the project site. This topic will be discussed in an EIR. The EIR will also address other topics required by CEQA, including growth-inducing impacts; significant unavoidable impacts and mitigation measures; significant irreversible impacts; any areas of known controversy associated with environmental effects of the proposed project or alternatives; and issues to be resolved by the decision makers.

## Finding

**This project may have a significant effect on the environment in the area of air quality and an EIR will be prepared.** This finding is based upon the criteria of the CEQA Guidelines, sections 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and for the reasons documented in the initial study (Attachment 1) for the project, and the board’s direction to the planning department in board Motion No. M21-047 (Attachment 2). The purpose of the EIR is to provide information about the potential significant physical environmental effects of the proposed project, to identify possible ways to minimize the significant effects, and to describe and analyze possible alternatives to the proposed

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<sup>8</sup> San Francisco Board of Supervisors, *File No. 210266, Motion No. M21-047, Findings to Reverse the Common Sense Exemption - 2675 Geary Boulevard*, March 16, 2021.

project. Alternatives to be considered include the no project alternative, which considers reasonably foreseeable conditions at the project site if the proposed project is not implemented. Other alternatives will be evaluated as necessary. The EIR will be prepared in compliance with CEQA (California Public Resources Code section 21000 et seq.), the CEQA Guidelines, and San Francisco Administrative Code chapter 31, and will address project-specific and cumulative construction and operational air quality impacts. The EIR is an informational document for use by governmental agencies and the public to aid in the planning and decision-making process.

Preparation of an NOP, initial study, or EIR does not indicate a decision by the City to approve or disapprove the project. However, prior to making any such decision, the decision makers must review and consider the information contained in the EIR.

## Public Scoping Comments

The department welcomes your comments concerning the potential environmental effects of this project.

Written comments will be accepted until **5 p.m. on July 22, 2022**. Written comments should be sent to Rachel Schuett, San Francisco Planning Department, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103, or emailed to [CPC.WholeFoods2675Geary@sfgov.org](mailto:CPC.WholeFoods2675Geary@sfgov.org) and should reference the project title and case number on the front of this notice.

**State Agencies:** If you work for an agency that is a Responsible or a Trustee Agency, we need to know the views of your agency regarding the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project. Please include the name of a contact person in your agency. If you have questions concerning environmental review of the proposed project, please contact **Rachel Schuett** at **628.652.7546** or [CPC.WholeFoods2675Geary@sfgov.org](mailto:CPC.WholeFoods2675Geary@sfgov.org).

Members of the public are not required to provide personal identifying information when they communicate with the planning commission or the planning department. All written or oral communications, including submitted personal contact information, may be made available to the public for inspection and copying upon request and may appear on the department's website or in other public documents.

Recipients of this notice are encouraged to pass on this information to others who may have an interest in the project.

June 22, 2022

Date



Lisa Gibson

Environmental Review Officer

## **Attachments**

- Attachment 1: Whole Foods at 2675 Geary Boulevard Project Initial Study, Case No. 2019-004110ENV-02
- Attachment 2: Board of Supervisors File No. 210266, Motion M21-047, Findings to Reverse the Common Sense Exemption – 2675 Geary Boulevard



# **ATTACHMENT 1**

## Initial Study

# INITIAL STUDY

## WHOLE FOODS AT 2675 GEARY BOULEVARD PROJECT

### PLANNING DEPARTMENT CASE NO. 2019-004110ENV-02

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## A. Project Description

### A.1 Project Location

The project site is a 49,285-square-foot vacant retail space located on level 3 of the existing approximately 250,840-square-foot City Center shopping center. The project site includes parking lot C on level 3, which contains 117 parking spaces.

City Center is located at the southeast corner of Masonic Avenue and Geary Boulevard in the Western Addition neighborhood of San Francisco (see **Figure 1** and **Figure 2**, p. 3) and occupies the block bounded by Geary Boulevard to the north, Masonic Avenue to the west, O'Farrell Street to the south, and Lyon Street to the east. The southern portion of the City Center parcel (along O'Farrell Street) slopes upward from west to east between Masonic Avenue and Anzavista Avenue, and downward from west to east between Anzavista Avenue and Lyon Street. Both elevation changes are approximately 40 feet. The northern portion of the City Center parcel (along Geary Boulevard) is level between Masonic and Presidio avenues, then slopes downward from west to east between Presidio Avenue and Lyon Street, with an elevation change of approximately 30 feet. As a result, the approximately 250,840 square feet of retail space in City Center is located on five levels. Level 1 contains Target, Ulta, PetSmart, and parking lots A and F. Level 2 contains Target, smaller retail spaces, restaurants, PetSmart, and parking lots B and E. Level 3 contains the project site, including parking lot C, and levels 4 and 5 contain the Bright Horizons daycare facility and parking lot D. The six separate parking lots (parking lots A through F) are located throughout the City Center shopping center, each with independent access from O'Farrell Street, Geary Boulevard, or Masonic Avenue. The project site is located within the NC-3 (Moderate-Scale Neighborhood Commercial) zoning district and is within the 40-X and 80-X height and bulk districts.

### A.2 Project Characteristics

#### GROCERY STORE

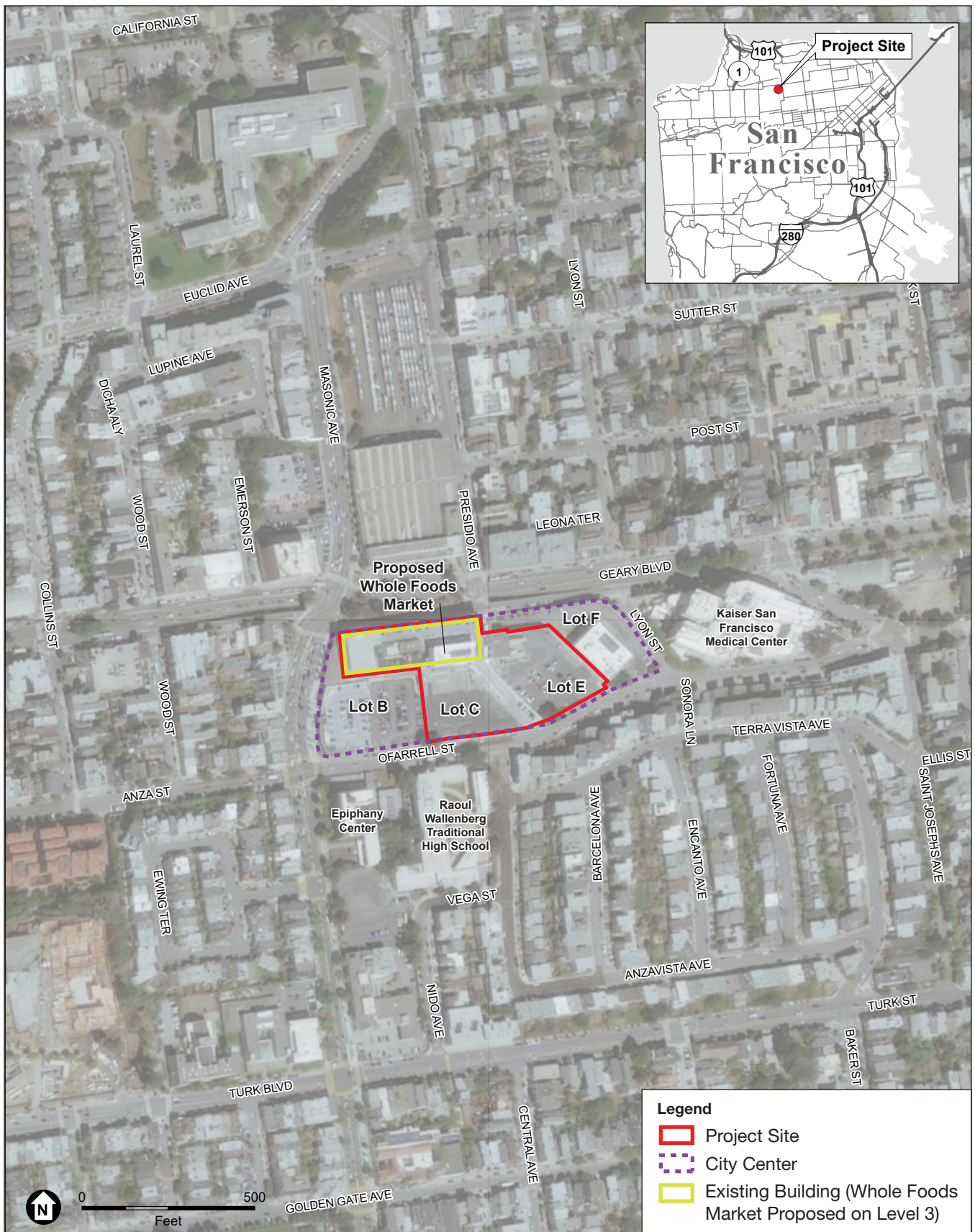
The project sponsor proposes to renovate an existing vacant retail space on level 3 of the City Center shopping center for a new Whole Foods Market grocery store. The proposed project would include a 49,825-square-foot grocery store with a 25,030-square-foot sales floor (see **Figure 3**, p. 4, and **Figure 4**, p. 5). The remaining 24,795 square feet would be dedicated to other uses: seating areas, checkout, self-checkout, and back-of-house uses such as offices, restrooms, freezers, kitchens, and storage areas for online orders.<sup>1</sup> The grocery store would sell grocery items, prepared foods, medicine, household products, beverages, and other retail items. The store would have a lounge and seating area with a capacity of 50 people.

The proposed project is expected to employ approximately 200 people, with 35 to 40 employees per shift.

**Table 1**, p. 6, summarizes the characteristics of the proposed project.

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<sup>1</sup> These areas store products ordered online and collected in store by Whole Foods Market employees for pickup or delivery. Customers can order groceries and other in-store products online through Whole Foods Market or Amazon Prime.



SOURCE: Google, 2021; ESA, 2021

Whole Foods at 2675 Geary Boulevard Project





\*North arrow and scale bar are approximate



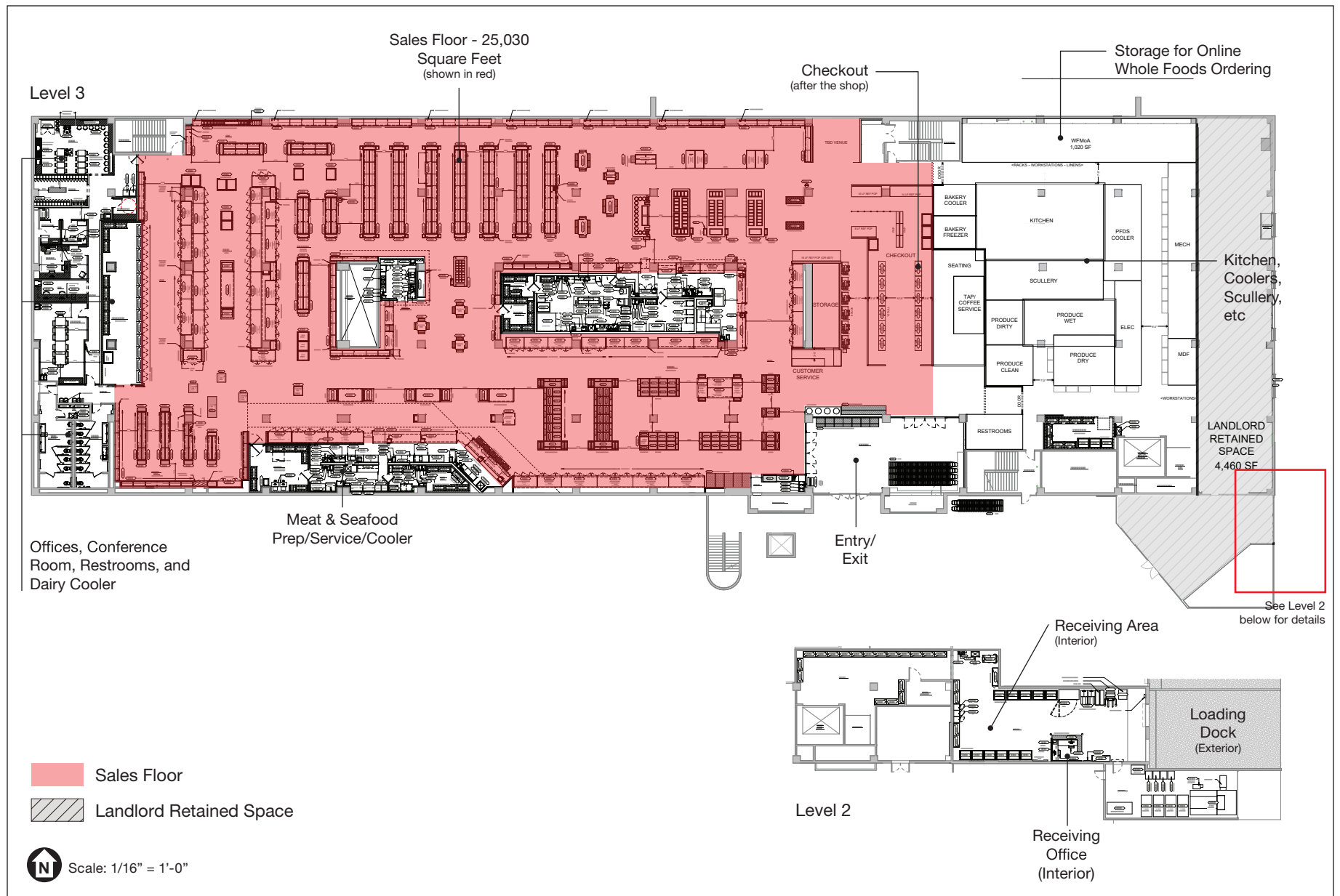
Project Site

Existing Building (Whole Foods Market Proposed on Level 3)

SOURCE: Eagleview 2020

Whole Foods at 2675 Geary Boulevard Project

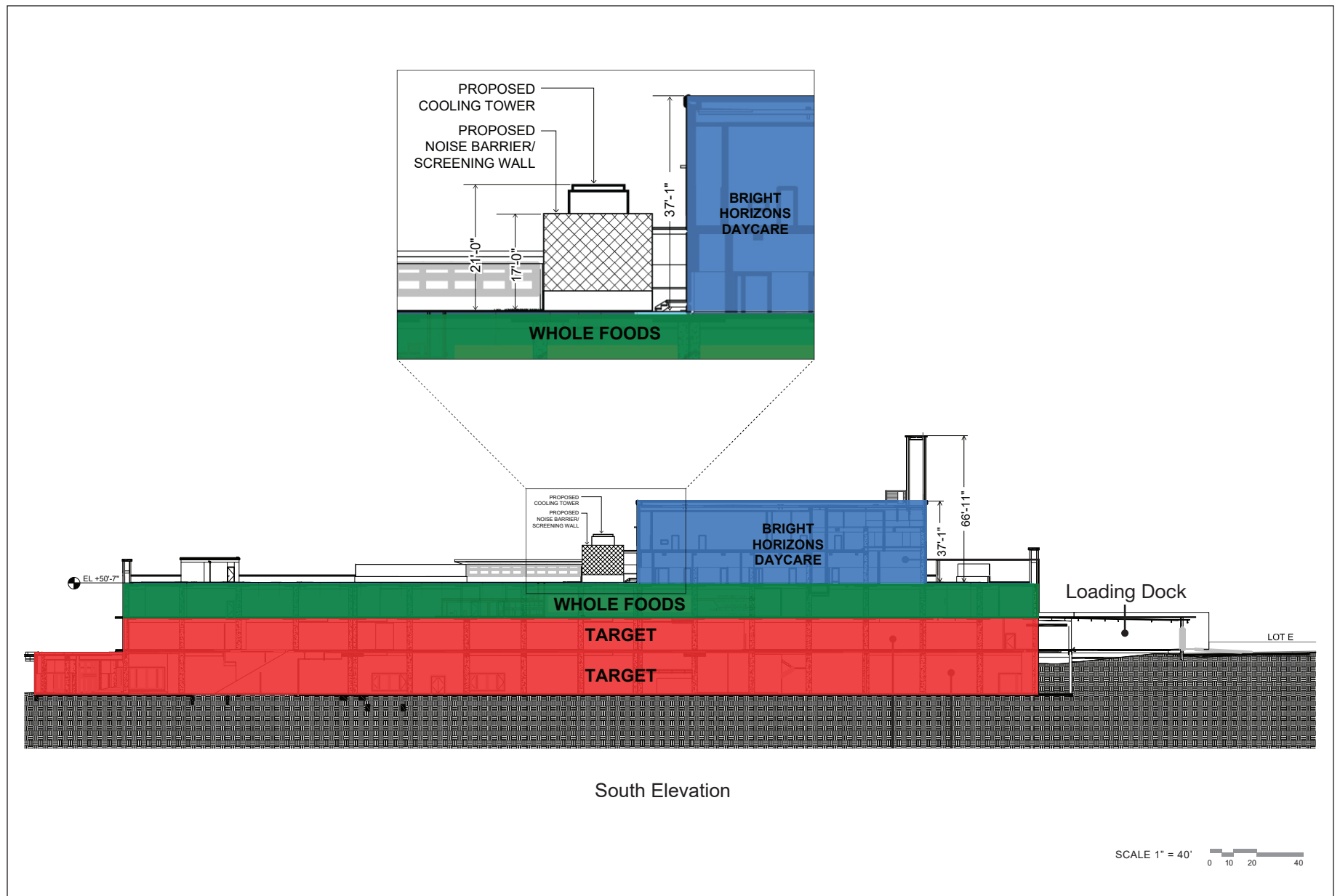
**FIGURE 2**  
**EXISTING AND PROPOSED SITE**



SOURCE: BRR Architecture, Inc., 2020

Whole Foods at 2675 Geary Boulevard Project

**FIGURE 3**  
**PROPOSED SITE PLAN**



SOURCE: Studioneleven, 2019

2675 Geary Boulevard Project

**FIGURE 4**  
**SOUTH ELEVATION**



**Table 1** 2675 Geary Boulevard Project Characteristics

Project Characteristics	Existing	Proposed
Interior area (square feet)	49,825	49,825
Land use	Vacant Retail	Grocery Store
Rooftop mechanical penthouse (square feet)	930	1,630
Hours of loading	—	5 a.m.–3 p.m.
<b>PROPOSED PARKING</b>	<b>NUMBER</b>	
Vehicle parking spaces	117 (Lot C)	117 (Lot C)
Bicycle parking spaces	8 (Lot E)	8 (Lot E)
Americans with Disabilities Act (ADA) parking spaces	1 van ADA; 4 standard ADA	1 van ADA; 4 standard ADA

SOURCE: Whole Foods Market (2021)

The proposed project would also install new Whole Foods Market signage on the exterior of the City Center building along Geary Boulevard, along Masonic Avenue, at the intersection of Lyon Street and Geary Boulevard, and at the intersection of O’Farrell Street and Masonic Avenue. In addition, a pylon with Whole Foods Market signage would be placed in parking lot E near the intersection of O’Farrell Street and Anzavista Avenue.

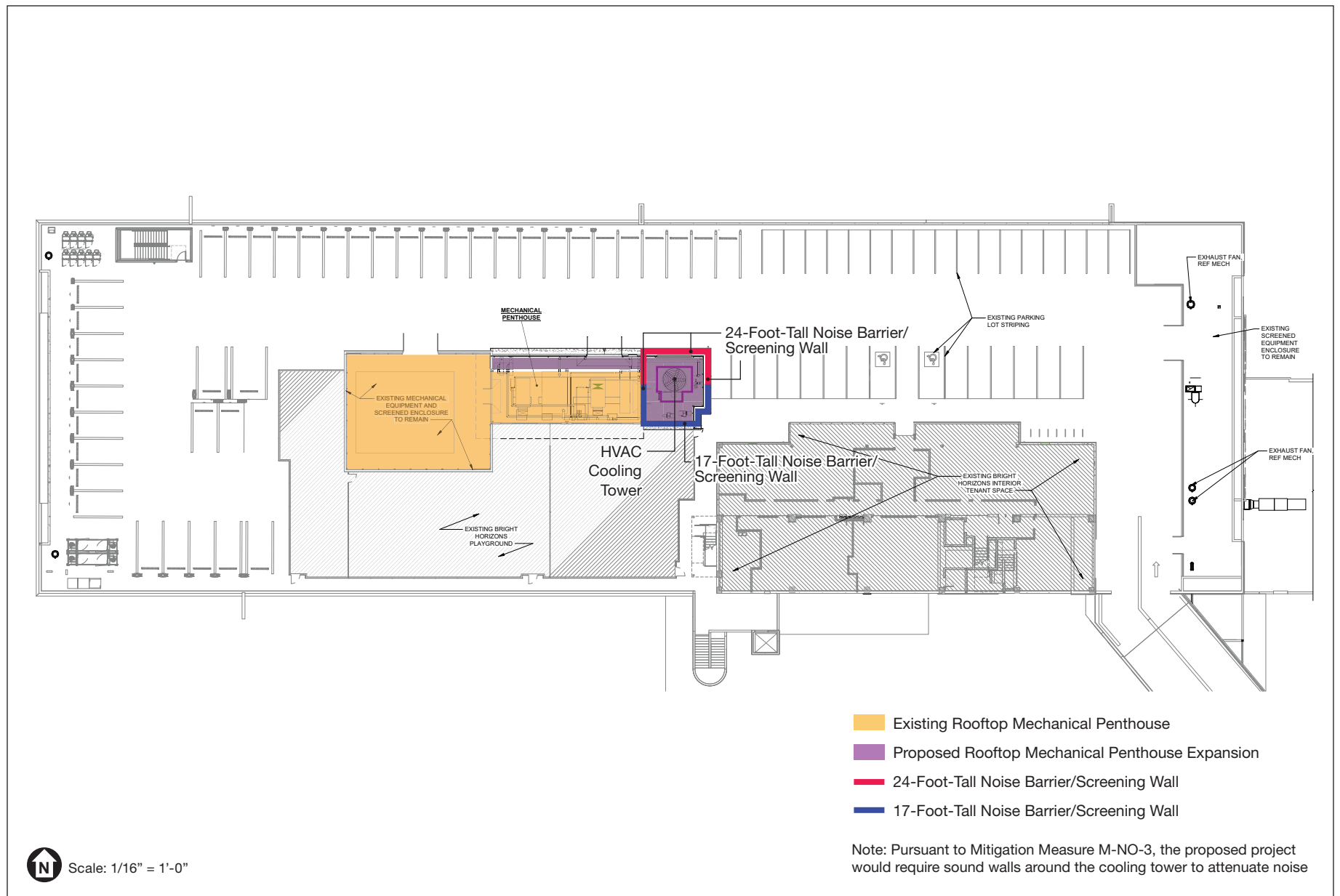
The proposed project includes replacement of the existing heating, ventilation, and air conditioning (HVAC) equipment and installation of new refrigeration equipment, including a new 21-foot-tall cooling tower, to support the proposed grocery store use. All of this equipment would continue to be located on level 4 of the City Center shopping center, which is on the roof of level 3 of the project site. The new cooling tower would be installed to the east of the existing HVAC equipment and penthouse enclosure (see **Figure 5**).

The proposed project would also expand the existing 930-square-foot rooftop mechanical penthouse on level 4 to approximately 1,630 square feet to accommodate new HVAC and refrigeration equipment. The existing 10-foot-tall enclosure wall on the north side would be removed and reconstructed approximately 7 feet farther north; another wall would be constructed approximately 20 feet east of and parallel to the existing east wall. The existing southern enclosure wall would be extended further east to meet the new east wall. All existing and proposed enclosure walls are/would be 10 feet tall.

The area around the new cooling tower would be open-air, or without a roof. The cooling tower would extend above the roofline of the penthouse. All other areas of the rooftop mechanical penthouse would be enclosed with a new roof.

## CIRCULATION, PARKING, AND LOADING

The existing parking lot C on level 3, which contains 117 parking spaces, and the existing eight bicycle parking spaces in lot E (level 2) would be available for Whole Foods Market customers. No changes to vehicle parking, bicycle parking, loading, driveway access, or onsite circulation are proposed. In addition, no changes are proposed to the public right-of-way.



Note: Pursuant to Mitigation Measure M-NO-3, the proposed project would require sound walls around the cooling tower to attenuate noise

**FIGURE 5**  
**ROOFTOP MECHANICAL PENTHOUSE CHANGES**

Freight and commercial loading activities would occur from an existing 3,528-square-foot, onsite receiving area on level 2, accessed from O'Farrell Street via parking lot E (see Figure 2, p. 3). The receiving area currently includes a four-stall loading dock shared with Target, who occupies the first level, a backstop room, a receiving cooler, a receiving office, a mechanical room, an elevator machine room, two freight elevators, and a dedicated pallet lift to the back-of-house space on level 3. The project sponsor would have exclusive use of two loading stalls that could each accommodate a 65-foot trailer. Deliveries would be received daily between 5 a.m. and 3 p.m.

The proposed project would replace the two existing *dock levelers*<sup>2</sup> and existing overhead doors in the receiving area. The two overhead doors, which are currently operated by chain, would be motorized. The proposed project would also include new lighting, switches, sinks, an eye wash station, walk-in coolers/freezers, and other storage amenities.

### A.3 Project Construction

Construction of the proposed project is anticipated to occur over a 10-month period, beginning in October 2024 and ending in summer 2025. Construction activities would include demolishing interior walls, flooring, and some areas of the ceiling; expanding the rooftop mechanical penthouse and installing rooftop HVAC equipment including rooftop penetrations for venting and to connect the HVAC equipment to ducts; and constructing new interior walls and partitions for restrooms and back-of-house space (employee office, lounge, and locker rooms). Other activities would include reconfiguring the space and installing furniture and equipment to support the grocery store as well as replacing the two dock levelers. Construction staging is anticipated to occur within the existing vacant retail space and/or within parking lot C. Construction would generally occur between 8 a.m. and 4 p.m., in compliance with San Francisco Police Code section 2908. No excavation would be required.

### A.4 Required Project Approvals

The proposed project is subject to review and approval by local agencies. Certification of the final EIR by the San Francisco Planning Commission, which would be appealable to the San Francisco Board of Supervisors, is required before issuance of any other discretionary approval or permits. The proposed project may require approvals from the following agencies.

#### SAN FRANCISCO PLANNING COMMISSION

- Adoption of findings of consistency with the San Francisco General Plan and priority policies of planning code section 101.1.
- Conditional use authorization to permit formula retail use.

#### SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

- Review and approval of building permits.

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<sup>2</sup> Dock levelers bridge the gap and height difference between the dock and the trailer.

## B. Project Setting

### B.1 Existing Setting

#### SITE HISTORY

The project site is located within the City Center shopping center, which was built in 1961 and was used as a Sears department store until the 1990s. After Sears vacated, City Center's retail space was subdivided and portions of the mall were leased by several retail chains: Mervyn's, Toys-R"-Us, The Good Guys, and Office Depot. City Center level 3 was leased by Toys-R-Us until it was replaced by Best Buy in 2007. Best Buy vacated City Center level 3 in 2017.

#### SURROUNDING LAND USES

The surrounding neighborhood is primarily a mix of two- to three-story residential buildings, with commercial and institutional uses along Geary Boulevard and Masonic Avenue; the Kaiser San Francisco Medical Center is located directly east of City Center. The Raoul Wallenberg Traditional High School and the Epiphany Center, a recovery institution, are located across O'Farrell Street, south of the project site. A seven-story storage building is located on a diagonal from the project site to the northwest. The University of San Francisco campus is approximately 0.2 mile to the southwest, the University of California Laurel Heights Campus is approximately 0.25 mile to the north, and Golden Gate Park is approximately 0.7 mile southwest of the project site.

#### SITE ACCESS

Geary Boulevard and Masonic Avenue are the major arterial streets that provide primary access to the project site. Geary Boulevard is an east–west arterial, with four westbound travel lanes and three eastbound travel lanes and one bus-only lane, adjacent to the project site. Class III<sup>3</sup> bicycle routes are located along Geary Street in both directions on Geary Boulevard between Masonic and Presidio avenues. Masonic Avenue is a north–south arterial adjacent to the project site and has three travel lanes. Class IV<sup>4</sup> bicycle routes are located on Masonic Avenue in both directions between Geary Boulevard and Grove Street. Lastly, O'Farrell Street is a west–east neighborhood residential one-way street with two travel lanes and one parking lane.

The project site is in an area served by the San Francisco Municipal Railway (Muni) transit network and is located adjacent to the 38 Geary, 38R Geary Rapid, and 43 Masonic<sup>5</sup> bus lines. Other bus lines that operate within 0.5 mile of the project site include the 1 California, 5 Fulton, 5R Fulton Rapid, 24 Divisadero, and 31 Balboa.

### B.2 Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the “list-based approach” and the “projections-based approach”. The list-based approach uses a list of projects producing

<sup>3</sup> Class III bicycle routes are signed bike routes that allow bicycles to share travel lanes with vehicles, and often marked with shared lane markings called sharrows.

<sup>4</sup> Class IV bicycle routes, referred to as cycle tracks or protected bikeways, are bicycle facilities that are separated from traffic by parked cars, safe-hit posts, transit islands, or other physical barriers.

<sup>5</sup> Muni is currently operating a shortened 43 Masonic bus route as part of the COVID-19 Muni Core Service Plan. However, the shortened route still includes two stops adjacent to the project site.

closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed. Projects with the potential to contribute to cumulative effects within a 0.25-mile radius of the project site are identified below in **Table 2** and **Figure 6**. These projects are currently under review by the planning department or are entitled but not yet under construction. The potential cumulative effects of these projects are addressed, as appropriate, under each environmental topic herein.

**Table 2** Cumulative Projects within a 0.25-Mile Radius of the Proposed Project

Cumulative Project Number	Case No.	Address	Description
1	2019-023105PRJ	2800 Geary Boulevard	Demolish the existing one-story Firestone Tire Retail and Service Center and construct a 42-unit mixed-use, residential building with 850 square feet of ground floor retail.
2	2018-015786PRJ	2750 Geary Boulevard	Removal of the existing surface parking to construct a three-story, approximately 33-foot-tall horizontal and vertical addition with 20 one-bedroom dwelling units, and 2 tandem parking spaces on the existing driveway.
3	2015-014028PRJ	3333 California Street	Demolition of the existing 14,000-square-foot annex building, surface parking lots and ramp structures. Construction of 744 residential units, retail, childcare, open space, and parking uses.

SOURCE: San Francisco Planning Department Pipeline Report (2020)



Whole Foods at 2675 Geary Boulevard Project

**FIGURE 6**  
**CUMULATIVE PROJECTS WITHIN 0.25-MILE**

## C. Compatibility with Existing Zoning and Plans

	Applicable	Not Applicable
Discuss any variances, special authorizations, or changes proposed to the planning code or zoning map, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any conflicts with any adopted plans and goals of the City or region, if applicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Discuss any approvals and/or permits from city departments other than the planning department or the Department of Building Inspection, or from regional, state, or federal agencies.	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### C.1 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 within San Francisco. Permits to construct new buildings or to alter or demolish existing buildings may not be issued unless the proposed project complies with the planning code, an exception or variance is granted pursuant to the planning code’s provisions, or legislative amendments to the planning code are included and adopted as part of the proposed project.

#### LAND USE

The project site is a 49,825-square-foot vacant retail space within the existing 250,843-square-foot City Center shopping center. The project site is located within the NC-3 (Moderate-Scale Neighborhood Commercial) zoning district.

As stated in planning code section 712, the NC-3 zoning districts “are intended in most cases to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to the surrounding neighborhoods. NC-3 Districts are linear districts located along heavily trafficked thoroughfares which also serve as major transit routes.” The NC-3 zoning districts permit moderately large commercial uses and buildings, including eating and drinking, entertainment, financial service and certain auto uses.

The proposed project would require a conditional use authorization (planning code section 303) from the planning commission to allow for formula retail use (planning code section 303.1) in a NC-3 zoning district. Planning code section 303.1 permits a conditional use authorization for a formula retail use that satisfies all of the applicable criteria in planning code sections 303 and 303.1.

#### HEIGHT AND BULK

The project site is within the 40-X and 80-X height and bulk districts. Portions of the parking areas are located within the 40-X height and bulk district and while the City Center building is located within the 80-X height and bulk district. The 40-X height and bulk district permits a maximum building height of 40 feet, while the 80-X height and bulk district permits a maximum building height of 80 feet. Pursuant to planning code section 270(a), there are no bulk controls in an “X” district. The proposed project would make no exterior alterations that would increase the building height; therefore, the proposed project complies with the height and bulk limits specified in the planning code for the project site. The proposed project’s rooftop mechanical penthouse, including the sound walls required pursuant to Mitigation Measure M-NO-3, Mechanical

Equipment Noise Control (see Section E.3, Noise, for additional details), are entirely within the buildable area of the 80-foot height limit.

## **PARKING AND LOADING**

The project site includes parking lot C on level 3 of the City Center shopping center, which contains 117 existing parking spaces.

Freight and loading activities would occur via an existing onsite, 3,528-square-foot receiving area on level 2, accessed from O'Farrell Street just east of Anzavista Avenue, via parking lot E (see Figure 2, p. 3). The receiving area includes a four-stall loading dock, a backstop room, a receiving cooler, a staffed receiving office, and dedicated elevator lifts to the back-of-house space on level 3. The project sponsor would have exclusive use of two loading stalls that could each accommodate a 65-foot trailer. Deliveries would be received daily between 5 a.m. and 3 p.m. No changes to vehicle parking, bicycle parking, loading, driveway access, or onsite circulation are proposed.

## **C.2 Plans and Policies**

### **SAN FRANCISCO GENERAL PLAN**

The San Francisco General Plan (general plan) establishes objectives and policies guiding land use decisions related to the physical development of San Francisco. The general plan consists of 10 elements, each addressing a particular topic that applies citywide: air quality; arts; commerce and industry; community facilities; community safety; environmental protection; housing; recreation and open space; transportation; and urban design. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in Section D, Evaluation of Environmental Effects. The compatibility of the proposed project with general plan policies not related to physical environmental issues will be considered by decision makers when they determine whether to approve or disapprove the proposed project.

The proposed project consists of a renovation of an existing vacant retail space and expansion of the existing rooftop mechanical penthouse. The proposed project would not introduce incompatible land uses to the neighborhood or otherwise conflict with any general plan policies or objectives. Thus, the proposed project would not be inconsistent with the San Francisco General Plan.

### **THE ACCOUNTABLE PLANNING INITIATIVE**

In November 1986, San Francisco voters approved Proposition M, the Accountable Planning Initiative, which added section 101.1 to the planning code and established eight priority policies. The topics in Sections E and D, Evaluation of Environmental Effects, that address the environmental issues associated with these policies, are as follows:

- Preservation and enhancement of neighborhood-serving retail uses
- Protection of neighborhood character
- Preservation and enhancement of affordable housing (Section D's Population and Housing, p. 17, regarding housing supply and displacement issues)
- Discouragement of commuter automobiles (Section E.2, Transportation and Circulation)



- Protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership
- Maximization of earthquake preparedness (Section D, Geology and Soils)
- Preservation of landmark and historic buildings (not applicable to the proposed project)
- Protection of open space (not applicable to the proposed project)

Before issuing a permit for any project that requires an initial study under CEQA, and before issuing a permit for any demolition, conversion, or change of use, and before taking any action that requires a finding of consistency with the general plan, the City must find that the proposed project or legislation would be consistent with the priority policies. As noted above, the compatibility of the proposed project with general plan objectives and policies not related to physical environmental issues will be considered by decision makers when they determine whether to approve or disapprove the proposed project. Any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

## REGIONAL PLANS AND POLICIES

The four principal regional planning agencies and their overarching policies and plans that guide planning in the nine-county Bay Area (noted in parentheses) include the Bay Area Air Quality Management District (2017 Bay Area Clean Air Plan), the Metropolitan Transportation Commission (Plan Bay Area 2050), the San Francisco Bay Regional Water Quality Control Board (San Francisco Basin Plan), and the San Francisco Bay Conservation and Development Commission (San Francisco Bay Plan). Because the proposed project consists of renovation of an existing vacant retail space and expansion of the existing rooftop mechanical penthouse, the proposed project's new Whole Foods Market grocery store would occur within an urban environment and, thus, would not be inconsistent with regional plans and policies.

## D. Summary of Environmental Effects

The proposed project could potentially result in adverse physical effects on the environmental resources checked below. Where those impacts would be significant or potentially significant, CEQA requires that mitigation measures be identified to reduce the severity of the impacts to a less-than-significant level to the extent feasible. This initial study presents a more detailed checklist and discussion of each environmental resource, unless otherwise noted below.

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

## Approach to Analysis

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

## E. Evaluation of Environmental Effects

### E.1 No Impact or Not Applicable Topics

The proposed project would have no impact on the following environmental topics: aesthetics, land use and planning, population and housing, cultural resources, tribal cultural resources, wind, shadow, recreation, biological resources, geology and soils, hydrology and water quality, mineral resources, agriculture and forestry resources, and wildfire. As a result, this initial study does not discuss these topics further, except that this section briefly describes why the proposed project would have no impact on these topics or they are not applicable to the proposed project.

#### AESTHETICS AND PARKING

In accordance with CEQA section 21099, Modernization of Transportation Analysis for Transit-Oriented Projects, aesthetics and parking shall not be considered in determining whether a project has the potential to result in significant environmental effects, provided the project meets all of the following three criteria:

- The project is in a transit priority area.
- The project is on an infill site.
- 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 parking in determining the significance of project impacts under CEQA.<sup>6</sup> These topics are not applicable to the proposed project.

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<sup>6</sup> San Francisco Planning Department, *Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, Whole Foods at 2675 Geary Street* (hereinafter “CEQA section 21099 Checklist”) (December 28, 2021).

## AUTOMOBILE DELAY AND VEHICLE MILES TRAVELED

In addition, CEQA section 21099(b)(1) requires that the Governor’s 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 under section 21099(b)(1), automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion, shall not be considered a significant environmental impact under CEQA.

In January 2016, OPR published for public review and comment the Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, which recommended measuring the transportation impacts of projects using a vehicle miles traveled (VMT) metric.<sup>7,8</sup> 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 No. 19579). In January 2019, changes to the CEQA statutes and guidelines went into effect, including a new section 15064.3 that states that VMT is the most appropriate measure of transportation impacts and includes updated criteria for analyzing transportation impacts. 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. Therefore, the topic of automobile delay is not applicable to the proposed project.

## LAND USE AND PLANNING (NO IMPACT)

This initial study checklist topic addresses whether a project would physically divide an established community or conflict with land use plans, policies, or regulations adopted for the purpose of mitigating an environmental effect.

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. The proposed project would renovate an existing 49,825-square-foot vacant retail space with a new Whole Foods Market grocery store. The proposed project would not permanently alter the established street grid or permanently close any streets or sidewalks; therefore, the proposed project would not physically divide an established community.

In addition, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect; therefore, the proposed project would have no impact with respect to land use and planning.

The proposed project would have no impact with respect to physically dividing a community or causing a significant physical environmental impact due to a conflict with an applicable land use plan, policy, or regulation adopted for the purpose of mitigating an environmental effect and, therefore, would not have the potential to contribute to a significant cumulative impact related to land use and land use planning.

<sup>7</sup> Governor’s Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* (January 20, 2016), [http://opr.ca.gov/docs/Revised\\_VMT\\_CEQA\\_Guidelines\\_Proposal\\_January\\_20\\_2016.pdf](http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf), accessed December 15, 2021.

<sup>8</sup> California Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018), [https://opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf).

## POPULATION AND HOUSING (NO IMPACT)

This initial study checklist topic addresses whether a proposed project would induce substantial unplanned population growth or displace a substantial number of people or housing necessitating the construction of replacement housing elsewhere.

In general, a project would be considered growth-inducing if its implementation would result in substantial unplanned population increases, either through the development of new homes and businesses or through the construction of infrastructure, such as the extension of roads, that could lead to substantial new development.

The proposed project would renovate an existing vacant retail space with a new Whole Foods Market grocery store, and would employ approximately 200 people, or 35 to 40 employees per shift. Employment opportunities presented by the project are anticipated to be fulfilled by people who currently reside within San Francisco or the bay area and the project is not anticipated to attract new workers to San Francisco or the bay area. The project does not propose any housing and would not displace any existing housing units. Therefore, it would not necessitate the construction of replacement housing elsewhere.

For these reasons, the proposed project would not induce substantial unplanned population growth either directly or indirectly and would not displace any existing housing units. The proposed project would have no impact with respect to population and housing. Therefore, the proposed project would not have the potential to contribute to a significant cumulative impact related population and housing.

## CULTURAL RESOURCES (NO IMPACT)

This initial study checklist topic addresses whether a proposed project would result in a significant impact to historic resources pursuant to CEQA Guidelines section 15064.5, including those resources listed in San Francisco Planning Code article 10 or 11, or archeological resources pursuant to CEQA Guidelines section 15064.5.

**Historic Architectural Resources:** The planning department prepared a Historic Resource Evaluation Response (HRER) on August 4, 2011, for the entire City Center shopping center and the six parking lots at 2675 Geary Boulevard. The HRER concluded that no historic resources are present.<sup>9</sup> Since the issuance of the HRER, the planning department published the *Neighborhood Commercial Buildings Historic Context Statement*, which did not identify this property as significant.<sup>10</sup> Additionally, the *San Francisco Modern Architecture and Landscape Design 1935–1970 Historic Context Statement* identified this property,<sup>11</sup> but it did not present new information that would change the previous determination in the HRER. Therefore, the subject property is not considered an historic resource. According to the San Francisco Property Information Map, there are no historic resources adjacent to the project site, and the nearest historic resource (2690-2696 Geary Boulevard) is located approximately 200 feet northwest of the project site. As stated in Section E.3, Noise, the proposed project would not require any excavation and would not require the use of vibration-generating equipment that would have the potential to cause building damage to adjacent structures, including the historic resource at 2690-2696 Geary Boulevard. For these reasons, the proposed project would have no impact on historic architectural resources.

<sup>9</sup> San Francisco Planning Department, *Historic Resource Evaluation Response, 2675 Geary Boulevard* (August 4, 2011).

<sup>10</sup> San Francisco Planning Department, *Neighborhood Commercial Buildings Historic Context Statement 1865–1965* (February 17, 2016).

<sup>11</sup> San Francisco Planning Department, *San Francisco Modern Architecture and Landscape Design 1935–1970, Historic Context Statement* (January 12, 2011). The planning department developed the *San Francisco Modern Architecture and Landscape Design 1935–1970 Historic Context Statement* to identify the character-defining features of modern architectural and landscape design and documents significance, criteria considerations, and integrity thresholds.

**Archeological Resources:** The proposed project would not include any ground disturbance and therefore would not adversely affect any subsurface archeological resources. The project would have no impact on archeological resources. The proposed project would have no impact on cultural resources and, therefore, would not have the potential to contribute to a significant cumulative cultural resources impact.

### **TRIBAL CULTURAL RESOURCES (NO IMPACT)**

This initial study checklist topic addresses whether a proposed project would result in a significant impact to tribal cultural resources. Pursuant to CEQA 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 CEQA section 5020.1(k). Pursuant to CEQA section 21080.3.1(d), on May 9, 2022, the San Francisco Planning Department contacted Native American individuals and organizations for the San Francisco area, providing a description of the proposed project and requesting comments on the identification, presence, and significance of tribal cultural resources in the project vicinity. During the 30-day comment period one Native American tribal representative requested consultation; however, despite a number of subsequent outreach attempts, the department has been unable to engage further with the representative at this time.<sup>12</sup>

The proposed project is a change of use within a vacant retail space in the City Center shopping center, and as such, would not include new construction, ground disturbance, or removal of native plants associated with natural water sources. In addition, the project is not within an area of known resource sensitivity; thus, no impact on tribal cultural resources would occur. The proposed project would have no impact on tribal cultural resources and, therefore, would not have the potential to contribute to a significant cumulative tribal cultural resources impact.

### **WIND (NO IMPACT)**

This initial study checklist topic addresses whether a proposed project would create wind hazards in publicly accessible areas of substantial pedestrian use. The proposed project would consist of interior renovation of an existing vacant retail space and expansion of the existing rooftop mechanical penthouse. The mechanical penthouse on level 4 would accommodate new heating, ventilation, and air conditioning equipment, including a new 21-foot-tall cooling tower.

As discussed in Section E.3, Noise, the proposed project would require implementation of Mitigation Measure M-NO-3, which calls for sound walls around the cooling tower to attenuate noise. Pursuant to M-NO-3, the 10-foot-tall penthouse enclosure would be extended to the east and topped by a 7-foot-tall sound wall, creating a 17-foot-tall noise barrier at the section south of the new cooling tower (see Figure 5, p. 7) between the cooling tower and the existing rooftop playground for the Bright Horizons daycare facility, which occupies levels 4 and 5. The 10-foot-tall penthouse enclosure walls north of the new cooling tower would be topped with a 14-foot-tall noise barrier, creating a 24-foot-tall barrier on those sides. The rooftop equipment placed on level 4 would not exceed the height of the Bright Horizons daycare facility, which extends 16 feet above the proposed cooling tower.

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<sup>12</sup> San Francisco Planning Department, *Tribal Notification Regarding Tribal Cultural Resources and CEQA* (May 9, 2022). The tribal representative who responded to the tribal notification letter has been added to the distribution list for further notifications related to the proposed project.

The existing mechanical penthouse would shield the enclosure expansion from the prevailing westerly and northwesterly winds. The proposed enclosure expansion and noise barriers required pursuant to Mitigation Measure M-NO-3 would be set back from the building edge and surrounded by the level 4 parking lot and would be shielded to the west by the existing mechanical penthouse. Therefore, the proposed expansions would have little potential to cause any changes to ground-level wind conditions and would not create wind hazards in publicly accessible areas of substantial pedestrian use; no wind hazard impact would occur. In addition, there are no cumulative projects close enough to the project site and of sufficient height to combine with the proposed project to create wind hazards in publicly accessible areas of substantial pedestrian use.<sup>13</sup> No significant cumulative wind impact would occur.

## **SHADOW (NO IMPACT)**

This initial study checklist topic addresses whether a proposed project would create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. The proposed project would expand the existing rooftop mechanical penthouse horizontally to accommodate new heating, ventilation, and air conditioning equipment. As discussed above, pursuant to Mitigation Measure M-NO-3, a 17-foot-tall noise barrier would be installed at the section south of the new cooling tower between the expanded rooftop mechanical penthouse and the existing rooftop playground for the Bright Horizons daycare facility, which occupies levels 4 and 5. A 24-foot-tall noise barrier would be installed at the section north of the new cooling tower. Any shadow cast by the cooling tower, penthouse enclosure and noise barriers would fall within areas of shadow cast by the taller portions (level 5) of the City Center building, which extends 16 feet above the proposed cooling tower. Lastly, there are no public parks or open spaces in the project vicinity. Therefore, no shadow impact would occur. Since the proposed project would have no shadow impact on publicly accessible open spaces it would not contribute to a significant cumulative shadow impact.

## **RECREATION (NO IMPACT)**

This initial study checklist topic addresses whether a proposed project would increase the use of recreational facilities such that substantial deterioration would occur or be accelerated and whether a project would include recreational facilities that would have an adverse physical effect on the environment.

The nearest parks to the project site are Laurel Hill Playground (0.2 mile northwest of the project site), Bush and Broderick Mini Park (0.3 mile northeast of the project site), and Raymond Kimbell Playground (0.5 mile east of the project site). The proposed project would renovate an existing retail space, employing approximately 200 people, or 35 to 40 people per shift. It is anticipated that employees would only visit these parks during brief periods limited to the lunch hour or other midday breaks, if at all. Intermittent use of these parks throughout the day by Whole Foods employees would not result in substantial physical deterioration of recreational facilities. In addition, the proposed project would not include construction or operation of any recreational facilities and would not have the potential to result in an adverse physical environmental effect from construction or operation of recreational facilities. The proposed project would have no impact on recreational facilities and, therefore, would not have the potential to contribute to a significant cumulative recreation impact.

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<sup>13</sup> 2750 Geary would be 33 feet tall and 2800 Geary would be 65 feet tall. In general, projects over 85 feet have potential to result in wind impacts. Because neither cumulative project is over 85 feet, they wouldn't combine with the project to result in cumulative wind hazard impacts.

## **PUBLIC SERVICES (NO IMPACT)**

This initial study checklist topic addresses whether a proposed project would result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives for any public services. An impact would occur if the construction or physical alteration of governmental facilities for these public services would result in substantial adverse physical impacts.

The project site is within the service area of the fire department's Battalion 5, Stations 10 and 21.<sup>14</sup> Station 10 is located at 655 Presidio Avenue, approximately 0.2 mile north of the project site, and Station 21 is located at 1443 Grove Street, approximately 0.5 mile southeast of the project site. The project site is within the police department's Richmond Police District, and the closest police station is the Richmond Police Station at 461 Sixth Avenue, approximately 1 mile west of the project site.<sup>15</sup>

The proposed project is a change of use within a vacant retail space in the City Center shopping center and would employ approximately 200 people, or 35–40 employees per shift. The increased population at the project site resulting from the proposed project would incrementally increase demand for fire protection, emergency medical services, and police services. The proposed project would increase activity at the project site and would increase the daytime service population which could incrementally increase the number of fire, emergency, or police calls. However, the project site is within existing police and fire service areas and the City Center shopping center is currently being served by fire, emergency, and police services. The fire department and the building department would review building plans to ensure that the proposed project complies with the latest California Building Code requirements for life safety measures as specified in the San Francisco Fire Code. The proposed project would be required to comply with all applicable building and fire codes, which establish requirements for fire protection systems, such as to provide state-mandated smoke alarms, fire alarms, and sprinkler systems, fire extinguishers; the required number and locations of egress points with appropriate distance separation; and emergency response notification systems. Therefore, the proposed project would not result in the need for new or physically altered police or fire facilities in order to maintain acceptable service ratios or response times.

The proposed project does not include any residential development and would not increase demands on public schools. As such, there would be no impact related to the need for new or physically altered government facilities.

The proposed project would have no impact related to the need for new or physically altered government facilities and, therefore, would not have the potential to contribute to a significant cumulative public services impact.

## **BIOLOGICAL RESOURCES (NO IMPACT)**

This initial study checklist topic addresses whether a project would result in a significant impact to biological resources.

The project site is in a developed shopping center and in an urban area with high levels of human activity. Due to the existing development on the project site, the site does not include trees, nor does it provide

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<sup>14</sup> San Francisco Fire Department, Fire Station Locations, <http://sf-fire.org/fire-station-locations>, accessed December 7, 2021.

<sup>15</sup> San Francisco Police Department, Richmond Station, <https://www.sanfranciscopolice.org/stations/richmond-station>, accessed November 11, 2021.



habitat for any rare or endangered plant or wildlife species. Therefore, the proposed project would have no impact on special-status species; riparian habitat; state or federally protected wetlands; native resident or migratory fish, or wildlife species; established native resident or migratory wildlife corridors; and would not conflict with local policies or ordinances protecting biological resources. The proposed project would have no impact on biological resources and, therefore, would not have the potential to contribute to a significant cumulative biological resources impact.

## **GEOLOGY AND SOILS (NO IMPACT)**

This initial study checklist topic addresses whether a project would result in a significant impact related to various geology and soils concerns and to paleontological or unique geologic features.

The project site is in a developed shopping center and would consist of an interior renovation of an existing vacant retail space and expansion of the existing rooftop mechanical penthouse. Construction activities would not involve ground disturbance or subsurface work; therefore, the proposed project would not exacerbate risks of landslide or liquefaction, nor would it increase the potential for surface rupture. Additionally, the proposed project would not result in the loss of topsoil, cause erosion, or affect unique geologic features or paleontological resources. Therefore, the proposed project would have no impact on geology and soils. The proposed project would have no impact on geology and soils and, therefore, would not have the potential to contribute to a significant cumulative impact on geology and soils.

## **HYDROLOGY AND WATER QUALITY (NO IMPACT)**

This initial study checklist topic addresses whether a project would result in a significant impact related to water quality, groundwater supplies and other environmental concerns related to altering drainage patterns.

The project site is not in a special flood hazard area as identified on the city's interim floodplain maps.<sup>16</sup> The project site is not in a tsunami hazard area, dam failure area, seiche hazard area, or located in a landslide-prone area.<sup>17</sup> The project site is in a developed shopping center and would consist of an interior renovation of an existing vacant retail space and expansion of the existing rooftop mechanical penthouse. The project site is already served by a combined stormwater and sewer system. Stormwater and wastewater from the project site would continue to be discharged to the underground piping network, which conveys the waters to the Southeast Water Pollution Control Plant for treatment and discharge in accordance with the City's National Pollutant Discharge Elimination System (NPDES) Permit (regional board Order No. R2-2013-0029/NPDES Number CA0037664). The proposed project would not involve ground disturbance; thus, groundwater would not be encountered during construction and groundwater supplies would not be depleted. The proposed rooftop mechanical penthouse horizontal expansion would not change the amount of impervious surface on the project site or alter drainage patterns. The proposed project would not degrade surface water or groundwater quality or violate water quality standards and waste discharge requirements. Therefore, the proposed project would have no impact on hydrology and water quality and would not have the potential to contribute to a significant cumulative hydrology or water quality impact.

<sup>16</sup> City and County of San Francisco, *San Francisco Interim Floodplain Map*, Southwest, Preliminary (November 12, 2015).

<sup>17</sup> City and County of San Francisco, *Community Safety Element of the San Francisco General Plan* (2012), Map 4 (Seismic Hazard Zones San Francisco) and Map 5 (Tsunami Hazard Zones San Francisco), [https://generalplan.sfplanning.org/Community\\_Safety\\_Element\\_2012.pdf](https://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf), accessed December 15, 2021.



## MINERAL RESOURCES (NOT APPLICABLE)

The project site is not located in an area with known mineral resources and would not extract mineral resources. Therefore, this topic is not applicable to the proposed project and the project would not have the potential to contribute to any cumulative mineral resource impact.

## AGRICULTURE AND FORESTRY RESOURCES (NOT APPLICABLE)

The project site is within an urbanized area in the city that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Therefore, this topic is not applicable to the proposed project and the project would not have the potential to contribute to any cumulative impact on agriculture or forestry resources.

## WILDFIRE (NOT APPLICABLE)

The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the proposed project and the project would not have the potential to contribute to any cumulative impact on wildfire.

## E.2 Transportation and Circulation

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>2. TRANSPORTATION AND CIRCULATION.</b> Would the project:					
a) Involve construction that would require a substantially extended duration or intensive activity, and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Cause substantial additional vehicle miles traveled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
f) Result in a loading deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Result in a substantial vehicular parking deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

This evaluation of potential transportation and circulation impacts was prepared in accordance with the department's San Francisco Transportation Impact Analysis Guidelines for Environmental Review (SF Guidelines).<sup>18</sup> Additional technical information related to project trip generation, freight loading, and passenger loading is provided in **Appendix A**. The department evaluated the proposed project's eligibility under CEQA section 21099(d)(1) and determined that further analysis of secondary impacts due to a vehicular parking deficit are not required.<sup>19</sup> As such, topic E.1(g) related to vehicle parking is not applicable to the proposed project and this topic is not discussed further in this initial study.

## TRANSPORTATION SETTING

The project site encompasses most of level 3 within the City Center shopping center which has frontages along Geary Boulevard, Masonic Avenue, Lyon Street, and O'Farrell Street. Geary Boulevard is on the High Injury Network.<sup>20</sup> The segments of Geary Boulevard, Masonic Avenue and Lyon Street that are adjacent to the project site are identified as Key Walking Streets in the department's WalkFirst program.<sup>21</sup>

There are four bicycle routes on the San Francisco Bikeway Network within 250 feet of the project site: Geary Boulevard (Class III), Masonic Avenue (Class II and IV), Presidio Boulevard (Class III), and Lyon Street.<sup>22</sup>

<sup>18</sup> San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review* (February 2019, updated October 2019), <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>.

<sup>19</sup> San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 Modernization of Transportation Analysis – Whole Foods at 2675 Geary Boulevard Project* (December 28, 2021).

<sup>20</sup> San Francisco Department of Public Health, *Vision Zero High Injury Network: 2017* (2017), <https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>, accessed March 15, 2022.

<sup>21</sup> San Francisco Planning Department, WalkFirst Map of Key Walking Streets, [https://default.sfplanning.org/Citywide/WalkFirst/phase3/WalkFirst\\_Key\\_Walking\\_Streets.pdf](https://default.sfplanning.org/Citywide/WalkFirst/phase3/WalkFirst_Key_Walking_Streets.pdf), accessed March 15, 2022. "Key Walking Streets" are defined as streets where people are walking, in the General Plan.

<sup>22</sup> San Francisco Municipal Transportation Authority, San Francisco Bike Network Map, <https://www.sfmta.com/maps/san-francisco-bike-network-map>, accessed March 15, 2022.

The General Plan classifies Geary Boulevard as a Transit Important Street.<sup>23,24</sup> The following Muni lines have stops within one-quarter mile of the project site: 31 Balboa, 38 Geary, 38R Geary Rapid, 43 Masonic. The nearest Muni stops are near the intersection of Geary Boulevard and Masonic Avenue (serving the 38 Geary, 38R Geary Rapid, and 43 Masonic routes).<sup>25</sup>

The City Center shopping center is surrounded by a large, paved apron, which includes 634 vehicle parking spaces (in lots A through F), six off-street freight loading spaces, and approximately 98 bicycle parking spaces. The existing parking lot E on level 3, which contains 117 parking spaces, would be available for Whole Foods customers. A continuous sidewalk within the public right-of-way runs around the perimeter of the shopping center property.

## PROJECT TRAVEL DEMAND

The following travel demand analysis estimates the number of new trips that would result from implementation of the proposed project. Estimated weekday project person trip generation was prepared pursuant to methodologies outlined in the SF Guidelines and included the use of data collected at other Whole Foods Market stores in San Francisco. The proposed project is expected to generate approximately 16,124 daily weekday person trips, of which 1,177 would occur during the p.m. peak hour.<sup>26</sup> **Table 3** show the mode splits for the proposed project's estimated weekday trip generation, which includes people traveling to the project site by automobile, transit, walking, bicycling, taxi or transportation network company (TNC), and private shuttle.

**Table 3** Weekday Travel Demand

Mode Choice	Daily Trips	P.M. Peak Hour Trips
Automobile	4,176	305
TNC/Taxi	226	16
Muni Bus/Rail	1,903	139
Bicycle	451	33
Walking	9,287	678
Private Shuttle	81	6
Total Person Trips	16,124	1,177
Vehicle Trips <sup>a</sup>	2,620	216
Total Vehicle Trips (Private Vehicles + TNC/Taxi)	2,846	232

SOURCE: Kittelson Associates (2022), Appendix A

<sup>a</sup> Vehicle Trips = Automobile Person Trips/Average Vehicle Occupancy

<sup>23</sup> According to the General Plan, transit important streets are streets where dedicated bus lanes and Bus Rapid Transit lanes should be installed to expedite transit travel times and improve transit reliability.

<sup>24</sup> San Francisco Planning Department, *San Francisco General Plan*, Transportation Element (2018), Map 9: Transit Preferential Streets, [https://generalplan.sfplanning.org/images/l4.transportation/tra\\_map9.pdf](https://generalplan.sfplanning.org/images/l4.transportation/tra_map9.pdf), accessed March 15, 2022.

<sup>25</sup> Under MTA's COVID-19 Muni Core Service Plan: the 31 Balboa and the 43 Masonic are currently operating on shortened routes.

<sup>26</sup> A person trip is a one-way trip to or from the site; e.g., 500 visitors per day equates to 1,000 daily person trips, assuming each visitor makes a trip to and from a site. The p.m. peak hour is defined as the one-hour period with the highest volume of vehicular traffic between the hours of 3 p.m. and 7 p.m.

## FREIGHT LOADING DEMAND

The following loading demand calculations are based on data collected from various existing Whole Foods Market stores in San Francisco, detailed information and calculations are included in Appendix A. The number of deliveries on an average weekday is based on a rate of one delivery per 1,000 gross square feet. For the proposed project, 54 deliveries per day would be expected.<sup>27</sup> Based on observed data at the 2001 Market Street Whole Foods location, the maximum dwell time per vehicle was approximately 30 minutes.

### **Impact TR-1: Construction of the proposed project would not require a substantially extended duration or an intense activity. (*Less than Significant*)**

The SF Guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects based on project site context<sup>28</sup> and construction duration and magnitude. Construction of the proposed project is anticipated to occur over a 10-month period. Construction activities would include demolishing interior walls, flooring, and some areas of the ceiling; expanding the rooftop mechanical penthouse and installing rooftop HVAC equipment; and constructing new interior walls and partitions for restrooms and back-of-house space (employee office, lounge, and locker rooms). Other activities would include reconfiguring the interior space and installing furniture and equipment to support the grocery store and installation of exterior signage.

The proposed project would result in limited interior demolition and exterior construction activities and no excavation. Therefore, construction activities would require low volumes of materials to be exported from or imported to the project site. Furthermore, project construction and staging are anticipated to occur within the existing vacant retail space and/or within parking lots C and E and would not encroach into the public right-of-way on O'Farrell Street. Given the project site context and construction duration and magnitude, the project meets the SF Guidelines screening criteria. For these reasons, construction of the proposed project would result in a ***less-than-significant*** transportation impact.

### **Impact TR-2: The proposed project would not create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations. (*Less than Significant*)**

The project would add 232 p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at loading areas close to the store entrance or elsewhere within parking lot C and be dispersed along nearby streets. This number of vehicle trips that would be accessing the driveway and crossing over the sidewalk is not substantial. In addition, the proposed project would not result in changes to pedestrian or bicycle facilities, transit stops or lanes, or roadways. Further, the proposed project would not result in changes to curb cuts, site access, or onsite circulation. Therefore, the proposed project would result in a ***less-than-significant*** impact with respect to potentially hazardous conditions for people walking, bicycling, or driving or public transit operations.

<sup>27</sup> The freight loading calculation is based on a 54,290-square-foot floor area. The proposed project's floor area would be 49,285 square feet; therefore, the number of freight deliveries are likely lower than estimated here.

<sup>28</sup> "Site context" in relation to construction transportation analysis refers to how people travel to and around the project area and how that may be affected by construction activities. Site context is further defined in the Appendix N of the 2019 guidelines (see Attachment A of Appendix N), available at <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>, accessed June 1, 2022.

**Impact TR-3: The proposed project would not interfere with accessibility for people walking or bicycling to and from the project site and adjoining areas and would not result in inadequate emergency access. (*Less than Significant*)**

The project would add 232 p.m. peak hour vehicle trips. These vehicle trips would likely start from or end at loading areas close to the store entrance or elsewhere within parking lot C and be dispersed along nearby streets. The project's driveways would be able to accommodate the anticipated number of vehicle trips without blocking access to a substantial number of people walking within the sidewalk. Given that project-generated vehicle trips would not be substantial, the proposed project is also not expected to result in inadequate emergency access. Additionally, adequate access to the City Center shopping center is already provided via existing bikeways, sidewalks, streets and curb cuts and no changes to the public-right-of-way, site access, or onsite circulation are proposed. Therefore, the proposed project would result in a ***less-than-significant*** impact with respect to accessibility for people walking or bicycling to and from the project site and adjoining areas, and emergency access.

**Impact TR-4: The proposed project would not substantially delay public transit. (*Less than Significant*)**

The SF Guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects. As shown above in Table 3, p. 24, the proposed project would generate an estimated 216 trips by private vehicle and 16 trips by taxi or transportation network company, for a total of 232 vehicle trips during the p.m. peak hour. Given that the number of new vehicle trips is below the department's screening criterion of 300 trips during the p.m. peak hour, the proposed project would not substantially delay public transit. Further, the proposed project's driveway is located on a section of O'Farrell Street (just east of Anzavista Avenue and approximately 500 feet from the Masonic Avenue intersection), which is not along a Muni route, or adjacent to a Muni stop location. Therefore, the proposed project would result in a ***less-than-significant*** impact with respect to public transit delay.

**Impact TR-5: The proposed project would not cause substantial additional vehicle miles traveled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network. (*Less than Significant*)**

A project would have a significant transportation impact if it would cause substantial additional VMT or substantially induce automobile travel. VMT per person (or per capita) is a measurement of the amount and distance that a resident, employee, or visitor drives, accounting for the number of passengers within a vehicle. The city displays different amounts of VMT per capita geographically through TAZs. The San Francisco County Transportation Authority uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different TAZs.

The proposed project is infill development within an existing shopping center and does not include any changes to the public right-of-way. Therefore, the proposed project would not substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network.

The SF Guidelines set forth screening criteria for types of projects that would typically not result in significant VMT impacts. The project site is an area where existing VMT per capita is more than 15 percent below the existing regional per employee average. The project meets this locational screening criterion. The

project also meets the proximity to transit screening criterion.<sup>29</sup> The project site is within one-half mile of an existing major transit stop or an existing stop along a high-quality transit corridor and the project meets other characteristic requirements. Therefore, the project would have a **less-than-significant** VMT impact and mitigation measures are necessary.

**Impact TR-6: The proposed project would not result in a loading deficit. (*Less than Significant*)**

**FREIGHT LOADING**

During the average day, the project's freight and delivery loading demand is 54 trips. The proposed project would receive freight deliveries in a staffed receiving area from an existing 3,528-square-foot loading dock at the north end of lot E (see Figure 2, p. 3). Alternatively, the proposed project would have staff or delivery drivers hand cart freight deliveries to the receiving area from vehicles parked in parking spaces in lot E. Lot E is accessed from O'Farrell Street at the second driveway east of Anzavista Avenue. All delivery vehicles would use this driveway for both ingress and egress. There are four stalls within the existing loading dock, each of which can accommodate a 65-foot tractor trailer. Two stalls are currently used by Target, and the other two would be dedicated to Whole Foods Market.

Whole Foods Markets receive deliveries from vehicles of several different sizes grouped as 65-foot (tractor trailer), 30- to 48-foot vehicles, and vehicles under 30 feet long. Each vehicle type has a different height and loading door configuration; some vehicles load from the tailgate and others from a side door. Larger trucks, such as tractor trailers have bed heights that closely align with 48-inch-high platforms; loading dock platforms most commonly are 44 to 48 inches high.<sup>30</sup> Loading docks designed to accommodate these larger rear-loading vehicles are not designed to accommodate smaller and/or side-loading delivery vehicles; these vehicles would deliver from the parking lot and hand cart goods to the receiving area, via a freight elevator.

Of the 54 daily freight trips, 50 percent (27 trips) would be received via the loading dock, and the other 50 percent (27 trips) via lot E. This equates to a total loading dock demand of approximately 13.5 hours per day (27 deliveries x 0.5 hours each = 13.5 hours). Given that two loading docks would be available, the demand per dock would be 6 hours and 45 minutes per dock per day (13.5 hours/2 docks = 6.75 hours/dock). As proposed, deliveries would be received between the hours of 5 a.m. and 3 p.m., a 10-hour period, which is greater than the demand.

If both docks were occupied and additional delivery vehicles arrived, there would be adequate space within lot E for additional trucks to queue, without spillover into the public right-of-way (see Figure 2). Lot E provides access to the loading docks for 65-foot tractor trailers and has wide drive aisles and large concrete aprons surrounding the loading dock and the freight elevator which allow adequate queuing space for multiple vehicles.

Given that the loading demand would be accommodated on-site, no loading deficit would occur. Therefore, the proposed project would have a **less-than-significant** impact related to freight loading. No mitigation measures are necessary.

<sup>29</sup> San Francisco Planning Department, Senate Bill 743 CEQA section 21099, Vehicle Parking Checklist (December 28, 2021).

<sup>30</sup> safetyandhealthmagazine.com, OSHA loading dock requirements, *Safety+Health Magazine*, (<https://www.safetyandhealthmagazine.com/articles/16472-osha-loading-dock-requirements>, accessed May 25, 2022).



## **PASSENGER LOADING**

The proposed project would not result in a passenger loading deficit since there is adequate space within the existing parking lot (lot E), including a generous curb space along the building entrance, for passenger loading operations to occur. Given that passenger loading for the proposed grocery store use is most likely to occur close to the store entrance or elsewhere within the parking lot rather than within the public right-of-way, no passenger loading deficit would occur. As such, the proposed project would have a ***less-than-significant*** impact related to passenger loading. No mitigation measures are necessary.

### **Impact C-TR-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts related to transportation and circulation. (*Less than Significant*)**

There are no cumulative projects that would occur within the same block as the proposed project; therefore, no cumulative construction impacts would occur, and no additional analysis is required.

As discussed above, adequate access to the City Center shopping center is already provided via existing bikeways, sidewalks, streets and curb cuts. There are no proposed changes to the public-right-of-way, site access, or onsite circulation proposed as part of project and there are no cumulative projects within or adjacent to the shopping center that would: affect the public right-of-way, create new hazards, or affect access to the project site. Therefore, the project, in combination with cumulative projects, would not result in significant cumulative potentially hazardous conditions and accessibility impacts.

Public transit delay typically occurs from traffic congestion, including transit reentry, and passenger boarding delay. The project would add 232 p.m. peak hour vehicle trips and 139 p.m. peak hour transit trips. These trips would be dispersed along surrounding streets including Masonic Avenue, Geary Boulevard and O'Farrell Street, and among several transit lines, including the 38 Geary, the 38R Geary Rapid, and the 43 Masonic. As such, this minor number of trips would not contribute considerably to a significant cumulative transit delay impact.

VMT by its nature is largely a cumulative impact. As described above, the project would meet the project-level screening criteria and therefore would not result in a significant VMT impact. Furthermore, the project site is an area where projected year 2040 VMT per capita is more than 15 percent below the future regional average both per capita and per employee; therefore, no significant cumulative VMT impact would occur.

As discussed above, the proposed project's passenger and freight loading demand would be accommodated within the City Center shopping center in lot C and lot E, respectively, and the proposed project would not result in a significant passenger or freight loading deficit. Given that the proposed project would have dedicated loading areas within the shopping center and would not rely on on-street loading zones, the project, in combination with cumulative projects, would not result in a significant cumulative loading impact.

In summary, the proposed project, in combination with cumulative projects, would not result in cumulative impacts to construction, hazardous conditions and accessibility, public transit delay, VMT, or loading. Therefore, the proposed project would result in a ***less-than-significant*** cumulative impact related to transportation and circulation. No mitigation measures are necessary.

## E.3 Noise

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>3. NOISE.</b> 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: The project site is not within the vicinity of a private airstrip or within 2 miles of a public airport or public use airport; therefore, topic 3(c) is not applicable.

## ENVIRONMENTAL SETTING

The ambient noise environment in the City and County of San Francisco is affected by a variety of noise sources, including auto traffic on arterial streets. The following section defines common acoustical terms, identifies noise sensitive receptors in the project vicinity, and describes the existing noise environment in the vicinity of the project site. The existing noise environment relies on information provided in a noise study<sup>31</sup> prepared for the proposed project.

**Table 4** defines common acoustical terms used in this section.

<sup>31</sup> Salter, 2675 Geary Boulevard – Whole Foods Market Noise Measurement Results and Initial Recommendations (May 27, 2022).

**Table 4** Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A measure of sound on a logarithmic scale that indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micropascals.
A-Weighted Sound Level, dBA	The A-weighted sound pressure level, expressed in decibels (dB). Sometimes the unit of sound level is written as dBA. A weighting is a standard weighting that accounts for the sensitivity of human hearing to the range of audible frequencies.
Ambient Noise Level	The lowest sound level repeating itself during a minimum ten-minute period. The minimum sound level shall be determined with the noise source at issue silent, and in the same location as the measurement of the noise level of the source or sources at issue. The department of public health considers the ambient noise level, for purposes of enforcement of article 29 of the police code, under most conditions, the $L_{90}$ (the level of noise exceeded 90% of the time) to be a conservative representation of the ambient noise level.
$L_n$	The sound level exceeded for a stated percentage (n) of a specified measurement period. $L_{10}$ , $L_{50}$ , and $L_{90}$ are the levels exceeded 10, 50, and 90 percent of the time, respectively.
Equivalent Continuous Noise Level, $L_{eq}$	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Day/Night Noise Level, $L_{dn}$	(Day-Night Average Sound Level) – A descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 p.m. to 7 a.m. DNL is sometimes written as $L_{dn}$ .

SOURCE: San Francisco Department of Public Health, *San Francisco Police Code Article 29: Regulation of Noise Guidelines for Noise Control Ordinance Monitoring and Enforcement* (December 2014), <https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/GuidelinesNoiseEnforcement.pdf>, accessed May 4, 2022.

## NOISE-SENSITIVE RECEPTORS

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, religious institutions, hospitals, childcare facilities, senior housing, hotels, and motels. The project site is located within the City Center shopping center, which contains primarily retail uses. However, levels 4 and 5 contain the Bright Horizons daycare facility, which is considered a noise sensitive receptor. The daycare facility includes an outdoor playground on level 4, which is the same level where the proposed project's mechanical equipment would be located.

The surrounding neighborhood also contains noise sensitive land uses. Nearby noise sensitive land uses include residential buildings, the Kaiser San Francisco Medical Center, the Raoul Wallenberg Traditional High School, and the Epiphany Center, a recovery institution. Sagebrook Senior Assisted Living is also located approximately 0.1 mile northwest of the project site at 2750 Geary Boulevard and the University of San Francisco campus is located approximately 0.2 mile to the southwest of the project site. Therefore, the project site and surrounding area contains land uses that are sensitive to noise.

## AMBIENT NOISE LEVELS

To assess existing noise levels, noise monitoring was conducted as part of the noise study to establish the existing ambient noise environment around the project site. Three long-term (24-hour) and three short term noise measurements were conducted on and near the project site on January 25 and 26, 2022.<sup>32</sup> As shown in **Figure 7**, long-term measurement 1 (LT-1) is located near the north property plane at Geary Boulevard and Presidio Avenue, LT-2 is located near the west property plane along Masonic Avenue, and LT-3 is located along the south property plane along O'Farrell Street and Anzavista Avenue. Long term noise measurement data are summarized in **Table 5**. As shown in Table 5, the long-term noise measurements indicate that ambient noise levels in the project site vicinity range from approximately 61 to 69 dBA  $L_{eq}$  and 42 to 47 dBA  $L_{90}$ . However, pursuant to San Francisco Police Code Article 29 (discussed below), ambient noise levels are considered to be no less than 45 dBA; thus,  $L_{90}$  ambient noise levels around the project site range from 45 to 47 dBA.<sup>33</sup> The long-term measurements show daily noise levels of 63 dBA to 71 dBA  $L_{dn}$ . Vehicle traffic on surrounding roadways is the primary noise source at these locations.

**Table 5** Ambient Noise Monitoring Results, dBA

Location No.	Location Description	Minimum $L_{90}$ (1 hr) <sup>a</sup>	DNL <sup>b</sup>	Average Daytime $L_{eq}$ (1 hr) <sup>c</sup>	Average nighttime $L_{eq}$ (1 hr) <sup>c</sup>
LT-1	Geary Boulevard/ Presidio Avenue	47	71	69	61
LT-2	Masonic Avenue	42	70	69	60
LT-3	O'Farrell Street/ Anzavista Avenue	46	63	61	52

SOURCE: Salter, 2675 Geary Boulevard – Whole Foods Market Noise Measurement Results and Recommendations, Salter Project 21-0548 (May 27, 2022)

<sup>a</sup>  $L_{90}$  is the fast A-weighted noise level equaled or exceeded by a fluctuating sound level for 90 percent of a stated time period.

<sup>b</sup> DNL is a descriptor for a 24-hour A-weighted average noise level. DNL accounts for the increased acoustical sensitivity of people to noise during the nighttime hours. DNL penalizes sound levels by 10 dB during the hours from 10 p.m. to 7 a.m.

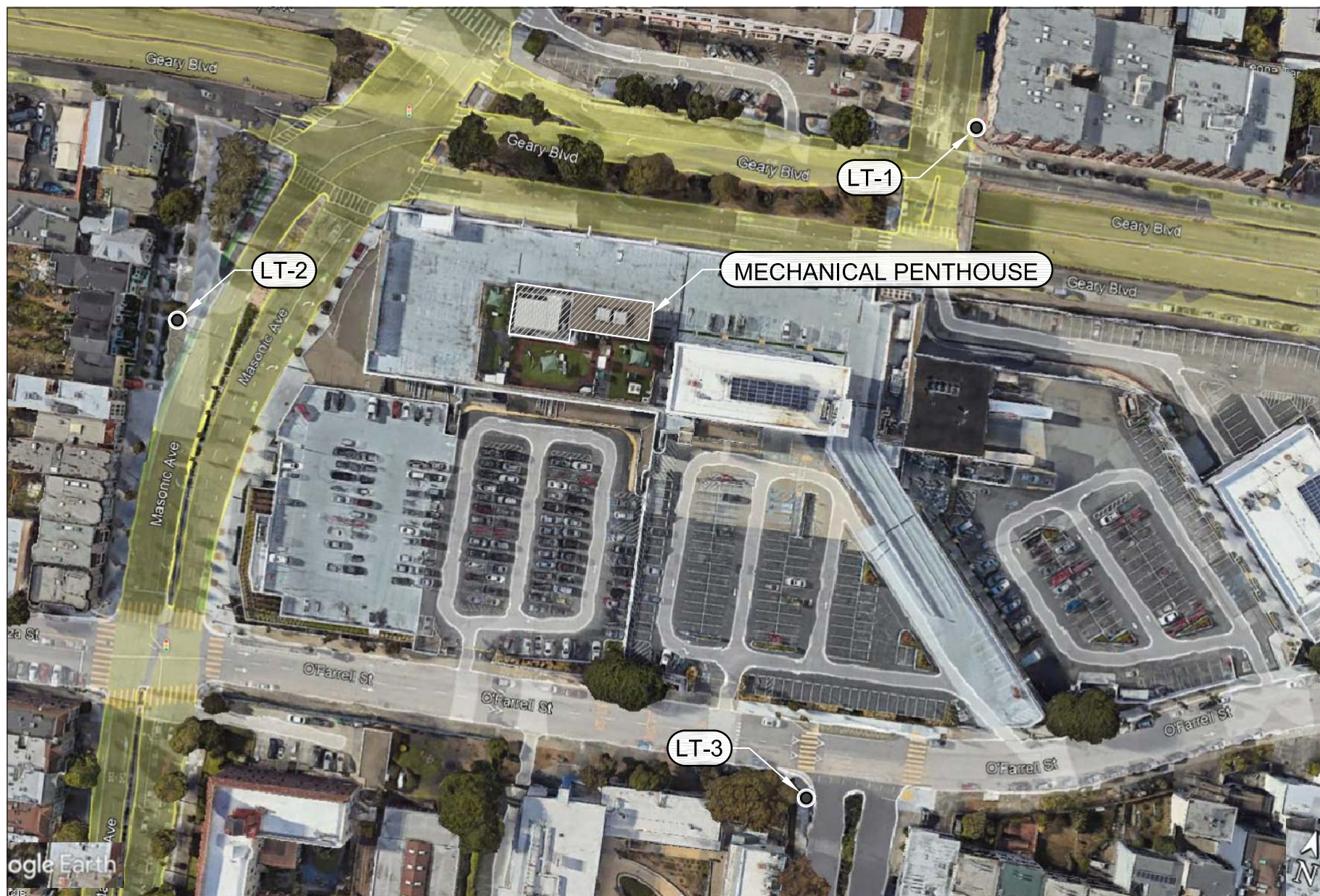
<sup>c</sup>  $L_{eq}$  is the equivalent steady-state sound level containing the same total acoustical energy as a time-varying signal over a given sample period.

Noise from the existing mechanical equipment serving the project space does not contribute to the noise environment at these locations. Therefore, three short term noise measurements were conducted at the childcare facility's rooftop outdoor playground to quantify the noise environment near the existing mechanical equipment. **Figure 8**, p. 33, shows the locations of the three short-term noise measurements. Existing mechanical equipment noise ranges between 51 and 57 dBA at the childcare facility's outdoor playground. The overall existing equipment noise is clearly audible. The equipment specific to the former tenant at the project space (Best Buy) contributes somewhat to the overall noise levels.

<sup>32</sup> Noise monitoring occurred during the COVID-19 pandemic, which may result in lower than pre-pandemic ambient noise levels from reduced traffic or construction noise but reflects the best information available under current conditions. A lower ambient noise level would result in a conservative (worst-case) evaluation of the proposed project's potential noise impact as there would be a greater potential for increased ambient noise levels.

<sup>33</sup> City and County of San Francisco, San Francisco Police Code section 2901(a) (2012), [https://codelibrary.amlegal.com/codes/san\\_francisco/latest/sf\\_police/0-0-0-6469](https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_police/0-0-0-6469), accessed May 27, 2022.





SOURCE: Salter 2022

Whole Foods at 2675 Geary Boulevard Project

**FIGURE 7**  
**LONG-TERM NOISE MEASUREMENT LOCATIONS**





SOURCE: Salter 2022

Whole Foods at 2675 Geary Boulevard Project

**FIGURE 8**  
**SHORT-TERM NOISE MEASUREMENT LOCATIONS**



## REGULATORY SETTING

Noise is regulated by the City of San Francisco Police Code Article 29 (noise ordinance). Section 2907 of the noise 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 are not subject to the equipment noise limit provided that impact tools and equipment shall have intake and exhaust mufflers recommended by the manufacturers and are approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation. Pavement breakers and jackhammers shall also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation.

Section 2908 of the noise ordinance prohibits construction work between 8 p.m. and 7 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the director of public works or the director of building inspection. The proposed project is required to comply with section 2907 and 2908 of the city's noise ordinance.

Section 2909 of the noise ordinance regulates noise from mechanical equipment and other similar sources. This includes all equipment that is installed on commercial/industrial and residential properties. Section 2909 states in subsection (b) that mechanical equipment operating on commercial or industrial property must not produce a noise level more than 8 dBA above the ambient noise level at the property plane. Section 2909 also states in subsection (d) that no fixed (permanent) noise source (as defined by the noise ordinance) may cause the noise level inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 p.m. and 7 a.m. or 55 dBA between 7 a.m. and 10 p.m. when windows are open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed.

## IMPACTS AND MITIGATION MEASURES

### **Impact NO-1: The proposed project would not generate excessive groundborne vibration or groundborne noise levels. (*No Impact*)**

The proposed project would renovate an existing vacant retail space with a new Whole Foods Market grocery store. Proposed construction would not require the use of any vibratory equipment. Additionally, operational vibration is generally caused by new rail or transit projects, including projects involving above ground rail or transit lines and underground tunnels. The proposed project does not involve these uses. As such, the proposed project would have ***no impact*** with respect to generating excessive groundborne vibration or groundborne noise.

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### **Impact NO-2: Construction of the proposed project would not result in a substantial temporary increase in ambient noise levels in the project vicinity in excess of applicable standards. (*Less than Significant*)**

Construction of the proposed project is anticipated to occur over a 10-month period and would include demolishing interior walls, flooring, and some areas of the ceiling; expanding the rooftop mechanical penthouse and installing rooftop HVAC equipment; and constructing new interior walls and partitions for restrooms and back-of-house space (employee office, lounge, and locker rooms). Other activities would

include reconfiguring the interior space and installing furniture and equipment to support the grocery store and installation of exterior signage.

The proposed project's construction activities would cause a temporary increase in noise levels in the immediate vicinity of the project site. Construction noise levels would fluctuate depending on the equipment being used, duration of use, distance to sensitive receptors, and the presence (or absence) of physical barriers. Impacts would generally be limited to the expansion of the rooftop mechanical penthouse because interior construction noise associated with renovation activities would be substantially reduced by the exterior walls. The amount of construction noise generated at any one time would vary depending on the types of construction activities underway, numbers and types of pieces of equipment and duration of use, distance between noise source and listener, and presence or absence of barriers between the noise source and the receptors.

As discussed above, construction noise is regulated by the noise ordinance (article 29 of the Police Code). Section 2907 of 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 p.m. and 7 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.

Nearby sensitive receptors would likely experience temporary and intermittent increases in noise levels associated with construction activities at the project site. Although construction activities are a common occurrence in an urban environment, such as the project site, construction equipment would generate noise that could be considered an annoyance by occupants of adjacent and nearby uses. However, as described above, construction activities would be temporary, lasting only 10 months and consisting of mostly interior renovation. Further, compliance with the noise ordinance would ensure that the proposed project would not result in a substantial temporary increase in ambient noise levels. Therefore, impacts related to noise from construction activities would be ***less than significant***. No mitigation measures are necessary.

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**Impact NO-3: The proposed project would result in a substantial permanent increase in ambient noise levels in the project vicinity in excess of applicable standards. (*Less than Significant with Mitigation*)**

Operation of the proposed project would generate traffic, which could increase noise levels in the project vicinity. Additionally, the proposed project's mechanical equipment would generate noise. Project-generated noise from these sources is evaluated below.

### **TRAFFIC NOISE**

With respect to traffic noise, a 3 dBA increase is barely perceptible to people, while a 5 dBA increase is readily noticeable; an increase of less than 3 dBA from continuous noise sources of similar character is generally not perceptible outside of controlled laboratory conditions.<sup>34</sup> A proposed project that results in a doubling of the

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<sup>34</sup> California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (September 2013), pp. 2-44 to 2-45, <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf>, accessed May 27, 2022.

baseline number of vehicular trips per day would potentially result in a perceptible traffic noise increase of 3 dBA.

As discussed in Section E.2, Transportation and Circulation, the proposed project would generate approximately 2,836 vehicle trips per day with approximately 224 of those trips occurring during the p.m. peak hour (defined as the one-hour period with the highest volume of vehicular traffic). The existing parking lot C on level 3, which contains 117 parking spaces, would be available for Whole Foods customers. Vehicles would access parking lot C from the curb cut off O'Farrell Street, via Masonic Avenue.

The City Center's primary frontages are along Geary Boulevard and Masonic Avenue; both carry high volumes of traffic. Traffic counts collected in 2017 show that the intersection of Geary Boulevard and Masonic Avenue carries over 3,000 vehicles during the p.m. peak hour.<sup>35</sup> Thus, the proposed project's 224 p.m. peak hour vehicle trips would not double traffic volumes and therefore would not result in a perceptible increase in noise (approximately 3 dBA). Noise from traffic generated by the proposed project would be **less than significant**. No mitigation measures are necessary.

### **MECHANICAL EQUIPMENT NOISE**

The proposed project includes replacement of the existing heating, ventilation, and air conditioning (HVAC) equipment and installation of new refrigeration equipment, including a new 21-foot-tall cooling tower, to support the proposed grocery store use. All of this equipment would continue to be located on level 4 of the City Center shopping center, which is on the roof of level 3 of the project site. The new cooling tower would be installed to the east of the existing HVAC equipment and penthouse enclosure (see Figure 5, p. 7). The proposed project would also expand the existing 930-square-foot rooftop mechanical penthouse on level 4 to approximately 1,630 square feet to accommodate new HVAC and refrigeration equipment. All existing and proposed enclosure walls are/would be 10 feet tall.

The area around the new cooling tower would be open-air, or without a roof. The cooling tower would extend above the roofline of the existing penthouse (see Figure 4, p. 5). All other areas of the rooftop mechanical penthouse would be enclosed with a new roof.

A noise study was conducted to evaluate noise from the existing mechanical equipment and the proposed project's mechanical equipment, described above, and to determine whether the proposed mechanical equipment noise would meet the noise limits in section 2909 (b) and (d) of the noise ordinance (described above).<sup>36</sup>

Noise ordinance limits are based on noise levels at the property plane (section 2909 (b)), the boundary of the property line including the vertical dimension; which is the entire City Center property, and at residential interiors (section 2909(d)). Additional analysis was necessary to determine the impact of mechanical equipment noise at the Bright Horizons daycare facility outdoor playground on level 4 of the City Center. The City and County of San Francisco General Plan includes land use compatibility standards for community noise for playgrounds and school classrooms. For parks and playgrounds, noise levels of Ldn 67.5 dBA or lower are considered "satisfactory, with no special noise insulation requirements." For the land use category of "school classrooms, libraries, churches, hospitals, nursing homes, etc.," noise levels of Ldn 62.5 dBA or

<sup>35</sup> San Francisco Planning Department, *3333 California Street Mixed-Use Project Draft Environmental Impact Report*, Volume 2c: Appendices D–G (November 7, 2018), Appendix D, Transportation and Circulation Calculation Details and Supporting Information, [2015-014028ENV\\_3333CaliforniaSt\\_DEIR\\_Volume02\\_AppendixD-G.pdf](https://www.sfpplanning.org/014028ENV_3333CaliforniaSt_DEIR_Volume02_AppendixD-G.pdf) ([sfplanning.s3.amazonaws.com](https://www.sfpplanning.org/s3.amazonaws.com)), accessed May 27, 2022.

<sup>36</sup> Salter, *2675 Geary Boulevard – Whole Foods Market Noise Measurement Results and Recommendations*, Salter Project 21-0548 (May 27, 2022).

lower are considered “satisfactory, with no special noise insulation requirements.”<sup>37</sup> Here, the lower standard of 62.5 dBA was applied at the Bright Horizons daycare facility because the children would likely be using the outdoor playground multiple hours a day and the playground could also be used as an outdoor learning space. Therefore, the noise study evaluated mechanical equipment noise at the Bright Horizons daycare facility and compared it with a noise level of 62.5 dBA.

In summary, the noise study evaluated the proposed project’s mechanical equipment and compared the resulting noise levels against the following three criteria:

- Noise ordinance section 2909(b)- mechanical equipment operating on commercial or industrial property must not produce a noise level more than 8 dBA above the ambient noise level at the property plane.
- Noise ordinance section 2909(d)- no fixed (permanent) noise source may cause the noise level inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 p.m. and 7 a.m. or 55 dBA between 7 a.m. and 10 p.m. when windows are open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed.
- San Francisco General Plan Land Use Compatibility- noise levels of Ldn 62.5 dBA or lower are considered satisfactory, with no special noise insulation requirements.

The following presents the results of the noise analysis and compares the proposed project’s mechanical equipment noise levels against each of the criteria above.

### **EXISTING AND PROPOSED PROJECT MECHANICAL EQUIPMENT NOISE**

As discussed above, the noise analysis determined that the existing mechanical equipment noise ranges between 51 and 57 dBA at the Bright Horizons outdoor playground. The loudest new equipment at that location would be the cooling tower. Noise from the cooling tower is calculated to be 70 dBA, on its own, at the outdoor playground, which does not factor in any noise attenuation, such as from noise barrier walls. Noise from other proposed mechanical equipment is calculated to be 57 dBA.

### **NOISE ORDINANCE SECTION 2909(B)**

The San Francisco Department of Public Health’s *Guidelines for Noise Control Ordinance Monitoring and Enforcement* state that under most conditions, the  $L_{90}$ , the level of noise exceeded 90 percent of the time, is a conservative representation of the ambient noise environment.<sup>38</sup> The analysis of consistency with the noise ordinance uses the  $L_{90}$  noise levels as representative of ambient noise. As shown in Table 5, p. 31, the measured minimum  $L_{90}$  noise levels are 47 dBA near the north property line, 42 dBA at near the west property line, and 46 dBA near the south property line. Mechanical equipment operating on a commercial or industrial property may not increase noise levels more than 8 dBA above the ambient noise levels. Therefore, the section 2909(b) noise limits for the cooling tower and other mechanical equipment are defined as 55 dBA Along the north property plane, 53 dBA along the west property plane,<sup>39</sup> and 54 dBA along the south property plane. The noise analysis determined that noise from the project’s mechanical equipment would be

<sup>37</sup> San Francisco Planning Department, *San Francisco General Plan Environmental Protection Element* (2004), Land Use Compatibility Chart for Community Noise, [https://generalplan.sfplanning.org/l6\\_Environmental\\_Protection.htm](https://generalplan.sfplanning.org/l6_Environmental_Protection.htm), accessed May 27, 2022.

<sup>38</sup> City and County of San Francisco, *San Francisco Police Code Article 29: Regulation of Noise Guidelines for Noise Control Ordinance Monitoring and Enforcement, December 2014 Guidance (Supersedes all previous Guidance)* (December 2014), p. 20, <https://www.sfdph.org/dph/files/EHSdocs/ehsNoise/GuidelinesNoiseEnforcement.pdf>, accessed May 27, 2022.

<sup>39</sup> As mentioned above, San Francisco Police Code article 29 ambient noise levels are considered to be no less than 45 dBA. 45 dBA plus 8 dBA results in a 53 dBA noise limit at the west property plane.

no higher than 48 dBA along the west property plane, and 51 dBA along the south property plane. These calculated levels meet the noise ordinance section 2909(b) commercial and industrial property noise limits. However, noise levels would be 66 dBA along the north property plane without sound attenuation, which would exceed the 55 dBA noise limit, resulting in a **significant** impact.<sup>40</sup>

**Mitigation Measure M-NO-3, Mechanical Equipment Noise Control**, discussed further below, has been identified to reduce noise from the proposed project's cooling tower and other mechanical equipment.

### ***NOISE ORDINANCE SECTION 2909(D)***

The nearest residence to the proposed project is located at 2580-2590 Geary Boulevard, approximately 280 feet northeast of the proposed project's mechanical equipment. At this distance, noise from the proposed project's mechanical equipment is calculated to be 41 dBA inside the nearest residence, assuming open windows. This calculated noise level meets the noise ordinance section 2909(d) residential interior daytime and nighttime noise limits of 55 dBA and 45 dBA, respectively.

### ***GENERAL PLAN LAND USE COMPATIBILITY***

As discussed above, noise from the proposed project's enclosed mechanical equipment is calculated to be 57 dBA and would meet the general plan land use compatibility standard for school classrooms of 62.5 dBA. However, noise from the cooling tower is calculated to be 70 dBA at the outdoor playground. This level exceeds the general plan land use compatibility standard for school classrooms of 62.5 dBA. Noise levels are calculated to be highest at the portion of the outdoor area nearest the new equipment (i.e., the northeast corner of the childcare facility's outdoor area). Compared to the existing mechanical equipment noise, the new equipment noise could be perceived as more than twice as loud. Therefore, without sound attenuation, the proposed project's mechanical equipment noise would be **significant**. Mitigation Measure M-NO-3: Mechanical Equipment Noise Control, has been identified to reduce noise from the proposed project's cooling tower and other mechanical equipment.

**Mitigation Measure M-NO-3: Mechanical Equipment Noise Control.** In order to reduce mechanical equipment noise, the project sponsor shall install noise barriers along the south, west, north, and east sides of the proposed cooling tower to block the line of sight between the cooling tower and daycare facility's outdoor playground and to attenuate noise at the north property plane.

The noise barriers shall include, at a minimum, all of the following specifications:

- Noise Barrier South of Cooling Tower:
  - A total height of approximately 17 feet (an additional 7 feet on top of the 10-foot-tall mechanical penthouse enclosure walls);
  - A solid barrier with a weight of at least 3 pounds per square foot (psf) and solid without any gaps; and
  - Sound absorptive material on the side facing the mechanical equipment.

<sup>40</sup> Note that this assumes all project equipment to be operating simultaneously.

- Noise Barrier North of Cooling Tower (extending at least 10 feet from the northwest and northeast corners to the south:
  - A total height of approximately 24 feet (an additional 14 feet on top of the 10-foot-tall mechanical penthouse enclosure walls);
  - A solid barrier with a weight of at least 3 pounds per square foot (psf) and solid without any gaps; and
  - Sound absorptive material on the side facing the mechanical equipment.
- Acoustical louvers shall be located at the section of the enclosure east of the cooling tower meeting the minimum insertion loss (noise reduction), as shown below.

	63 Hertz (Hz)	125 Hz	250 Hz	500 Hz	1 kilohertz (kHz)	2 kHz	4 kHz
Acoustical Louver Minimum Insertion Loss (dB)	—	8	7	11	13	10	8

- The outside air (OSA) units shall include:
  - 5 feet of internally lined duct with 1-inch-thick glass fiber duct lining between each of the OSA units and the outside air openings on the penthouse roof; or
  - As an alternative to an internally lined duct, duct silencers may be provided at the same duct segments described above. Each of the silencers shall meet the minimum insertion loss as shown below.

	63 Hertz (Hz)	125 Hz	250 Hz	500 Hz	1 kilohertz (kHz)	2 kHz	4 kHz
Silencer Minimum Insertion Loss (dB)	—	—	6	6	12	10	6

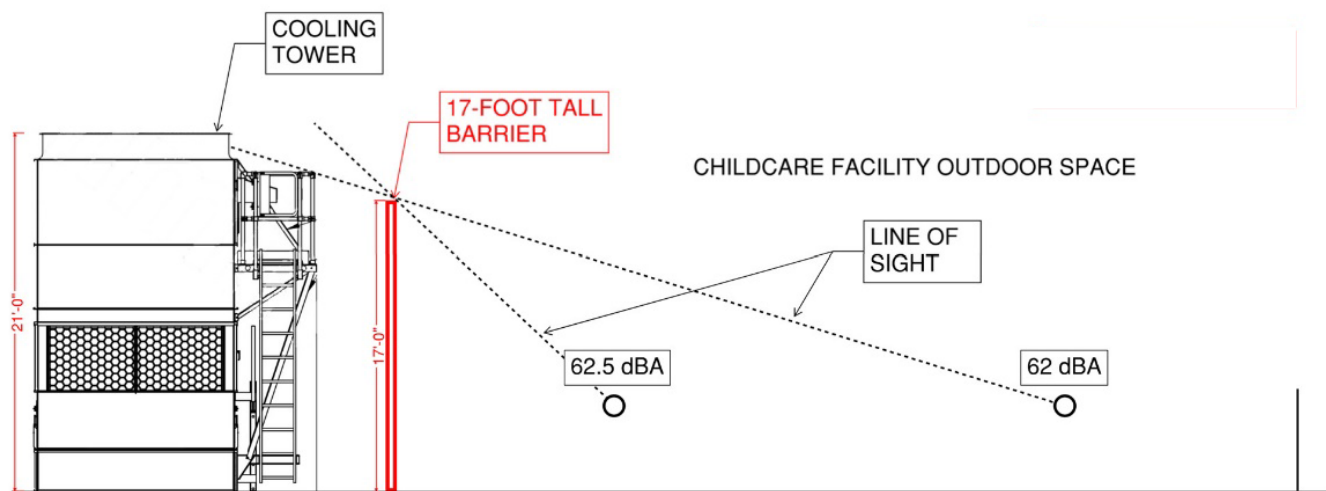
In lieu of the above, the project sponsor may install alternative noise control measures provided the sponsor submits documentation demonstrating that noise from the alternative measures would not exceed 62.5 dBA at the daycare facility's outdoor playground and 55 dBA at the north property plane, on level 4 of City Center.

Upon installation of the proposed project's mechanical equipment and required noise control measures, the project sponsor, with approval from the daycare facility, shall take noise measurements of the equipment at various locations within the outdoor playground to confirm that the project's mechanical equipment noise does not exceed 62.5 dBA. Noise measurements shall also be taken at the north property plane to confirm that noise levels do not exceed 55 dBA. Noise measurements shall be provided to the planning department prior to receipt of a certificate of occupancy. Should noise measurements indicate that the project's mechanical equipment noise exceeds 62.5 dBA at the daycare facility's outdoor playground or 55 dBA at the north property plane, the project sponsor, with an acoustical consultant, shall install additional noise attenuation measures necessary to ensure that noise levels do not exceed 62.5 dBA or 55 dBA, at the respective locations. Any additional noise attenuation measures shall be approved by the planning department, installed, and verified as not exceeding 62.5 dBA at the outdoor playground or 55 dBA at the north property plane, prior to receiving a certificate of occupancy.



## SIGNIFICANCE AFTER MITIGATION

The noise study determined that with implementation of Mitigation Measure M-NO-3, noise from the proposed project's cooling tower would not exceed 62.5 dBA at the Bright Horizons outdoor playground. The noise study found that at areas within the Bright Horizons outdoor playground near the cooling tower, the 17-foot-tall barrier completely blocks the line-of-sight to the equipment. The barrier reduces cooling tower noise alone by 10 dB at this location. The noise level is calculated to be 62.5 dBA at this location. At areas of the outdoor playground farther away from the cooling tower, the barrier partially blocks the line-of-sight, reducing cooling tower noise by 5 dB. With the noise reduction provided by the barrier and the increased distance from the equipment, the noise level at these areas is 62 dBA. **Figure 9** shows the noise barrier, line-of-sight to locations within the outdoor playground and resulting noise levels.



**FIGURE 9** 17-FOOT-TALL NOISE BARRIER AND CALCULATED NOISE LEVELS AT OUTDOOR SPACE

The noise study determined that with implementation of Mitigation Measure M-NO-3, the noise barrier north of the cooling tower (extending 10 feet from the northwest and northeast corners to the south), the acoustical louvers, and the noise attenuation equipment installed on the OSA units would reduce the proposed project's cooling tower and other mechanical equipment mechanical noise to 55 dBA at the north property plane.

The project sponsor has agreed to Mitigation Measure M-NO-3. As demonstrated above, with implementation of Mitigation Measure M-NO-3, the proposed project's mechanical equipment noise would not exceed 62.5 dBA, the level determined to be satisfactory for school classrooms pursuant to the San Francisco General Plan Land Use Compatibility Guidelines. In addition, noise levels would not exceed 55 dBA (8 dBA above ambient noise levels) at the north property plane consistent with the commercial and industrial property noise limits included in noise ordinance section 2909(b). Therefore, the proposed project's mechanical equipment noise would be ***less than significant with mitigation***.

**Impact C-NO-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative noise or vibration impacts. (*Less than Significant*)**

Since the proposed project would result in no impact with respect to groundborne noise or vibration, the proposed project would have no potential to combine with other nearby projects to result in a cumulative groundborne noise or vibration impact.

The geographic context for cumulative noise impacts is considered localized because noise attenuates (reduces) with distance from the noise source. As shown in Table 2, p. 10, and depicted in Figure 6, p. 11, there are currently three cumulative development projects within an approximately 0.25-mile radius of the project site. These projects may be under construction at the same time as the proposed project, and each would also add new sources of noise to the area once completed (e.g., traffic noise and/or mechanical equipment noise). However, the closest cumulative project is at 2750 Geary Boulevard, at least 670 feet northwest of the project site, which is too far away to combine with construction noise from the proposed project. The project at 2800 Geary Boulevard is located even further away from the project site.

The proposed project's construction activities would occur for 10 months and would largely consist of interior renovation and minor exterior work; noise from interior construction is attenuated by the building itself. Given the limited scope of the project's exterior construction activity, that no cumulative projects are immediately adjacent to the proposed project, and that all construction activity within San Francisco is required to comply with section 2907 and 2908 of the police code (noise ordinance), which limits noise from construction equipment and generally prohibits nighttime construction without a special permit, the proposed project in combination with cumulative projects would not result in a significant cumulative construction noise impact.

Similarly, the proposed project's mechanical equipment and mechanical equipment from cumulative projects would be fairly localized, would attenuate with distance, and would be required to comply with the noise limits in section 2909 of the police that limit noise levels at the property plane and at residential interiors. Therefore, mechanical equipment noise from the proposed project combined with that from cumulative projects would not cause a significant cumulative noise impact.

Lastly, the cumulative projects would incrementally increase vehicle trips on nearby roadways throughout the day. Vehicle trips from the proposed project and cumulative projects would be distributed along the local roadway network. Given the high existing vehicle volumes along Geary Boulevard and Masonic Avenue, for example, the proposed project combined with the cumulative projects, would not result in a doubling of traffic volumes and therefore would not result in a noticeable increase (3 dBA) in ambient noise levels.

For the reasons described above, the proposed project in combination with cumulative projects would result in a ***less than significant*** cumulative noise impact. No mitigation measures are necessary.

## E.4 Air Quality

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>4. AIR QUALITY.</b> Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Pursuant to the Board of Supervisors' Motion M21-047, the proposed project **may** have a significant air quality impact; therefore, this topic is analyzed in the EIR.

## E.5 Greenhouse Gas Emissions

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>5. GREENHOUSE GAS EMISSIONS.</b> 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 cumulative projects has contributed and will continue to contribute to global climate change and its associated environmental impacts. As such, this analysis is in a cumulative context only, and the analysis of this resource topic does not include a separate project-level impact discussion.

On April 20, 2022, the Bay Area Air Quality Management District (air district) adopted updated GHG thresholds.<sup>41</sup> 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, the updated thresholds for land use projects, such as the proposed project, maintains the air district's previous GHG threshold that allow projects that are consistent with a GHG reduction strategy to conclude that the project's GHG impact is less than significant. San Francisco's 2017 GHG Reduction Strategy Update presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 41 percent reduction in GHG emissions in 2019 compared to 1990 levels,<sup>42</sup> which far exceeds the goal of 2020 GHG emissions equaling those in 1990 set in Executive Order S-3-05<sup>43</sup> and the California Global Warming Solutions Act.<sup>44</sup> The city has also met and exceeded the 2030 target of 40 percent reduction below 1990 levels set in the California Global Warming Solutions Act of 2016<sup>45</sup> and the air district's 2017 Clean Air Plan<sup>46</sup> more than 10 years before the target date.

San Francisco's GHG reduction goals, updated in July 2021 by ordinance 117-02,<sup>47</sup> are consistent with, or more aggressive than, the long-term goals established under executive orders S-3-05,<sup>48</sup> B-30-15,<sup>49</sup> B-55-18,<sup>50</sup> and the California Global Warming Solutions Act of 2016.<sup>51</sup> The updated GHG ordinance demonstrates the city's commitment to continued GHG reductions by establishing targets for 2030, 2040, and 2050 and setting other critical sustainability goals. In particular, the updated ordinance sets a goal to reach net-zero sector-based GHG emissions by 2040 and sequester any residual emissions using nature-based solutions.<sup>52</sup> Thus, the city's GHG reduction goal is consistent with the state's long-term goal of reaching carbon neutrality by 2045. The updated GHG ordinance requires the San Francisco Department of the Environment to prepare

<sup>41</sup> Bay Area Air Quality Management District, CEQA Thresholds and Guidelines Update, <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>, accessed May 10, 2022.

<sup>42</sup> San Francisco Department of the Environment, San Francisco's 2019 Carbon Footprint, <https://sfenvironment.org/carbonfootprint>, accessed December 16, 2021.

<sup>43</sup> Office of the Governor, Executive Order S-3-05 (June 1, 2005), <https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/5129-5130.pdf>, accessed: May 10, 2022.

<sup>44</sup> California Legislative Information, Assembly Bill 32 (September 27, 2006), [http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab\\_0001-0050/ab\\_32\\_bill\\_20060927\\_chaptered.pdf](http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf), accessed May 10, 2022.

<sup>45</sup> California Legislative Information, Senate Bill 32 (September 8, 2016), [https://leginfo.ca.gov/faces/billPdf.xhtml?bill\\_id=2015201605SB32&version=201505SB3288CHP](https://leginfo.ca.gov/faces/billPdf.xhtml?bill_id=2015201605SB32&version=201505SB3288CHP), accessed May 10, 2022.

<sup>46</sup> Bay Area Air Quality Management District, *Clean Air Plan* (September 2017), <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>, accessed May 10, 2022.

<sup>47</sup> San Francisco Board of Supervisors, Ordinance No. 117-21, File No. 210563 (July 27, 2021), <https://sfbos.org/sites/default/files/o0117-21.pdf>, accessed May 10, 2022. San Francisco's GHG reduction goals are codified in Environment Code section 902(a) and include the following goals: (1) by 2030, a reduction in sector-based GHG emissions of at least 61 percent below 1990 levels; (2) by 2030, a reduction in consumption-based GHG emissions equivalent to a 40 percent reduction compared to 1990 levels; (3) by 2040, achievement of net-zero sector-based GHG emissions by reducing such emissions by at least 90 percent compared to 1990 levels and sequestering any residual emissions; and (4) by 2050, a reduction in consumption-based GHG emissions equivalent to an 80 percent reduction compared to 1990 levels.

<sup>48</sup> Executive Order S-3-05 sets forth a goal of an 80 percent reduction in GHG emissions by 2050. San Francisco's goal of net-zero sector-based emissions by 2040 requires a greater reduction of GHG emissions.

<sup>49</sup> Office of the Governor, Executive Order B-30-15 (April 29, 2015), <https://www.ca.gov/archive/gov39/2015/04/29/news18938/>, accessed May 22, 2022. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030. San Francisco's 2030 sector-based GHG reduction goal of 61 percent below 1990 levels requires a greater reduction of GHG emissions.

<sup>50</sup> Office of the Governor, Executive Order B-55-18 (September 18, 2018), <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>, accessed May 10, 2022. Executive Order B-55-18 establishes a statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and achieving and maintaining net negative emissions thereafter. San Francisco's goal of net-zero sector-based emissions by 2040 is a similar goal but requires achievement of the target five years earlier.

<sup>51</sup> 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 GHG emissions be reduced by 40 percent below 1990 levels by 2030. San Francisco's 2030 sector-based GHG reduction goal of 61 percent below 1990 levels requires a greater reduction of GHG emissions.

<sup>52</sup> Nature-based solutions are those that remove remaining emissions from the atmosphere by storing them in natural systems that support soil fertility or employing other carbon farming practices.

and submit to the mayor a climate action plan (CAP) by December 31, 2021. The CAP, which was released on December 8, 2021, and will be updated every five years, carries forward the efforts of the city's previous CAPs and charts a path toward meeting the GHG commitments of the Paris Agreement (e.g., limit global warming to 1.5 degrees Celsius) as well as the reduction targets adopted in the GHG ordinance.

In summary, the CEQA Guidelines and air district-adopted GHG thresholds allow projects consistent with an adopted GHG reduction strategy to determine a less than significant GHG impact. San Francisco has a GHG reduction strategy that is consistent with near and long-term state and regional GHG reduction goals and is effective because the city has demonstrated its ability to meet state and regional GHG goals in advance of target dates. Therefore, projects that are consistent with San Francisco's GHG reduction strategy would not result in GHG emissions that would have a significant effect on the environment, and would not conflict with state, regional, or local GHG reduction plans and regulations.

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

Individual projects contribute to the cumulative effects of climate change by emitting GHGs directly or indirectly during the projects' construction and operational phases. Direct operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers; energy required to pump, treat, and convey water; and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would result in temporary increases in GHG emissions because it involves a minor amount of construction activities for a new grocery store to occupy an existing vacant retail space. These construction activities include worker trips, vendor trips, haul trips, and use of a crane, all of which would emit GHGs. Other construction equipment, such as electric-powered tools, would also require electricity, which would result in indirect GHG emissions. However, any GHG emissions that occur during the approximate 10-month construction phase would be temporary and would not result in ongoing GHG emissions.

The proposed project also would contribute to annual long-term increases in GHG emissions as a result of increased vehicle trips (mobile sources) and retail operations that would result in an increase in energy use (e.g., indirect electricity or energy associated with water use, wastewater treatment, and solid waste disposal).

While the proposed project would be subject to applicable regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy and demonstrated in the GHG checklist completed for the proposed project,<sup>53</sup> because the minor scope of the project and because it does not involve new construction, several of the regulations do not apply to the project. Therefore, the following addresses each source of GHG emissions and describes features of the project or applicable federal, state, or local regulations that would reduce the project's GHG emissions.

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<sup>53</sup> San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for the Whole Foods at 2675 Geary Boulevard Project* (May 12, 2022).

## VEHICLE TRIPS

The proposed project would provide a neighborhood-serving grocery store in an existing vacant retail space in a densely developed urban area, close to transit. As such, the auto mode share (percentage of trips made by private vehicle) is 25.9 percent, which is low for both San Francisco and the bay area region. In addition, the project site is located within transportation analysis zone (TAZ) 663 where the existing average daily VMT per retail employee is 7.41 miles, 51 percent below the regional average. The proposed project would comply with the Commuter Benefits Ordinance (San Francisco Environment Code, [section 427](#)) which offers incentives to employees to take transit, rather than drive to work. Therefore, the number of vehicle trips to the site and the average number of VMT by employees would be substantially less than for a store located elsewhere in the region.

In addition, as with all new grocery stores in infill locations, the proposed project would provide opportunities for customers to drive shorter distances and/or reduce vehicle trips to buy groceries both of which could result in fewer VMT.

Lastly, the United States Environmental Protection Agency (EPA) finalized new standards for passenger cars and light trucks (applying to Model Years 2023 through 2026) in December 2021, which is expected to result in a projected industry-wide fuel economy of 40 miles per gallon by 2026, an approximately 25 percent increase over the previous standard.<sup>54</sup> The new standards will speed the transition toward a zero-emissions future and reduce national GHG emissions, including those from the proposed project.

As a result, the proposed project, due to its low VMT, would not generate substantial GHG emissions related to vehicle trips.<sup>55</sup>

## BUILDING ENERGY/CONSERVATION

Electricity in San Francisco is provided primarily by the San Francisco Public Utilities Commission (SFPUC) and Pacific Gas & Electric. The proposed project would use grid-supplied electricity from PG&E. PG&E's 2020 electric power mix was as follows: 16 percent natural gas, 43 percent nuclear, 31 percent renewables (including wind, geothermal, biomass, solar and small hydro), and 10 percent large hydroelectric; this represents 90 percent carbon-free electricity.<sup>56</sup>

Regulations pertaining to building energy and conservation use that would apply to the proposed project include the California Green Building Standards (CALGreen) and the San Francisco Green Building Code. These regulations establish volatile organic compound limits<sup>57</sup> reducing or regulating the use of adhesives, primers, sealants, caulks, paints, coatings, and carpet, and composite wood. Compliance with existing regulations related to building energy use would reduce GHG emissions from the proposed project's building energy use.

<sup>54</sup> U.S. Environmental Protection Agency, *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026* (2022), <https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions#additional-resources>, accessed March 25, 2022.

<sup>55</sup> U.S. EPA, *EPA Finalizes Greenhouse Gas Standards for Passenger Vehicles, Paving Way for a Zero-Emissions Future* (December 20, 2021), <https://www.epa.gov/newsreleases/epa-finalizes-greenhouse-gas-standards-passenger-vehicles-paving-way-zero-emissions>, accessed February 28, 2022.

<sup>56</sup> Pacific Gas & Electric, *Exploring Clean Energy Solutions* (2022), [https://www.pge.com/en\\_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page?WT.mc\\_id=Vanity\\_cleanenergy](https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page?WT.mc_id=Vanity_cleanenergy), accessed February 28, 2022.

<sup>57</sup> While not GHGs, 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.



In addition, the proposed project would make use of an existing vacant retail space, rather than relying on new construction which further conserves the embodied energy contained in the existing building and increases energy efficiency by limiting the use of new materials. Moreover, the proposed project would replace the existing HVAC equipment and lighting appliances with more energy efficient fixtures. Therefore, GHG emissions from building energy would not be substantial.

### **ENERGY USE ASSOCIATED WITH WATER SUPPLY AND WASTEWATER TREATMENT**

The proposed project would result in an increase in water and wastewater demand for the kitchen, food preparation areas, restrooms, and other uses at the project site given that the retail space is currently vacant. The use of water and wastewater services require energy which would emit GHGs. The proposed project would not involve landscaping or any exterior water use for irrigation. Moreover, the proposed project would comply with the San Francisco Green Building requirements for water use reduction, which include upgrading fixtures to meet maximum flush/flow limits. As stated in the City's GHG inventory, water-related emissions comprised less than 0.12 percent of San Francisco's overall greenhouse gas inventory in 2019.<sup>58</sup> Therefore, GHG emissions from water and wastewater would not be substantial.

### **REFRIGERANTS**

The proposed project would include refrigerators and freezers, which would result in GHG emissions from the use of high-global warming potential refrigerants. However, the project would comply with applicable sections in the CALGreen regulations related to enhanced refrigerant management, which prevent use of chlorofluorocarbons or halons. Compliance with this requirement would reduce project-related GHG emissions from the use of refrigerants.

### **SOLID WASTE**

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance and Construction and Demolition Debris Recovery Ordinance. The proposed project will provide for the storage, collection, and loading of recyclables, compost and solid waste as required. These regulations reduce the amount of material sent to landfills, thus reducing the GHGs emitted by landfill operations. These regulations also promote the reuse of materials, conserving their embodied energy,<sup>59</sup> and reducing the energy required to produce new materials. Compliance with solid waste regulations would reduce the GHG emissions associated with solid waste generation at the project site.

### **CONCLUSION**

As discussed above, the regulations identified in the 2017 GHG Reduction Strategy Update have proved effective as San Francisco has reduced its GHG emissions by 41 percent below 1990 levels, which far exceed statewide and regional 2020 GHG reduction targets. Furthermore, the city's GHG emission reductions in 2019 also met statewide and regional 2030 targets more than 10 years in advance of the target year. Therefore, because the proposed project would be subject to regulations adopted to reduce GHG emissions, the proposed project would be consistent with San Francisco's GHG reduction strategy and would not generate significant GHG emissions nor conflict with state, regional, and local GHG reduction plans and regulations. Additionally, the proposed project site is located in a VMT-efficient area and the project includes re-use of an

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<sup>58</sup> San Francisco Department of the Environment, *San Francisco's Climate Storyboard* (2019), <https://sfenvironment.org/sf-climate-dashboard>, accessed March 24, 2022.

<sup>59</sup> *Embodied energy* is the total energy required for the extraction, processing, manufacture, and delivery of building materials to the building site.

existing building, which would reduce GHG emissions compared to development in less VMT-efficient areas and conserve the embodied energy of the existing building.

For these reasons, the proposed project's contribution to cumulative GHG impacts would not be cumulatively considerable. Therefore, the proposed project would result in a **less-than-significant** impact with respect to GHG emissions. No mitigation measures are necessary.

## E.6 Utilities and Service Systems

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>6. UTILITIES AND SERVICE SYSTEMS.</b> 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project is a change of use within a vacant retail space in the City Center shopping center. The City Center was constructed in 1961 and has been served by utility service systems, including water, wastewater, and stormwater collection and treatment, solid waste collection and disposal, electric power, natural gas, and telecommunications facilities since that time. Given that the proposed project would not require the extension of utilities to a new location or an increase in demand for utilities at the project site such that construction of new utilities would be required, there would be **no impact** under topic E.5(a), and no further discussion is required.

Implementing the proposed project would incrementally increase wastewater flows from the project site with the introduction of a grocery store and approximately 200 employees (35-40 employees per shift). The project site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. Project related wastewater and stormwater would flow into the city's combined sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The Southeast Treatment Plant provides wastewater and stormwater treatment and management for the eastern portion of the city, including the project site. Wastewater is transported to the Southeast Treatment Plant through a grid of transport/storage boxes, sewers, and five major pump stations. The Southeast Treatment Plant treats an average of 60 million gallons per day (mgd) of dry-weather flow, has a current dry-weather design capacity of 85.4 mgd, and has a peak wet-weather capacity of 250 mgd.<sup>60</sup> The proposed project would upgrade all existing water fixtures that do not comply with the San Francisco Green Building Requirements for Water Use. In addition, all new water fixtures would comply with the maximum flush/flow limits of the CALGreen and San Francisco Green Building Code. Therefore, the proposed project's incremental increase in wastewater flows would not exceed the capacity of the Southeast Treatment Plant.

The proposed project would consist of interior renovation of an existing vacant retail space and expansion of the existing rooftop mechanical penthouse. The proposed project would not require ground disturbance and would not increase the amount of stormwater entering the combined sewer system because the project site is already developed and covered with impervious surfaces. For these reasons, the proposed project would have **no impact** with respect to exceeding wastewater treatment capacity (topic E.5(c)), and no further discussion is required.

**Impact UT-1: The SFPUC has sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. (*Less than Significant*)**

SFPUC adopted the 2020 Urban Water Management Plan (2020 plan) in June 2021.<sup>61</sup> The 2020 plan estimates that current and projected water supplies will be sufficient to meet future demand for retail water<sup>62</sup> customers through 2045 under wet- and normal-year conditions; however, in dry years, SFPUC would implement water use and supply reductions through its Water Shortage Contingency Plan and a corresponding Retail Water Shortage Allocation Plan.<sup>63</sup>

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento–San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).<sup>64</sup> The state water board has indicated that it intends to implement the Bay-Delta Plan

<sup>60</sup> San Francisco Bay Regional Water Quality Control Board, Order No. R2-2013-0029 and NPDES No. CA0037664 (2013), [https://www.gsweventcenter.com/Draft\\_SEIR\\_References/2013\\_0819\\_RWQCB\\_SF\\_Bayside\\_NPDES\\_Permit.pdf](https://www.gsweventcenter.com/Draft_SEIR_References/2013_0819_RWQCB_SF_Bayside_NPDES_Permit.pdf), accessed May 10, 2022.

<sup>61</sup> San Francisco Public Utilities Commission, *2020 Urban Water Management Plan for the City and County of San Francisco* (adopted June 11, 2021), [https://www.sfpuc.org/sites/default/files/programs/local-water/SFPUC\\_2020\\_UWMP2020\\_%20FINAL.pdf](https://www.sfpuc.org/sites/default/files/programs/local-water/SFPUC_2020_UWMP2020_%20FINAL.pdf), accessed December 23, 2021.

<sup>62</sup> "Retail" demand represents water that SFPUC provides to individual customers in San Francisco. "Wholesale" demand represents water that SFPUC provides to other water agencies supplying other jurisdictions.

<sup>63</sup> San Francisco Public Utilities Commission, *2020 Urban Water Management Plan for the City and County of San Francisco* (adopted June 11, 2021), Appendix K, Water Shortage Contingency Plan, [https://www.sfpuc.org/sites/default/files/programs/local-water/SFPUC\\_2020\\_UWMP2020\\_%20FINAL.pdf](https://www.sfpuc.org/sites/default/files/programs/local-water/SFPUC_2020_UWMP2020_%20FINAL.pdf), accessed December 23, 2021.

<sup>64</sup> State Water Resources Control Board Resolution No. 2018-0059, *Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento–San Joaquin Delta Estuary and Final Substitute Environmental Document* (December 12, 2018), [https://www.waterboards.ca.gov/plans\\_policies/docs/2018wqcp.pdf](https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf), accessed December 23, 2021.

Amendment by 2022, assuming that all required approvals are obtained by that time. Implementing the Bay-Delta Plan Amendment would result in a substantial reduction in SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing in San Francisco to a greater degree than previously anticipated to address supply shortages.

Implementation of the Bay-Delta Plan Amendment is uncertain for several reasons. Whether, when, and in what form the Bay-Delta Plan Amendment will be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. In acknowledgment of these uncertainties, the 2020 plan presents future supply scenarios both with and without the Bay-Delta Plan Amendment, as follows:

1. Without implementation of the Bay-Delta Plan Amendment, wherein the water supply and demand assumptions contained in Section 8.4 of the 2020 plan would be applicable
2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment
3. With implementation of the Bay-Delta Plan Amendment as adopted, wherein the water supply and demand assumptions contained in Section 8.3 of the 2020 plan would be applicable

Water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.<sup>65</sup>

Under these three scenarios, SFPUC would have adequate water to meet demand in San Francisco through 2045 in wet and normal years.<sup>66</sup> Without implementation of the Bay-Delta Plan Amendment, water supplies would be available to meet demand in all years except for a shortfall of 4.0 million gallons per day (5.3 percent) in years four and five of a multiple-year drought based on 2045 demand.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 11.2 million gallons per day (15.9 percent) in a single dry year to 19.2 million gallons per day (27.2 percent) in years two through five of a multiple-year drought based on 2025 demand levels, and from 20.5 million gallons per day (25.4 percent) in a single dry year to 28.5 million gallons per day (35.4 percent) in years four and five of a multiple-year drought based on 2045 demand.

The proposed project does not require a water supply assessment under the California Water Code. Under California Water Code sections 10910–10915, urban water suppliers like SFPUC must prepare water supply

<sup>65</sup> On March 26, 2019, SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing with the California Natural Resources Agency. On March 1, 2019, SFPUC submitted to the state water board a proposed project description that could be the basis for a voluntary agreement. Because the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry-year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

<sup>66</sup> Based on historic records of hydrology and reservoir inflow from 1920 to 2017, current delivery and flow obligations, and fully implemented infrastructure under the 2018 Phased Water System Improvement Program Variant, normal or wet years occurred in 85 out of 97 years. This translates into roughly nine normal or wet years out of every 10 years. Conversely, systemwide rationing is required in roughly one out of every 10 years. This frequency is expected to increase as climate change intensifies.

assessments for certain large “water demand” projects, as defined in CEQA Guidelines section 15155.<sup>67</sup> The proposed project would renovate an existing 49,825-square-foot vacant retail space for a new grocery store. The proposed project would not employ more than 1,000 persons or have more than 500,000 square feet of shopping center space; as such, it does not qualify as a “water-demand” project as defined by CEQA Guidelines section 15155(a)(1), and a water supply assessment is not required and has not been prepared for the proposed project. The following discussion considers the potential water supply impacts for projects such as the proposed project that do not qualify as “water-demand” projects.

No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project, in combination with both existing development and projected growth through 2045, would require new or expanded water supply facilities, the construction or relocation of which could have significant impacts on the environment. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the proposed project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, SFPUC has established 50,000 gallons per day as the maximum water demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).<sup>68</sup> The proposed project would represent 10 percent of the 500,000 square feet of commercial space provided in section 15155(1)(B). In addition, the proposed project would upgrade non-compliant water fixtures as required by California Code of Regulations title 24, the City’s Green Building Ordinance, and the California Green Building Standards Code. It is therefore reasonable to assume that the proposed project would result in an average daily water demand of substantially less than 50,000 gallons per day.

Assuming that the proposed project would demand no more than 50,000 gallons of water per day, its water demand would represent a small fraction of the total projected demand, ranging at most from 0.07 to 0.06 percent between 2025 and 2045. As such, the project’s water demand 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.

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<sup>67</sup> 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.

<sup>68</sup> Steven R. Ritchie, Assistant General Manager, Water Enterprise, San Francisco Public Utilities Commission, memorandum to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department–Environmental Planning (May 31, 2019).

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent less than 0.06 percent of the total demand in 2045, when the retail supply shortfall projected to occur with implementation of the Bay-Delta Plan Amendment would be up to 35.4 percent in a multi-year drought. SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would improve overall water supply resilience through an alternative water supply program. SFPUC has taken action to fund the study of additional water supply projects, but it has not determined the feasibility of the possible projects and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts from construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is approved.

Given the long lead times associated with development of additional water supplies, if the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, SFPUC's expected action for the next 10–30 years (or more) would be limited to requiring increased rationing. As discussed in the SFPUC memorandum, SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances that require rationing. The level of rationing that would be required of the proposed project is unknown at this time. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the proposed project compared to citywide demand would not substantially affect the levels of dry-year rationing that otherwise would be required throughout the city. Therefore, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment. Proposed project impacts related to water supply would be **less than significant** and no mitigation measures are necessary.

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**Impact UT-2: The proposed project would not 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; the proposed project would comply with federal, state, and local solid waste management and reduction statutes and regulations. (Less than Significant)**

In September 2015, the City entered into a landfill disposal agreement with Recology, Inc., for disposal of all solid waste collected in San Francisco, at the Recology Hay Road Landfill in Solano County, through September 2024 or until 3.4 million tons have been disposed, whichever occurs first. The City would have an option to renew the agreement for six years or until an additional 1.6 million tons have been disposed, whichever occurs first.<sup>69</sup> The Recology Hay Road Landfill is permitted to accept up to 2,400 tons per day of solid waste. At that maximum permitted rate, the landfill has the capacity to accommodate solid waste until approximately 2034. Under existing conditions, the landfill receives an average of approximately 1,850 tons per day from all sources, with approximately 1,200 tons per day coming from San Francisco, and consisting of residential and commercial waste and demolition and construction debris that cannot be reused or recycled.<sup>70</sup> At the current disposal rate, the landfill has operating capacity until 2041. The City's contract with

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<sup>69</sup> San Francisco Planning Department, *Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County, Final Negative Declaration*, Planning Department Case No. 2014.0653 (May 21, 2015), [http://sfmea.sfplanning.org/2014.0653E\\_Revised\\_FND.pdf](http://sfmea.sfplanning.org/2014.0653E_Revised_FND.pdf).

<sup>70</sup> Ibid.



the Recology Hay Road Landfill will extend until 2031 or until the city has disposed 5 million tons of solid waste, whichever occurs first. At that point, the City will either further extend the landfill contract or find and entitle an alternative landfill site.

The proposed project would be required to comply with the City's Mandatory Recycling and Composting Ordinance (Ordinance No. 100-09), the objective of which is to minimize the city's landfill trash generation. To comply with this ordinance, the proposed project would be required to provide convenient facilities for the separation of recyclables, compostables, and landfill trash for its users.

Construction of the proposed project also would generate demolition and construction waste. The City's Construction and Demolition Debris Recovery Ordinance (Ordinance No. 27-06) prohibits taking construction and demolition material to a landfill or placing such material in the garbage. All mixed debris must be transported by a registered hauler to a registered facility to be processed for recycling, and source-separated material must be taken to a facility that recycles or reuses those materials.

The proposed project would be required to follow state and federal regulations related to the disposal of hazardous wastes, and hazardous wastes would be transported to a permitted disposal or recycling facility. The proposed project would comply with all applicable local, state, and federal laws and regulations pertaining to solid waste.

As discussed above, the city has access to adequate landfill capacity at least through 2031 and potentially through 2041 and anticipates that an adequate alternative site will be identified at that point. Thus, the city has adequate solid waste capacity to serve the proposed project. Further, the proposed project is required to comply with all applicable local, state and federal laws and regulations concerning solid waste. Therefore, the proposed project's impact on landfill capacity and compliance with solid waste regulations would be **less than significant**, and no mitigation measures are necessary.

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**Impact C-UT-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts on utilities and service systems. (*Less than Significant*)**

The geographic scope for potential cumulative utilities and service systems impacts consists of the project area, its immediate vicinity, and the service areas of utilities and service system providers.

Implementation of the proposed project, in combination with cumulative projects, would result in an incremental increase in population, water consumption, and wastewater and solid waste generation. SFPUC has accounted for such growth in its water demand and wastewater service projections, and the City has implemented various regulations to divert solid waste from landfills. For these reasons, the proposed project would not combine with cumulative projects to result in a significant cumulative impact on utilities and service systems, and impacts would be **less than significant**. No mitigation measures are necessary.

## E.7 Hazards and Hazardous Materials

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>7. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The nearest public use airport to the project site is San Francisco International Airport, located approximately 10 miles to the south. The project site is not located within an airport land use plan area; therefore, topic E.6(e) is not applicable to the proposed project.

Finally, the project site is not located within or adjacent to a wildland area; as a result, topic E.7(g) is not applicable to the proposed project.

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

Construction of the proposed project would involve demolition and construction of interior walls, partial demolition of the ceiling and floor, expansion of the rooftop mechanical penthouse, and installation of a new HVAC system and cooling tower. Construction materials, vehicles, and equipment would require the routine use of hazardous materials such as fuels and oils; lubricants, paints, and thinners; and solvents and cleaning solutions. Once constructed, the proposed project would require use of common types of hazardous materials that are typically associated with grocery store uses, such as cleaning products, disinfectants, and solvents. These materials could be released during their transport, use, or disposal and could cause a hazard for the public. However, these products are labeled to inform users of their potential risks and provide instruction regarding appropriate 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 would be managed in accordance with San Francisco Health Code article 22. In addition, the transportation of hazardous materials, are regulated by the California Highway Patrol and the California Department of Transportation. The use of any hazardous materials is not expected to cause any substantial health or safety hazards. Therefore, potential impacts related to the routine use, transport, and disposal of hazardous materials would be ***less than significant***. No mitigation measures are necessary.

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**Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (*Less than Significant*)**

The City Center shopping center was constructed in 1961. The proposed project would involve partial demolition of the ceiling and floor and construction of a new grocery store in an existing vacant retail space. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. These hazardous building materials include asbestos and other hazardous building materials as further discussed below.

***ASBESTOS-CONTAINING MATERIALS***

Based on the date the building was constructed, some of the building materials may pre-date the 1970s ban on the use of asbestos-containing material and asbestos-containing materials may be present in building materials that could become airborne when disturbed during demolition. Interior renovation activities would be required to follow all applicable standards and regulations for hazardous building materials, including the California Health and Safety Code. California Health and Safety Code section 19827.5 requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with the notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The air district is vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and is to be notified ten days in advance of any proposed demolition or abatement work.

Notification includes the following:

- Names and address of operations and persons responsible
- A description and location of the structure to be demolished/altered including size, age and prior use, and the approximate amount of friable asbestos
- Scheduled starting and completion dates of demolition or abatement
- Nature of the planned work and methods to be employed
- Procedures to be employed to meet air district requirements
- The name and location of the waste disposal site to be used

The air district randomly inspects asbestos removal operations. In addition, the air district will inspect any removal operation when a complaint has been received. The local California Occupational Safety and Health Administration (OSHA) office must be notified of asbestos abatement to be performed. Asbestos abatement contractors must follow state regulations contained in 8 CCR sections 1529 and 341.6 through 341.14 where there is asbestos-related work involving 100 square feet or more of asbestos containing materials. Asbestos removal contractors must be certified by the State of California Contractors Licensing Board. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the California Department of Health Services in Sacramento. In addition, the contractor and hauler of the material are required to file a hazardous waste manifest, which details the hauling of the material from the site and appropriate disposal. Pursuant to California law, the Department of Building Inspection will not issue a required permit until an applicant has complied with the notice and abatement requirements described above. These regulations and procedures, already established as part of the permit review process, would ensure that asbestos impacts from building materials would be less than significant.

### **OTHER POTENTIAL HAZARDOUS BUILDING MATERIALS**

Other potential hazardous building materials such as polychlorinated biphenyls (PCB), PCB-containing electrical equipment, or fluorescent lights, could pose health threats for construction workers if not properly disposed of and create a significant impact in case of worker exposure or a release to the environment. These materials are regulated and would be managed, handled, transported, and disposed of according to federal, state, and local laws and regulations. Consequently, potential impacts of the proposed project related to exposure to hazardous building materials would be less than significant. In addition, project construction would be required to comply with federal and state OSHA regulations and Code of Federal Regulations title 29, section 1910. Compliance with these regulations would ensure the proposed project would not result in significant impacts from the potential release of hazardous building materials during renovation activities. Based on mandatory compliance with existing regulatory requirements, the proposed project would not result in a significant hazard to the public or environment from asbestos or other hazardous building materials, and would result in a **less-than-significant** impact with respect to the release of hazardous materials into the environment. No mitigation measures are necessary.

**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*)**

The project site is located one story below the Bright Horizons early education and preschool facility and within 0.25 mile of Raoul Wallenberg Traditional High School at 40 Vega Street; the University of California, San Francisco Laurel Heights Campus at 3333 California Street; the University of San Francisco at 2820 Turk Boulevard; the Little School preschool at 1520 Lyon Street; and the San Francisco Day School at 350 Masonic Avenue.

Construction may require the handling and transport of hazardous wastes during the approximately 10-month construction period, as described in Impacts HZ-1 and HZ-2. However, the materials would be handled in compliance with applicable federal, state, and local laws and regulations, as described above. With adherence to these regulations, there would be no potential for such materials to affect the nearest schools. During operations, the project sponsor would be required to store, handle, and dispose of hazardous materials in accordance with the regulations described under Impact HZ-1, which would ensure that hazardous materials are handled safely and there would be no potential for such materials to affect the nearest schools. Therefore, the proposed project would have a ***less-than-significant*** impact related to hazardous emissions or materials within 0.25 mile of a school. No mitigation measures are necessary.

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**Impact HZ-4: The proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5, but would not create a significant hazard to the public or the environment. (*No impact*)**

The project site is located on a list of hazardous materials sites compiled pursuant to California Government Code section 65962.5, also known as the “Cortese List,” because it formerly contained five leaking underground storage tanks at the prior Sears Automobile Service Center.<sup>71</sup> The five 10-gallon underground storage tanks were used to store hydraulic lift fluid. The tanks were removed on August 28, 1992. Following the excavation, six soil and two water samples were collected. Oil and grease were detected in those samples which resulted in two rounds of additional excavation and sampling. The second round of sampling confirmed that levels of hydrocarbon constituents were still present; albeit at acceptably low levels. Moreover, the underlying geologic condition is a bedrock-sandstone formation with scant groundwater present, and it was determined that the remaining hydrocarbons did not pose a threat to groundwater. As such, no further site investigation or cleanup was required, and the Department of Public Health issued a Notice of Completion [of] Underground Storage Removal on April 5, 1995.<sup>72</sup>

In February 1999<sup>73</sup>, additional soil samples were collected from the excavation area surrounding the former leaking underground storage tanks, which required drilling. During the drilling activities, bedrock was encountered at eight to 11 feet below ground surface. Although some oil and grease were detected, no constituents of concern (BTEX, MTBE or PCBs) were present. The soil sampling process confirmed that there

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<sup>71</sup> San Francisco Department of Public Health, *Case Closure Summary, Leaking Underground Fuel Storage Tank Program* (March 24, 1999), [https://documents.geotracker.waterboards.ca.gov/regulators/deliverable\\_documents/8679410636/GEARY%20BLVD\\_2675\\_CASE%20CLOSURE%20SUMMARY\\_1999-03-24.PDF](https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/8679410636/GEARY%20BLVD_2675_CASE%20CLOSURE%20SUMMARY_1999-03-24.PDF), accessed May 26, 2022.

<sup>72</sup> San Francisco Department of Public Health, *Notice of Completion [of] Underground Storage Removal* (April 5, 1995).

<sup>73</sup> Secor International Incorporated, *Phase I Environmental Site Assessment Report, The City Center, 2675 Geary Boulevard, San Francisco, California* (September 1998).

was no threat to groundwater, and the Department of Public Health recommended that the case be closed, with no further action.<sup>74</sup>

Given that the tank removal (in 1992) and subsequent soil samples (in 1995 and 1999) resulted in issuance of a case closure letter (in 1999) and given that tank removal area is two levels down from the project site and enclosed in concrete, and given that the proposed project would not result in excavation, the proposed project would have **no impact** with respect to being located on a list of hazardous materials sites and, as a result, create a significant hazard to the public or environment. No mitigation measures are necessary.

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**Impact HZ-5: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (*Less than Significant*)**

The City has a published (though not legislatively adopted) emergency response plan, prepared by the Department of Emergency Management as part of the City's Emergency Management Program.<sup>75</sup> The plan includes guidelines for hazard mitigation and disaster preparedness and recovery, and includes 16 annexes (similar to appendices) that cover a number of emergency topics. The Transportation Annex includes operational concepts for evacuating people in an emergency, including the process for designating evacuation routes.

The proposed project is a change of use within a vacant retail space in the City Center shopping center and would not add new physical features that would interfere with an emergency response plan or emergency evacuation plan. The proposed project is not anticipated to interfere with the San Francisco Emergency Response Plan because the proposed project would not permanently alter or impede access to existing roads in the area. Construction staging would occur on the project site and would not obstruct the sidewalks, street parking, and vehicular travel lanes bordering the project site. Therefore, construction of the proposed project would not interfere with travel by emergency response vehicles, restrict access to critical facilities such as hospitals or fire stations, or affect implementation of emergency response plans or emergency evacuation plans. The proposed project would have a **less-than-significant** impact with respect to interfering with an emergency response plan, and no mitigation measures are necessary.

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

Impacts related to hazards and hazardous materials are generally site-specific but can include other sites in the vicinity of the project site. Therefore, the geographic scope for potential cumulative hazardous materials impacts includes the projects listed in Table 2, p. 10, and shown in Figure 6, p. 11. Nearby cumulative projects would be subject to the same federal, state, regional, and city regulations designed to protect the public and the environment from risks of hazards and hazardous materials, and to maintain emergency access routes. Any future development in the project vicinity would be subject to these same laws and regulations. For

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<sup>74</sup> San Francisco Department of Public Health, *Case Closure Summary, Leaking Underground Fuel Storage Tank Program* (March 24, 1999), [https://documents.geotracker.waterboards.ca.gov/regulators/deliverable\\_documents/8679410636/GEARY%20BLVD\\_2675\\_CASE%20CLOSURE%20SUMMARY\\_1999-03-24.PDF](https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/8679410636/GEARY%20BLVD_2675_CASE%20CLOSURE%20SUMMARY_1999-03-24.PDF), accessed May 26, 2022.

<sup>75</sup> City and County of San Francisco, *Emergency Response Plan: An Element of the CCSF Emergency Management Program* (May 2017), [https://sfdem.org/sites/default/files/CCSF%20Emergency%20Response%20Plan\\_April%202008%20-%20updated%20May%202017\\_Posted.pdf](https://sfdem.org/sites/default/files/CCSF%20Emergency%20Response%20Plan_April%202008%20-%20updated%20May%202017_Posted.pdf), accessed March 8, 2022.



these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative impact related to hazards and hazardous materials. This impact would be **less than significant**, and no mitigation measures are necessary.

## E.8 Energy

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>8. ENERGY.</b> 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Impact EN-1: The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (*Less than Significant*)**

The proposed project would increase the daytime population on the project site. The proposed project is a change of use within a vacant retail space in the City Center shopping center. While occupation of the vacant retail space would increase energy use onsite, the proposed project would not result in the wasteful, inefficient or unnecessary consumption of energy resources because it would comply with all applicable regulations related to consumption of energy resources.

In addition, the proposed project would make use of a vacant retail store rather than constructing a new facility. This would conserve the embodied energy present in the existing building and reduce the energy required to produce and transport new materials.

Further, the project site's urban location is accessible by transit and is bicycle and pedestrian friendly resulting in fewer vehicle trips and VMT. These features ensure that the project would not result in the wasteful, inefficient, or unnecessary consumption of fuel. For the reasons described above, the proposed project would not result in the wasteful use of energy. Furthermore, the proposed project would not conflict with or obstruct implementation of state or local plan for renewable energy and energy efficiency. Therefore, the impact would be **less than significant**, and no mitigation measures are necessary.

**Impact C-EN-1: The proposed project, in combination with cumulative projects, would increase the use of energy resources, but not in a wasteful manner. (*Less than Significant*)**

The geographic context for the analysis of cumulative impacts associated with energy is the service territory of the energy utility that serves the project site, PG&E, while the geographic context for the analysis of cumulative impacts associated with fuel use is the city. The proposed project would consist of interior renovation of an existing vacant retail space and expansion of the existing rooftop mechanical penthouse, including new HVAC equipment and a cooling tower, resulting in an increase of energy use at the site. All new development in the city would be required to comply with the standards of Title 24 and the San Francisco Green Building Code, thereby minimizing the amount of water and energy used. The majority of San Francisco, including the project site is located within a transportation analysis zone that experiences low levels of VMT per capita compared to regional VMT levels. Therefore, the proposed project, in combination with other reasonably foreseeable cumulative projects in San Francisco would not encourage activities that result in the use of large amounts of fuel or energy or use these in a wasteful manner and this impact would be ***less than significant***. No mitigation measures are required.

## E.9 Mandatory Findings of Significance

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less-than-Significant Impact	No Impact	Not Applicable
<b>8. MANDATORY FINDINGS OF SIGNIFICANCE.</b> Does the project:					
a) Have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

NOTE: Authority cited: Public Resources Code sections 21083 and 21083.05, 21083.09. Reference: Section 65088.4, Gov. Code; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21080.3.1, 21080.3.2, 21082.3, 21084.2, 21084.3, 21093, 21094, 21095, and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

As described in Section D of this initial study, the following topics are either not applicable to the proposed project or the project would have no impact on the topic: land use and planning, population and housing, wind, shadow, recreation, public services, geology and soils, hydrology and water quality, wildfire hazards, biological, historic, archeological, tribal cultural, paleontological, mineral, agricultural, or forestry resources. Given that these topics are either not applicable or the proposed project would have no impact on these environmental topics individually, the proposed project would also not contribute to any cumulative impacts for these environmental topics. Further, because the proposed project would have no impact on biological, historic, archeological, tribal cultural, and paleontological resources, the proposed project does not have the potential to substantially 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, substantially 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.

The proposed project would have a less-than-significant impact on transportation and circulation, GHG emissions, utilities and service systems, hazards and hazardous materials, and energy resources. As discussed in Section E, cumulative impacts to these environmental topics would be less than significant.

The proposed project would have a potentially significant impact on sensitive receptors related to operational noise, which would be reduced to a less-than-significant level with the implementation of Mitigation Measure M-NO-3. As discussed in Section E, cumulative noise impacts would be less than significant.

This initial study finds that the proposed project **may** have a significant individual and cumulative air quality impact on sensitive receptors which could adversely affect human beings. The EIR will assesses this topic and identify mitigation measures, if applicable.

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## F. Mitigation Measures

The following mitigation measure has been identified to reduce a potentially significant noise impact to a less-than-significant level. The project sponsor has agreed to implement this mitigation measure.

**Mitigation Measure M-NO-3: Mechanical Equipment Noise Control.** In order to reduce mechanical equipment noise, the project sponsor shall install noise barriers along the south, west, north, and east sides of the proposed cooling tower to block the line of sight between the cooling tower and daycare facility's outdoor playground and to attenuate noise at the north property plane.

The noise barriers shall include, at a minimum, all of the following specifications:

- Noise Barrier South of Cooling Tower:
  - A total height of approximately 17 feet (an additional 7 feet on top of the 10-foot-tall rooftop mechanical penthouse enclosure walls);
  - A solid barrier with a weight of at least 3 pounds per square foot (psf) and solid without any gaps; and
  - Sound absorptive material on the side facing the mechanical equipment.

- Noise Barrier North of Cooling Tower (extending at least 10 feet from the northwest and northeast corners to the south:
  - A total height of approximately 24 feet (an additional 14 feet on top of the 10-foot-tall rooftop mechanical penthouse enclosure walls);
  - A solid barrier with a weight of at least 3 pounds per square foot (psf) and solid without any gaps; and
  - Sound absorptive material on the side facing the mechanical equipment.
- Acoustical louvers shall be located at the section of the enclosure east of the cooling tower meeting the minimum insertion loss as shown below.

	63 Hertz (Hz)	125 Hz	250 Hz	500 Hz	1 kilohertz (kHz)	2 kHz	4 kHz
Acoustical Louver Minimum Insertion Loss (dB)	—	8	7	11	13	10	8

- The outside air (OSA) units shall include:
  - 5 feet of internally lined duct with 1-inch-thick glass fiber duct lining between each of the OSA units and the outside air openings on the penthouse roof; or
  - As an alternative to an internally lined duct, duct silencers may be provided at the same duct segments described above. Each of the silencers shall meet the minimum insertion loss as shown below.

	63 Hertz (Hz)	125 Hz	250 Hz	500 Hz	1 kilohertz (kHz)	2 kHz	4 kHz
Silencer Minimum Insertion Loss (dB)	—	—	6	6	12	10	6

In lieu of the above, the project sponsor may install alternative noise control measures provided the sponsor submits documentation demonstrating that noise from the alternative measures would not exceed 62.5 dBA at the daycare facility's outdoor playground and 55 dBA at the north property plane, on level 4 of City Center.

Upon installation of the proposed project's mechanical equipment and required noise control measures, the project sponsor, with approval from the daycare facility, shall take noise measurements of the equipment at various locations within the outdoor playground to confirm that the project's mechanical equipment noise does not exceed 62.5 dBA. Noise measurements shall also be taken at the north property plane to confirm that noise levels do not exceed 55 dBA. Noise measurements shall be provided to the planning department prior to receipt of a certificate of occupancy. Should noise measurements indicate that the project's mechanical equipment noise exceeds 62.5 dBA at the daycare facility's outdoor playground or 55 dBA at the north property plane, the project sponsor, with an acoustical consultant, shall install additional noise attenuation measures necessary to ensure that noise levels do not exceed 62.5 dBA or 55 dBA, at the respective locations. Any additional noise attenuation measures shall be approved by the planning department, installed, and verified as not exceeding 62.5 dBA at the outdoor playground or 55 dBA at the north property plane, prior to receiving a certificate of occupancy.

## G. Determination

On the basis of this initial study:

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

DATE: June 22, 2022



Lisa Gibson  
Environmental Review Officer  
for  
Rich Hillis  
Director of Planning

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## **APPENDIX A**

### Transportation Technical Information



June 13, 2022

Project# 22126.015

To: Rachel Schuett, Senior Environmental Planner  
Environmental Planning Division, San Francisco Planning  
49 South Van Ness Avenue, Suite 1400  
San Francisco, CA 94103

From: Mike Alston, RSP; Sophia Semensky

RE: Transportation Memorandum  
2675 Geary Boulevard

## PURPOSE OF THIS MEMORANDUM

Kittelson & Associates, Inc. (Kittelson) has prepared this memorandum to present the travel demand and freight loading demand methodology and calculations for the proposed 2675 Geary Boulevard project ("project," Case No. 2019-004110ENV-02) in San Francisco, California. This memorandum also provides substantiation for air quality-related transportation data inputs subsequently used to model transportation-related emissions from the proposed project, in support of the environmental analysis.

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## Memorandum Organization

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This memorandum is organized into the following sections which include data tables and substantiation as listed below:

- Project Description
  - Table 1. Proposed Project Characteristics
- Methodology
- Data Collection
- Project Travel Demand
  - Table 2. Weekday Travel Demand
  - Table 3. Vehicle Trips
  - Table 4. Customer Trips
  - Table 5. Employee Trips
- Project Freight Loading Demand
  - Table 6. Freight Trips
  - Table 7. Fleet Mix
  - Table 8. Loading Locations
  - Table 9. Loading Event Average Duration by Location
  - Table 10. Loading Event Average Duration by Vehicle Type
  - Table 11. Vehicle Miles Traveled by Freight Vehicle Type

Discussion preceding each table lists the data sources available and estimates based on each data source. The discussion then documents the source selected and explains how and why that data source was used. References to data sources are included as numbered endnotes; see Attachment A: Data Sources, for the complete reference. In addition, each section notes whether the analysis was completed for transportation environmental review or as an input to air quality analysis.

Each table listed above includes the following information:

- The item to be estimated
- The data and details on the calculation (where applicable)
- The data selected for analysis (including a source citation)

Attachment A and Attachment B include the data sources and support documents used to derive project analysis estimates. They are referenced throughout this memorandum when the corresponding analysis and estimates are discussed.

■ Attachment A: Data Sources

- **Attachment A-1: Weekday versus Weekend Transaction Data.** These data were used to estimate weekend project travel alongside weekday project travel in order to estimate overall average daily estimates.
- **Attachment A-2: FHWA to EMFAC Vehicle Crosswalk.** This attachment is a support tool developed to convert fleet mix data collected in a particular format to a vehicle classification system appropriate for air quality analysis.
- **Attachment A-3: Excerpt from San Francisco Travel Demand Update: Data Collection and Analysis.** This attachment includes the standard travel demand estimates consistent with the San Francisco TIA Guidelines (TIA Guidelines).

■ Attachment B: Data Tables

- **Table B-1. Data Sources + Store Amenities.** This table compares the project characteristics of the Whole Foods stores available for data analysis.
- **Table B-2. Available Data by Source.** This table compares the available data from each source and shows which sources provided which data for estimation.
- **Table B-3. Trip Generation Data.** This table shows the comparative results of potential travel demand analysis methodologies (including choice of source data).
- **Table B-4. Freight Loading Data:** This table shows the available data sources for estimating project freight travel demand.

## PROJECT DESCRIPTION

The project site is a vacant 49,825 -square-foot retail space within an existing 250,843-square-foot shopping center, the "City Center," located at the southeast corner of Masonic Avenue and Geary Boulevard, in the Western Addition Neighborhood of San Francisco (Assessor's Block 1094, Lot 001). The project site also includes an existing parking lot with 117 vehicle parking spaces (Parking Lot C) and a loading dock in Parking Lot E.

The project sponsor proposes to renovate an existing vacant retail space on level 3 of the City Center shopping center for a new Whole Foods Market grocery store. The proposed project would include a 49,825-square-foot grocery store with a 25,030-square-foot sales floor. The remaining 24,795 square feet would be dedicated to other uses: seating areas, checkout, self-checkout, and back-of-house uses such as offices, restrooms, freezers, kitchens, and storage areas for online orders.<sup>i,ii</sup> The grocery store would sell

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<sup>i</sup> These areas store products ordered online and collected in store by Whole Foods Market employees for pickup or delivery. Customers can order groceries and other in-store products online through Whole Foods Market or Amazon Prime.

<sup>ii</sup> Note: Although trips for retail land uses (including freight trips) are typically generated based on the size of the sales floor, all trip calculations are based on the entire store volume (gross square footage). This provides a conservative approach to analysis.

grocery items, prepared foods, medicine, household products, beverages, and other retail items. The store would have a lounge and seating area with a capacity of 50 people.

The analysis presented in this memorandum (and used for subsequent air quality analysis) was based on a prior project description that included a larger store (54,290 gross square feet). As a result, the estimates presented in this memorandum are conservative estimates (i.e., higher and more impactful from an environmental impact perspective compared to the revised project description).

**Table 1. Proposed Project Characteristics**

Project Characteristics	Existing	Proposed
Interior area (square feet)	49,825	49,825
Land use	Vacant Retail	Grocery Store
Rooftop mechanical penthouse (square feet)	930	1,630
Hours of loading	–	5 AM – 3 PM
Store hours	–	8 AM – 10 PM
Vehicle parking spaces	117 (Lot C)	117 (Lot C)
Bicycle parking spaces	8 (Lot E)	8 (Lot E)
Americans with Disabilities Act (ADA) parking spaces	1 van ADA; 4 standard ADA	1 van ADA; 4 standard ADA

Source: Whole Foods Market, 2021

## METHODOLOGY

This section describes the methodology used to develop project travel demand and freight loading estimates.

Transportation analysis for environmental review typically proceeds with a proposed designated land use and unknown future tenants. For example, a project may specify a “retail – supermarket” use but not have a proposed retailer. As a result, analysis will typically include general assumptions associated with the land use type.

However, for the proposed project the project sponsor is the prospective tenant, Whole Foods Market. Therefore, Kittelson and the San Francisco Planning Department (“planning department”) collected data from Whole Foods Market sites within San Francisco, including observation-based counts at the Whole Foods Market at 2001 Market Street (in 2017 and 2021). Additional Whole Foods specific data was collected by the planning department for other studies, such as the Balboa Reservoir EIR, or via data requests to Whole Foods Market. See Appendix A for further detail. Where possible, specific data for Whole Foods operations was used to improve the accuracy of estimates for the proposed project compared to more general input assumptions for the “retail – supermarket” land use type.



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## Whole Foods Operations

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At the time this analysis was completed (early 2022), Whole foods operated seven stores in San Francisco and a local distribution center in Richmond, California.

### DATA COLLECTION

Kittelson compared data at the 2001 Market Street Whole Foods Market site. This included data collected in 2017 for the TIA Guidelines update [8] and Kittelson data collected in 2021. A comparison of data in 2017 and 2021 helped identify travel demand and freight loading demand methodology and calculations for the proposed project, including to account for whether changes related to the Whole Foods business model (addition of Amazon lockers and Amazon Fresh grocery delivery) and travel pattern changes related to COVID-19 (started in March 2020 in San Francisco) meaningfully altered Whole Foods travel characteristics over time.

According to the San Francisco Travel Demand Update: Data Collection and Analysis report<sup>9</sup>, the Whole Foods store at 2001 Market Street is 23,751 square feet. The store operating hours are 8:00 AM to 10:00 PM, seven days a week.

### 2021 DATA COLLECTION

Travel activity data was collected on July 20 and 21, 2021 at the 2001 Market Street Whole Foods store [5]. The data collection effort included:

- Person Trip Generation:
  - Total person trip generation by time of day
  - Person trip generation per thousand square feet
  - Trip generation (daily and peak hour person-trips per 1,000 square feet)
- Passenger Loading
  - Total of passenger loading vehicles by time of day
  - Length of each activity and average duration
  - Location of loading activity, including use of formal loading space or other curb or street location
  - Peak hour loading rate within the peak period for passenger loading (5 to 8 PM)
- Commercial Loading
  - Total of commercial loading vehicles by time of day and type of vehicle
  - Length of stay for vehicles and average duration
  - Location of loading activity, including use of formal loading space or other curb or street location
  - Peak hour loading rate within the peak period for commercial loading (11 AM to 2 PM)

In 2021, the 2001 Market Street store included Amazon Fresh service and Amazon lockers onsite for parcel delivery. The 2001 Market Street store included an onsite coffee bar and two interior eateries, similar to the proposed project. Activity associated with the onsite coffee bar and eateries was not separately observed or counted.

## 2017 REFERENCE DATA

The June 29, 2018, San Francisco Travel Demand Update: Data Collection and Analysis report included data collection at representative retail sites and documented those data in technical appendices [9]. Those data include 2017 travel demand data collected at the site.

At the time of the 2017 data collection, the 2001 Market Street Whole Foods site did not include Amazon Fresh service and Amazon lockers onsite for parcel delivery. (The Amazon purchase of Whole Foods was reported in June 2017.) The site did include the onsite coffee bar and two interior eateries at the time, similar to the proposed project.

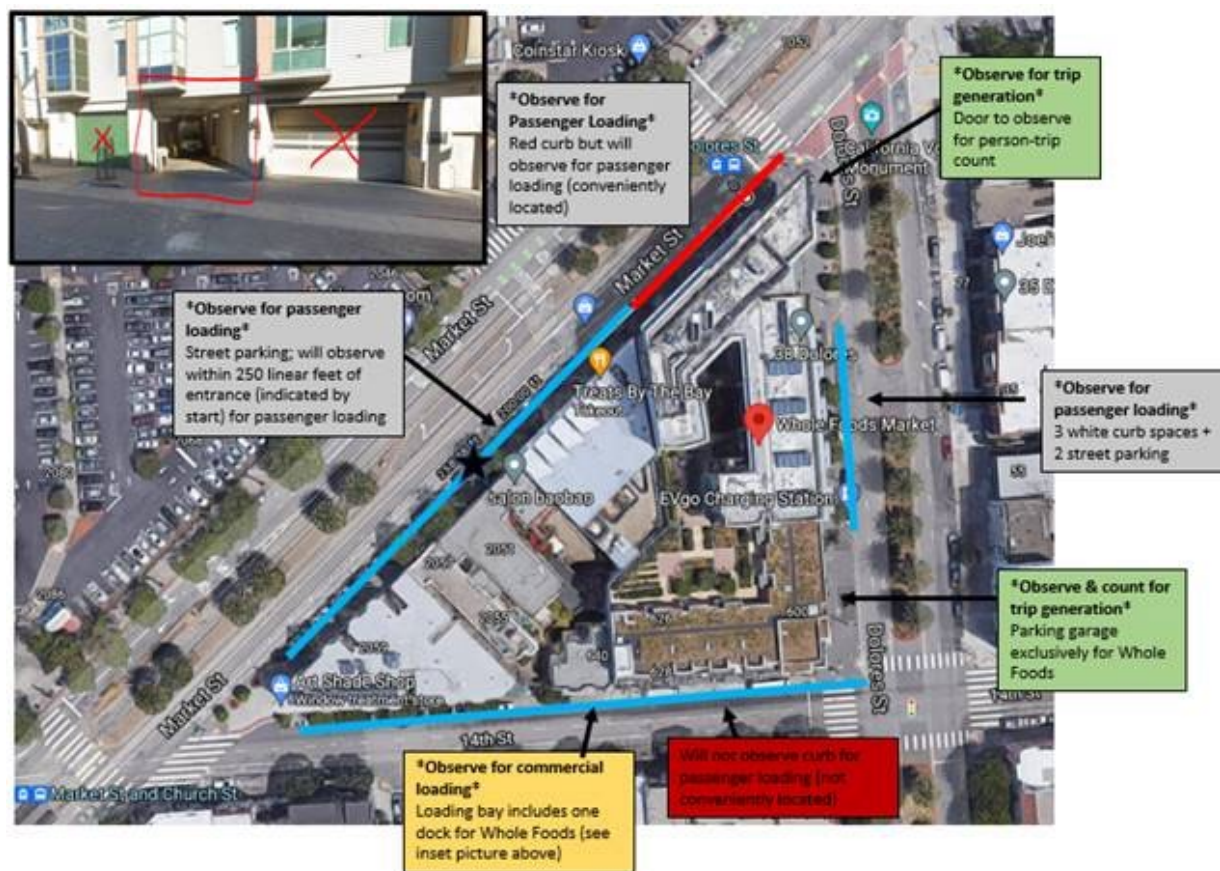
The following data was collected at the 2001 Market Street site as part of the TIA Guidelines update project (source: San Francisco Travel Demand Update: Data Collection and Analysis report Appendix D, page 2):

- **Person-trip** video counts on May 24, 2017
- **Mode share** intercept surveys on April 27, 2017
- **Loading activity** time lapse data on May 24, 2017

## Site and Data Collection Logistics

Figure 1 shows an aerial image of the 2001 Market Street site block face; data observation locations are described below.

Figure 1: Data Collection Site Plan



## PERSON TRIPS

Person trips were counted between 8 AM and 10 PM (the store's operating hours) on Tuesday, July 20, 2021, and Wednesday, July 21, 2021. Person trips were counted by observing and tallying at the following locations (refer to Figure 1):

- In/out activity at the doorway onto Dolores and Market (direct person trip count)
- Vehicle entries and exits to parking garage, with an assumed 1.4 average vehicle occupancy (indirect person trip count; this is the average vehicle occupancy reported by the Travel Demand Tool for this site) [8]

## PASSENGER LOADING ACTIVITY

Passenger loading was counted between 8 AM and 10 PM (the store's operating hours) on the same two weekdays. Passenger loading activity was counted by observing and tallying at the following locations (refer to figure 1):

- Three white curb loading spaces and four street parking spaces along Dolores Street
- Red curb along Market Street which is within 250 linear feet of the Whole Foods entrance
- Street parking within 250 linear feet of Whole Foods entrance

The type of event (pickup/drop-off), time of day, location, and duration was recorded for all events, as well as qualitative observations (e.g., double parking). The cameras were set up and observed between 5 AM and 12 AM so that all commercial loading activity in these locations was recorded.

## COMMERCIAL LOADING ACTIVITY

Per a July 8, 2021, conversation with onsite staff, Whole Foods suppliers use the loading dock along 14th Street (see Figure 1) to deliver groceries [13]. Drivers making deliveries for Amazon Lockers typically use available white curb space or short-term parking. Third-party vendors park and use the main entrance. There are no yellow curb commercial loading zones along the project side of the street within 250 linear feet of the Whole Foods entrance. Commercial activity was observed and tallied between 5 AM and 12 AM on the same two weekdays at the following locations:

- The loading dock on 14th Street
- Any commercial loading activity observed at the passenger loading sites
- Any incidental commercial loading activity observed at the garage entrance/exit
- Any obvious commercial deliveries being made through the front door (e.g., pushing a handcart)

The vehicle type, time of day, location, and duration was reported for all commercial loading activity. For third-party vendors making commercial deliveries through the front door, the duration was estimated based on the arrival and departure through the front doors.

## OTHER AVAILABLE DATA SOURCES

Kittelton compiled and summarized the original data collection, allowing for comparison to the following other sources of data:

- The TIA Guidelines published travel demand rates for grocery store use [8]
- The June 29, 2018, San Francisco Travel Demand Update: Data Collection and Analysis report, including the technical appendices (for 2017 travel information at the 2001 Market site [9])

- Commercial loading data collected at the 1150 Ocean Avenue Whole Foods site on March 10, 2019 [3]
- Published documents associated with the proposed project:
  - Transportation Coordination Memo, May 4, 2020, which provided data from the 1765 California Site collected in 2019 [7]
  - Appeal of Exemption Determination, November 9, 2020
  - Hypothetical Loading Demand Analysis Memo, November 6, 2020

As part of the transportation analysis, Kittelson discussed the range of travel demand estimates indicated by available data and analyzed the project with a reasonable and appropriately conservative estimate.

## PROJECT TRAVEL DEMAND

This section presents the project's travel demand, including:

- Table 2. Weekday Travel Demand
- Table 3. Vehicle Trips
- Table 4. Customer Trips
- Table 5. Employee Trips

### Weekday Travel Demand

Kittelson and the department reviewed the data discussed in the Data Collection section of this memorandum to identify the appropriate data to use for the project's travel demand (see Attachment B: Data Tables).

As shown in Table B-2: Available Data by Source (Attachment B), daily and weekday PM peak hour person trip rates were available from the following sources:

- 2001 Market Street (2017) [6]
- 2001 Market Street (2021) [5]
- The 2675 Geary Blvd Planning Department Transportation Coordination Memo [7]
- The TIA Guidelines (2019) [8]

Daily and weekday PM peak hour person trip rates are shown in Table B-3: Trip Generation Data.

For weekday daily person trips: Kittelson used the TIA Guidelines rate of 297 weekday daily person trips per 1,000 gross square feet, which includes trips by all ways of travel. Kittelson conservatively selected this daily person trip rate because of the variation of observed rates (173.27 to 322) and because it is higher than the person rate observed in the 2001 Market Street (2021) data collection (173.27).

Kittelson then applied the mode split and average vehicle occupancy rates for the project location from the TIA Guidelines and incorporated those rates into the SF Travel Demand Tool [1] to determine the number of daily and PM peak hour Automobile, TNC/Taxi, Transit, Bicycle, Walking, and Private Shuttle person trips. The results from the travel demand analysis are summarized in Table 2. Weekday Travel Demand.

**Table 2. Weekday Travel Demand**

Mode Choice	Daily Trips	PM Peak Hour Trips
Automobile Person Trips	4,176	305
TNC/Taxi Person Trips	226	16
Muni Bus/Rail Person Trips	1,903	139
Bicycle Person Trips	451	33
Walking Person Trips	9,287	678
Private Shuttle Person Trips	81	6
Total Person Trips	16,124	1,177
Total Vehicle Trips <sup>i</sup>	2,620	216
Total Vehicle Trips (Private Vehicles + TNC/Taxi) <sup>iii</sup>	2,846	232

Source: Refer to Table B-3

<sup>i</sup> Total Vehicle Trips = Automobile Person Trips/Average Vehicle Occupancy

## Weekend Vehicle Trips

Kittelson estimated the average daily vehicle trips and PM Peak Hour vehicle trips (including weekends) for air quality model inputs. To develop average daily values (in contrast with the average weekday values already presented), Kittelson estimated weekend project-related travel compared to the weekday estimates provided in the preceding section and adjusted the overall estimates.

To develop weekend travel demand estimates in relation to weekday demand, Kittelson obtained and analyzed transaction and gross sales data from Whole Food's seven San Francisco stores [10]. The average number of weekend (Saturday and Sunday) transactions across all stores citywide was 5 percent higher than average weekday transactions which means 5 percent more trips across all modes. Therefore, a 5 percent growth was applied to estimate weekend project-related trips, and then a weighted average of weekend and weekday trips was taken to arrive at average daily vehicle trips.

Table 3. Vehicle Trips presents the average daily project vehicle trips.

The PM Peak Hour weekday vehicle trips are a direct output from the SF Travel Demand Tool [1]. The weekend trips can be estimated as 1.05 multiplied by the weekday trips. A weighted average of weekend and weekday trips was taken to yield the average daily and PM Peak Hour Vehicle Trips: 2,658 and 219, respectively.

<sup>iii</sup> Vehicle trips that were included in the air quality model only included trips by private vehicle and did not include taxi/TNC trips. However, the vehicle trips were based on a 54,290-square-foot floor area. The proposed project's floor area would be 49,285 square feet which would generate approximately 2,378 daily private vehicle trips and 205 taxi/TNC trips or 2,583 total vehicle trips which is less than the 2,620 vehicle trips that were included in the air quality model. Therefore, the number of vehicle trips was overestimated even with the omission of taxi/TNC trips.

**Table 3. Vehicle Trips**

Item to be Estimated	Data	Source
Total daily vehicle trips (weekday)	2,620 (rounded)	
Total daily vehicle trips (weekend)	$2,620 \times 1.05 = \mathbf{2,751}$ (rounded)	Whole Foods data on weekend vs weekday gross sales and transactions [10]
Average daily vehicle trips	<p><b>2,658 trips</b></p> <p>297 daily trips per 1,000 square feet * 54.290 = 16,124 weekday daily person-trips</p> <p><math>16,124.13 \times 1.05 = 16,930</math> weekend daily person-trips</p> <p>Weighted average daily trips = <math>16,124 \times 5/7 + 16,930 \times 2/7 = 16,354.3 = 16,354</math> daily person trips (rounded)</p> <p><math>16,354 \text{ daily trips} \times 26\% (0.26) \text{ auto mode share} / 1.6 \text{ average vehicle occupancy} = 2,657.5 = 2,658 \text{ (rounded) daily vehicle trips (weekday)}</math></p>	<p>Daily trip generation rate: TIA Guidelines (2019) [8]</p> <p>Mode Split: SF Travel Demand Tool (sftraveldemand.sfcta.org) [1]</p> <p>Whole Foods provided data on weekend vs weekday gross sales [10]</p>
PM Peak Hour vehicle trips (weekday)	<b>216</b>	Mode Split and PM to daily trip relationship: SF Travel Demand Tool (sftraveldemand.sfcta.org) [1]
PM Peak Hour vehicle trips (weekend)	$216 \times 1.05 = 226.8 = \mathbf{227}$ (rounded)	
PM Peak Hour vehicle trips (daily)	$216 \times 5/7 + 216 \times 1.05 \times 2/7 = 219.1 = \mathbf{219}$ (rounded)	

## Customer and Employee Trips

The number of weekday and weekend customer and employee daily and PM Peak Hour trips, as well as average trip length and Vehicles Mile Traveled (VMT) were estimated for the air quality analysis.

The average number of daily and PM Peak Hour trips (weekday, weekend, and average daily) was used from Table 3. Vehicle Trips, and the SF Travel Demand Tool was used to estimate the share of non-work vehicle trips as a percent of total trips [1]. Customer trips (non-work trips) are about 78 percent of daily vehicle trips, so that factor was applied to total vehicle trips to estimate the customer share. As before, weekday trips were converted to weekend trips with a multiplication factor of 1.05 [10].

Average customer trip lengths were estimated using the TIA Guidelines trip distribution guidelines to route vehicle trips to the centroid of each distributed geography, with a weighted average of trip lengths taken



[8]. The VMT for weekday, weekend, and combined was then generated by multiplying the average trip length by the corresponding number of daily trips.

As shown in Table 4. Customer Trips, the average customer trip length as estimated would be 4.99 miles. However, this estimate may overstate the actual average customer trip length for a few reasons. Grocery stores and other local-serving retail uses often reduce trip lengths by providing a closer destination for existing shopping demand near the project site. In this case, some portion of project-related trips would be redirected from existing longer shopping trips, allowing shoppers to travel a shorter distance.

Also, the trip length estimates are based on the guidelines and represent a sample trip distribution for the use type. Given that the project site is near the center of San Francisco (which is seven miles by seven miles), an average vehicle trip length of 4.99 miles would indicate that customers would be driving to this store instead of other, closer Whole Foods stores or other grocery stores (e.g., Marin County or the farthest western portions of the Richmond and Sunset neighborhoods).

**Table 4. Customer Trips**

Item to be Estimated	Data	Source
Daily customer vehicle trips (weekday)	$2,620 * 0.78 = \mathbf{2,056 \text{ vehicle trips}}$ (rounded)	Daily trip generation rate: TIA Guidelines (2019) [8]
PM peak hour customer vehicle trips (weekday)	$216 * 0.78 = \mathbf{152 \text{ vehicle trips}}$ (rounded)	Mode Split: SF Travel Demand Tool (sftraveldemand.sfcta.org) <sup>1</sup> 2001 Market Street (2021) Original Data Collection [5]
Daily customer vehicle trips (weekend)	$2,056 * 1.05 = \mathbf{2,159 \text{ vehicle trips}}$ (rounded)	TIA Guidelines [8] Mode Split 2001 Market Street (2021) Original Data Collection [5]
PM peak hour customer vehicle trips (weekend)	$152 * 1.05 = \mathbf{160 \text{ vehicle trips}}$ (rounded)	Whole Foods market estimates of # of employees on weekdays vs. weekends 2001 Market Street (2021) Original Data Collection [5]
Average daily customer vehicle trips	$2,056 * 5/7 + 2,159 * 2/7 = \mathbf{2,085 \text{ vehicle trips}}$ (rounded)	Daily trip generation rate: TIA Guidelines (2019) [8]
Average day PM peak hour customer trips	$152 * 5/7 + 160 * 2/7 = \mathbf{154 \text{ vehicle trips}}$	Mode Split: SF Travel Demand Tool (sftraveldemand.sfcta.org) [1] Daily trip generation rate: TIA Guidelines (2019) [8]
Average vehicle trip length for customers	<b>4.99 miles</b>	Mode Split: SF Travel Demand Tool (sftraveldemand.sfcta.org) [1] TIA Guidelines [8] Trip Distribution estimates
Total VMT for customers (weekday)	$2,056 * 4.99 = \mathbf{10,259 \text{ VMT}}$	

Item to be Estimated	Data	Source
Total VMT for customers (weekend)	$2,159 * 4.99 = \mathbf{10,772 \text{ VMT}}$	
Total daily VMT for customers	$2,085 * 4.99 = \mathbf{10,406 \text{ VMT}}$	

The employee trips were calculated using the same method as above: employee trips account for about 22 percent of daily vehicle trips, total vehicle trips were multiplied by 0.22 to arrive at an estimate. See Table 5. Employee Trips for detailed calculations. The average trip length was calculated by obtaining vehicle miles traveled (VMT) estimates by traffic analysis zone (TAZ) per retail employee and multiplying by the number of employees to result in VMT. The VMT estimates are provided by the San Francisco Chained Activity Modeling Process (SF-CHAMP) travel demand model [11]. Then, the VMT divided by the number of employee vehicle trips yields the average vehicle trip length. The number of employees was estimated by total number of daily person trips classified as work trips (22 percent): 3,332 (this is approximately 22 percent of the total person trips obtained and presented in Table 2. Weekday Travel Demand). Assuming these are one-way trips, and assuming three or four one-way trips per day per employee (a typical assumption for retail employee travel within San Francisco), the number of employees may be 25 to 33 percent of that, or 833 to 1,111 employees.

This estimate is likely conservative. Whole Foods anticipates a total of 200 employees with 35 to 40 employees working each shift. Based on typical Whole Foods Market hours of 8:00 AM to 10:00 PM, the store would be open 14 hours per day, likely resulting in three shifts. Three shifts with 40 employees each would result in 120 employees per day. Again, assuming employees typically make three or four one-way trips per day (which accounts for trips taken off-site during a shift break), then if 120 employees take four trips per day, this would result in 480 daily employee trips, compared to 3,332, calculated above. In addition, the average trip length for employees is 21.6 miles. While that may be accurate for commute trips (two per day per employee), trips taken during an employee's shift are not likely to be that far; therefore, these calculations likely overestimate the VMT for employees.

**Table 5. Employee Trips**

Item to be Estimated	Data	Source
# of vehicle trips (weekday)	$2,620 * 0.22 = \mathbf{564 \text{ vehicle trips (rounded)}}$	2001 Market Street (2021) Original Data Collection [5]
# of PM peak hour vehicle trips (weekday)	$216 * 0.22 = \mathbf{64 \text{ vehicle trips (rounded)}}$	TIA Guidelines [8] Trip Distribution 2001 Market Street (2021) Original Data Collection [5]
# of vehicle trips (weekend)	$\mathbf{564 * 1.05 = 592.2 = 592 \text{ vehicle trips (rounded)}}$	TIA Guidelines [8] Trip Distribution 2001 Market Street (2021) Original Data Collection [5]
# of PM peak hour vehicle trips (weekend)	$64 * 1.05 = 67.2 = \mathbf{67 \text{ vehicle trips (rounded)}}$	2001 Market Street (2021) Original Data Collection [5]
Average # of daily vehicle trips	$564 * 5/7 + 564 * 1.05 * 2/7 = 572.1 = \mathbf{572 \text{ vehicle trips (rounded)}}$	2001 Market Street (2021) Original Data Collection [5]
Average # of PM peak hour vehicle trips	$65 * 5/7 + 64 * 1.05 * 2/7 = 64.9 = \mathbf{69 \text{ vehicle trips (rounded)}}$	TIA Guidelines [8] Trip Distribution
Average trip length for employees	21.6 (see below)  Step 1: TIM VMT/retail employee = 7.41  Step 2: VMT/retail employee * # of employees = Total VMT: $7.41 * 1,666 = 12,345.1$ Total VMT  Step 3: total VMT/# of vehicle trips = $12,345.1 / 572 = \mathbf{21.6 \text{ miles per employee vehicle trip}}$	TIM estimates (by TAZ) [11]
Total VMT for employees (weekday)	$564 * 21.6 = \mathbf{12,182 \text{ VMT}}$	
Total VMT for employees (weekend)	$592 * 21.6 = \mathbf{12,787 \text{ VMT}}$	
Total daily VMT for employees	$572 * 21.6 = \mathbf{12,355 \text{ VMT}}$	

## FREIGHT LOADING DEMAND

Freight loading data were available from three Whole Foods locations as part of four studies (including the 2021 original data collection): 2001 Market Street (2021) [5], 1765 California Street (2019) [2], and 1150 Ocean Avenue (2019 & 2021) [3]. These locations include Amazon services, such as an Amazon Hub Locker and Amazon Returns, but these Amazon services are not proposed for 2675 Geary Boulevard.<sup>iv</sup> Therefore, the data collected likely overestimates freight loading demand for the proposed project: these activities are associated with additional trips: private trips to drop off Amazon returns, private trips to pick up deliveries from lockers, and commercial trips to collect returns and drop packages off to lockers.

For each item to be estimated, the data sources available were compared and the most conservative choice was generally chosen. The following section presents each item that was estimated, the sources, and an explanation of why the source was chosen. The following items were estimated:

- Freight Trips
  - Daily Freight Trips (Weekday)
  - Daily Freight Trips (Weekend)
  - Total Daily Freight Trips
- Fleet Mix (Total Daily Freight Trips by Vehicle Classification)
- Loading Locations
- Loading Event Average Duration by Location
- Loading Event Average Duration by Vehicle Type
- Vehicle Miles Traveled by Freight Delivery Vehicle Type (weekday/weekend daily vehicle miles traveled)

### Freight Trips

The weekday, weekend, and average daily freight trips were estimated for the transportation analysis and as inputs to the air quality model. Freight loading trip data were available from four studies: 2001 Market Street (2021) [5], 1765 California Street (2019) [2] and 1150 Ocean Avenue (2019 & 2021) [3], so a freight trip rate (e.g., freight trips per square foot) was calculated for each data source using the average number of weekday freight trips and corresponding store square footage. Kittelson selected the 1765 California Street (2019) [2] rate of 1 trip per 1,000 square feet, because it provided the highest truck trip rate from among the four studies and represents an appropriately conservative estimate. Applying that rate to project's proposed square footage of 54,290<sup>v</sup>, a total of 54 daily weekday freight trips was estimated. Table 6. Freight Trips shows the estimated demand.

Freight loading demand calculations look at the maximum freight trips on any given day and at peak times and do not distinguish between weekend and weekday trips. Whole Foods provided a log of freight delivery activity for the 1150 Ocean Avenue location at the Planning Department's request. Based on the data provided, weekend freight trip totals are about 45 percent of the total of weekday freight trips, leading to about 24 daily weekend freight trips for the proposed 2675 Geary location.

<sup>iv</sup> **Note:** although customers can order groceries and other in-store products online through Whole Foods Market or Amazon Prime for pick-up or delivery, the Amazon services, such as lockers or an Amazon return center would not be provided at this location.

<sup>v</sup> While the current project description has a square footage of 49,825, at the time of analysis, the square footage was proposed to be 54,290. As such, this analysis is conservative as it overestimates the number of freight trips.

Based on the above estimates, Kittelson estimated a weighted average daily (weekday and weekend) freight trips estimate of 0.84 trips per 1,000 square feet, as shown in Table 6. Freight Trips. The weighted average of weekday and weekend freight trips was used for the air quality analysis which accounts of emissions occurring every day of the year.

**Table 6. Freight Trips**

Item to be Estimated	Data	Source
Daily freight trips (weekday)	<b>54 daily freight trips</b>  1.0 trips per 1,000 square feet = $1.0 * 54.290 =$ $54.29 = 54$ daily trips (rounded)	1765 California Street (2019) [2]
Daily freight trips (weekend)	<b>24 daily freight trips</b>  1.0 trips per 1,000 square feet * 45% (0.45) =  0.45 trips per 1,000 square feet * 54.290 =  $24.43 = 24$ daily trips (rounded)	1150 Ocean Avenue (2021) [3]
Total daily freight trips	<b>0.84 trips per 1,000 square feet =</b>  <b>46 daily freight trips</b>  $[(5/7) * 1.0] + [(2/7) * 0.45] = 0.84$ trips per 1,000 square feet = 46 trips  $(5/7 * 54 \text{ daily weekday freight loading trips}) + (2/7 * 24 \text{ daily weekend freight loading trips}) =$ $38.57 + 6.85 = 45.427 = 46$ average daily freight trips (rounded)	1765 California Street (2019) [2] 1150 Ocean Avenue (2021) [3]

## Fleet Mix

The total daily freight trips by vehicle classification were estimated for the air quality model in order to estimate the emissions associated with different vehicle types. There were two data sources available: 2001 Market Street (2021) [5] and 1150 Ocean Avenue (2021) [4]. Kittelson selected the 2001 Market Street data as the source for the fleet mix because the data were more heavily weighted toward larger trucks which have a higher rate of emissions; using this data provided a more conservative approach (i.e., worst-case). The 2001 Market Street (2021) data recorded the fleet mix using Federal Highway Administration (FHWA) vehicle classifications, and the air quality model requires fleet mix by Emission FACTor (EMFAC) Vehicle Weight Classification. Kittelson developed a translation from the FHWA vehicle classification types, which classify vehicles based on weight and number of axles, to EMFAC classifications, which classify vehicles based on engine type and resulting emissions (see Attachment A-2).

The EMFAC truck information was used for the following air quality model inputs:

- An estimate of overall vehicle fleet mix
- An estimate of average loading time per vehicle type (see the Loading Event Average Duration by Vehicle Type section, below).
- In conjunction with data collected about the presence of transportation refrigerated units (TRUs) on observed freight vehicles in the 2001 Market Street (2021) data, it enabled an estimate of TRUs per truck type for the proposed project (see the Loading Event Average Duration by Vehicle Type section, below).

The EMFAC vehicle fleet mix was calculated for both sources which confirmed that the vehicle types from 2001 Market Street (2021) would have a higher rate of emissions.

**Table 7. Fleet Mix**

Item to be Estimated	Data	Source
Medium-Duty Trucks (MDV)	46 trips x 13% = 5.98 trucks, rounds to <b>6 trucks</b>	2001 Market Street (2021) [5]
Light-Heavy-Duty Trucks, Gross Vehicle Weight Rating (GVWR) 8,501-10,000 lbs (LHDT1)	46 trips x 0 % = <b>0 trucks</b>	MDV – 13%
Light-Duty Trucks, GVWR < 6,000 lbs (LDT2)	46 trips x 18 % = 8.28 trucks, rounds to <b>8 trucks</b>	LHDT1 – 0%
Medium-Heavy Duty Trucks (MHDT)	46 trips x 49 % = 22.54 trucks, rounds to <b>23 trucks</b>	LDT2 – 18%
Heavy-Heavy Duty Trucks (HHDT)	46 trips x 20 % = 9.2 trucks, rounds to <b>9 trucks</b>	MHDT – 49%
		HHDT – 20%

## Loading Locations

The air quality modeling analysis includes emissions estimates in relation to their location; therefore, the estimated freight loading trips were assigned to one of two locations for air quality analysis: loading dock or parking lot.

Whole Foods Markets receive deliveries from vehicles of several different sizes grouped as 65-foot (tractor trailer), 30-48-foot vehicles, and vehicles under 30 feet long. Each vehicle type has a different height and loading door configuration; some vehicles load from the tailgate and others from a side door. Larger trucks, such as tractor trailers have bed heights that closely align with 48-inch-high platforms; loading dock platforms most commonly are 44 to 48 inches high.<sup>vi</sup> Loading docks designed to accommodate these larger rear-loading vehicles are not designed to accommodate smaller and/or side-loading delivery vehicles; these vehicles typically unload from the street or parking lot and hand cart goods into the store.

The location of freight trips (loading docks vs hand cart) was estimated for both the transportation analysis and as an input to the air quality model. The observed data at 2001 Market Street (2021) [5] showed 41% of freight loading trips occurring at the loading dock and 59% delivered through the front door via hand truck.

<sup>vi</sup> <https://www.safetyandhealthmagazine.com/articles/16472-osa-loading-dock-requirements>. Accessed May 25, 2022.



This data was not collected for other Whole Foods locations, or as part of the 2017 data collection at 2001 Market Street.

At 2675 Geary, all deliveries would be received in a staffed receiving area from an existing 3,528-square-foot loading dock at the north end of Lot E, or would be hand carted to the receiving area from Lot E. There are four stalls within the loading dock, each of which can accommodate a 65-foot tractor trailer. Two stalls would be dedicated to Whole Foods Market.

There is a large concrete apron surrounding the freight elevator with adequate space for multiple trucks of various sizes to dwell while hand-carting deliveries to the freight elevator. Delivery vehicles could also park elsewhere within Lot E during loading activities. As such, loading spaces for smaller vehicles are not constrained (See Figure 2).

**Figure 2: Existing and Proposed Site, Including Loading Dock**



Source: Eagleview 2020

Given that the loading dock space is limited to two spaces, the analysis assumed a more conservative (i.e., higher demand) 50% of the freight loading trips would occur at the loading dock and 50% would occur from Lot E to the receiving area via hand truck.

**Table 8. Loading Locations**

Item to be Estimated	Data	Source
Loading dock	<b>23 trips</b> (50% of freight trips)	2001 Market Street (2021) [5]
Hand cart	<b>23 trips</b> (50% of freight trips)	2001 Market Street (2021) [5]

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## Loading Event Average Duration by Location

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The loading event average duration by location was estimated for both the transportation analysis and as an input to the air quality model. Loading event durations were observed at 2001 Market Street (2021) [5] at both the loading dock and for deliveries via hand cart. As shown in Table 9, average loading durations were 20:49 minutes for events at the loading dock and 23:40 minutes for events by hand cart.

**Table 9. Loading Event Average Duration by Location**

Item to be Estimated	Data	Source
Loading dock	<b>20:49 minutes</b>	2001 Market Street (2021) [5]
Hand cart	<b>23:40 minutes</b>	2001 Market Street (2021) [5]

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## Loading Event Average Duration by Vehicle Type

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The loading event average duration by vehicle type was estimated as an input to the air quality model. This information was necessary to determine the idling time for deliveries. Whole Foods does not allow trucks to idle while queuing for freight loading, state law allows 5 minutes of idling upon arrival and 5 minutes prior to departure. Additionally, for TRUs (refrigerated units), it was assumed that the motor that keeps the freight chilled (which is separate from the engine motor that powers the vehicle) would be operational (i.e., engine running) for the entire loading duration.

The fleet mix from 2001 Market Street (2021) [5] was used (as per the Fleet Mix section above), with average event duration pulled for each vehicle type.

**Table 10. Loading Event Average Duration by Vehicle Type**

Item to be Estimated	Data	Source
MDV	21:18 (minutes: seconds)	2001 Market Street (2021) [5]
LHDT1	No data	
LDT2	29:24 (minutes: seconds)	
MHDT	20:23 (minutes: seconds)	
HHDT	23:39 (minutes: seconds)	
Share of Truck Type with Refrigeration (TRUs)		
MDV	0% -- 6 x 0% = 0 TRUs	2001 Market Street (2021) [5]
LHDT1	27% -- 0 x 27% = 0 TRUs	MDV TRUs – 0%
LDT2	0% -- 8 x 0% = 0 TRUs	LHDT1 TRUs – 27%
MHDT	27% -- 23 x 27% = 6.21, rounds up to 7 TRUs	LDT2 TRUs – 0%
HHDT	58% -- 9 x 58% = 5.22, rounds up to 6 TRUs	MHDT TRUs – 27%
		HHDT TRUs – 58%

## Vehicle Miles Traveled by Freight Vehicle Type

Total VMT for the proposed project was estimated as an input to the air quality model which includes vehicle trips by employees, customers, and freight delivery vehicles. For the purposes of calculating emissions, all vehicle miles traveled are assigned to a vehicle type.

VMT calculations include number of trips and average trip length. VMT calculations are provided for each freight vehicle type.

The 2001 Market Street [5] data provided the number of deliveries per FHWA classification type, which was then translated to EMFAC vehicle classification type per the vehicle 'crosswalk' (Attachment A-2).

Estimated average trip length per EMFAC vehicle classification type was based on Whole Foods provided origin/destination data to 2675 Geary. It is conservatively estimated that each freight loading trip would consist of a truck making a round trip the distribution center to the store (2675 Geary) and back without stopping at another Whole Foods location. In all likelihood, each truck would be stopping at one or more Whole Foods stores within San Francisco.

MDVs, which are small passenger type vehicles, are likely to represent delivery trips made by specialty vendors from various locations, rather than from Whole Foods distribution centers. Therefore, the analysis assumed that this average trip length would be the same as for retail employees which is shown below and calculated in Table 5. Employee Trips.

**Table 11. Vehicle Miles Traveled by Freight Vehicle Type**

Item to be Estimated	Data	Source
<b>MDV</b>		
# of Deliveries	5.7 trips (rounds to 6)	2001 Market Street (2021) [5]
Average trip length	21.6 miles (roundtrip)	Whole Foods provided origin/destination information; no MDVs in WF-provided data. [12]  Average retail employee trip length based on TIM estimates (by TAZ), as shown below.
<b>LHDT1</b>		
# of Deliveries	0 trips	2001 Market Street (2021) [5]
Average trip length	36.6 miles (roundtrip)	Whole Foods provided origin/destination information [12]; each trip assumed to be a round trip from origin to 2675 Geary and back
<b>LDT2</b>		
# of Deliveries	7.8 trips (rounds to 8)	2001 Market Street (2021) [5]
Average trip length	101.6 miles (roundtrip)	Whole Foods provided origin/destination information <sup>12</sup> ; each trip assumed to be a round trip from origin to 2675 Geary and back
<b>MHDT</b>		
# of Deliveries	21.3 trips (rounds to 21)	2001 Market Street (2021) [5]
Average trip length	59.6 miles (roundtrip)	Whole Foods provided origin/destination information [12]; each trip assumed to be a round trip from origin to 2675 Geary and back
<b>HHD1</b>		
# of Deliveries	8.7 trips (rounds to 9)	2001 Market Street (2021) [5]
Average trip length	117.6 miles (roundtrip)	Whole Foods provided origin/destination information [12]; each trip assumed to be a round trip from origin to 2675 Geary and back

## ATTACHMENT A: DATA SOURCES

### 1. SF Travel Demand Tool

**Data Source:** *SF Travel Demand Tool*, San Francisco Planning Department and San Francisco County Transportation Authority. <http://sftraveldemand.sfcta.org>. Accessed May 24, 2022.

### 2. 1765 California Street (2019)

**Data Source:** *Transportation Coordination Memo, Record No. 2019-004110ENV*. Rachel Schuett, Transportation Planner, San Francisco Planning Department. May 4, 2020.

### 3. 1150 Ocean Avenue (2019)

**Data Source:** *Balboa Reservoir Draft Supplemental Environmental Impact Report*, San Francisco Planning Department, 2019. <https://sfplanning.org/project/balboa-reservoir-and-community-advisory-committee-cac>. Obtained May 24, 2022.

### 4. 1150 Ocean Avenue (2021)

**Data Source:** Whole Foods. Data request for 2675 Geary Boulevard. (2021)

### 5. 2001 Market Street (2021)

**Data Source:** Kittelson. 2675 Geary Boulevard. (2021) See description of data collection methodology in the Data Collection section in the main report.

### 6. 2001 Market Street (2017)

**Data Source:** Fehr & Peers. TIA Guidelines Update. (2017)

### 7. 2675 Geary Boulevard

**Data Source:** Planning Department. Transportation Coordination Memo for 2675 Geary Boulevard (Case No. 2019-004110ENV). (2020)

### 8. TIA Guidelines

**Data Source:** SF Transportation Impact Analysis Guidelines, San Francisco Planning Department [https://default.sfplanning.org/publications\\_reports/TIA\\_Guidelines\\_NoApp.pdf](https://default.sfplanning.org/publications_reports/TIA_Guidelines_NoApp.pdf). Accessed May 24, 2022.

### 9. San Francisco Travel Demand Update: Data Collection and Analysis

**Data Source:** San Francisco Planning Department. *San Francisco Travel Demand Update: Data Collection and Analysis*. June 29, 2018. Obtained from the planning department. Excerpt included as Attachment A-3.

### 10. Project sponsor-provided data on weekend vs weekday gross sales and transactions

**Data Source:** 2020-21 data on weekday and weekend average sales at Whole Foods locations in San Francisco. Obtained via email from Marija Reilly, September 9, 2021. Data included in Attachment A-1.

### 11. TIM Estimates by TAZ

**Data Source:** San Francisco Transportation Information Map, Version 9.1. San Francisco Planning Department, 2022. <http://sfplanninggis.org/tim/>. Accessed May 24, 2022.

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12. Project sponsor-provided data on origins and destinations.

**Data Source:** Whole Foods provided origin data of freight vehicles to 2675 Geary Blvd. Vehicle miles traveled was estimated based on the distance between addresses provided and 2675 Geary Blvd.

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13. July 8, 2021, conversation with onsite staff

**Data Source:** Per a July 8, 2021, phone conversation with onsite staff, Whole Foods suppliers use the loading dock along 14<sup>th</sup> Street to deliver groceries

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## Attachment A-1: Weekday versus Weekend Transaction Data

**Table A1. Weekday and weekend average sales at Whole Foods locations in San Francisco**

Location	Weekday avg sales	Weekend avg sales	PCF Diff weekend compared to weekday	WD Trxn Ct Avg	WE Trxn Ct Avg	PCT Diff weekend compared to weekday
Castro	\$ 120,614	\$ 146,270	+21%	2,308	2,493	+8%
Franklin	\$ 128,855	\$ 147,816	+15%	2,141	2,175	+2%
Haight	\$ 65,722	\$ 77,561	+18%	1,398	1,530	+9%
Noe Valley	\$ 88,039	\$ 107,350	+22%	1,802	1,899	+5%
Ocean Ave	\$ 100,068	\$ 120,526	+20%	1,843	1,982	+8%
Potrero Hill	\$ 149,958	\$ 184,819	+23%	2,500	2,635	+5%
Soma	\$ 113,929	\$ 127,742	+12%	2,023	2,050	+1%
<b>San Francisco Metro</b>	<b>\$ 767,185</b>	<b>\$ 912,084</b>	<b>+19%</b>	<b>14,015</b>	<b>14,764</b>	<b>+5%</b>





























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## Attachment A-2: FHWA to EMFAC Vehicle Crosswalk

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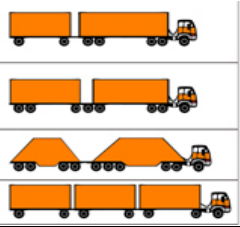
**Table A2. FHWA to EMFAC Vehicle Crosswalk**

Proposed FHWA to EMFAC crosswalk.  
Cells in light green provide the mapping. Other cells provide supportive information.

<a href="#">FHWA Classification</a>	FHWA Description	Representative Vehicle	Class Includes	Number of axles	Illustration	<a href="#">GVWR (approximate)</a>	<a href="#">EPA Emissions Classification (approximate)</a>	Associated EMFAC Vehicle / Code	EMFAC Description	EMFAC Truck / Non-Truck classification
1	Motorcycle	M	Motorcycles	2		-	-	MCY / MC	Motorcycles	Non-Trucks
2	Passenger Car	P	All cars cars with one-axle trailers cars with two-axle trailers	2, 3, or 4	 	< 6000 lb	Light Light Duty Trucks (<6000 lbs)	LDA / PC MDV / T3	Passenger cars Medium-Duty Trucks (GVWR 6000-8500 lbs)	Non-Trucks
3	Two-Axle, 4 Tire Single Unit	SU	pick-ups and vans pick-ups and vans with one- and two-axle trailers	2. 3. or 4	   	<10000 lb	Heavy Light Duty Trucks (6001 - 8500 lbs) Light Heavy Duty Engines (8501 - 19500 lbs)	LDT1 / T1 LDT2 / T2	Light-Duty Trucks (GVWR <6000 lbs. and ETW <= 3750 lbs) Light-Duty-Trucks (GVWR < 6000 lbs. and ETW 3751-5750 lbs)	Non-Trucks
4	Bus	BUS-12; BUS-14; CITY-BUS; S-BUS 11; S-BUS 12; A-BUS	two- and three-axle buses	2 or 3	  	19500 - 33000 lbs	Light Heavy Duty Engines (8501 - 19500 lbs)	SBUS / SB UBUS / UB OBUS / OB MH / MH	School Buses Urban buses Other buses Motor Homes	Non-Trucks
5	Two-Axle, 6 Tire Single Unit	SU-30	Two-axle trucks	2	  	10000 - 19,500 lbs		LHDT1 / T4 LHDT2 / T5 MHDT / T6	Light-Heavy-Duty Trucks (GVWR 8501-10000 lbs) Light-Heavy-Duty Trucks (GVWR 10001-14000 lbs) Medium Heavy-Duty Diesel ...	Trucks
6	Three Axle Single Unit	SU-8 [SU-25]	Three-axle trucks Three-axle tractors without trailers	3	 	19500-26000 lb	Medium Heavy Duty Engines (19501 - 33000 lbs)	HHDT / T7	Heavy-Heavy Duty Diesel... Power Take Off	Trucks
7	Four or More Axle Single Unit	WB-12 [WB-40]	Four-, five-, six- and seven-axle single-unit trucks	4 or more	  	>33000 lb				
8	Four or Less Axle Single Unit	WB-12 [WB-40]	Two-axle trucks pulling one- and two-axle trailers Two-axle tractors pulling one- and two-axle trailers Three-axle tractors pulling one-axle trailers	3 or 4	  	>33000 lb				
9	Five Axle Single Trailer	WB-15 [WB-50]	Two-axle tractors pulling three-axle trailers Three-axle tractors pulling two-axle trailers	5	 	>33000 lb				
10	Six or More Axle Single Trailer	WB-20 [WB-57 or WB-67]	Multiple configurations	6 or more	 	>33000 lb				
11	Five or Less Axle Multi Trailer	WB-20D [WB-67D]	Multiple configurations	4 or 5		>33000 lb				
12	Six Axle Multi Trailer	WB-30T	Multiple configurations	6	 	>33000 lb	Heavy Heavy Duty Engines Urban Bus (>33,001 lbs)			

Proposed FHWA to EMFAC crosswalk.

Cells in light green provide the mapping. Other cells provide supportive information.

<a href="#">FHWA Classification</a>	FHWA Description	Representative Vehicle	Class Includes	Number of axles	Illustration	<a href="#">GVWR (approximate)</a>	<a href="#">EPA Emissions Classification (approximate)</a>	Associated EMFAC Vehicle / Code	EMFAC Description	EMFAC Truck / Non-Truck classification
13	Seven or More Axle Multi Trailer	WB-33D [WB-109D]	Multiple configurations	7 or more		>33000 lb				

Resources:

Karner, Alex, et al. "Mitigating diesel truck impacts in environmental justice communities: Transportation planning and air quality in Barrio Hallenbeck, Mark E., Olga I. Selezneva, and Rich Quinley. *Verification, refinement, and applicability of long-term pavement performance* US Department of Energy Alternative Fuels Data Center website.

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## Attachment A-3: Excerpt from *San Francisco Travel Demand Update: Data Collection and Analysis*

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Site Address	Land Use	Geography		Site Characteristics			Data Collection Dates		
		Super-district	Place Type	Building Size (ksf)	# of Dwelling Units	# of Hotel Rooms	Person Trip Video Counts	Intercept Surveys	Loading Time Lapse Data
345 Taylor Street	Hotel	1	Place Type 1	-	-	131	3/30/2017	5/26/2017	3/30/2017
1075 Sutter Street	Hotel	1	Place Type 1	-	-	177	3/30/2017	5/16/2017	3/30/2017
466 Bush Street	Hotel	1	Place Type 1	-	-	86	2/14/2017	11/8/2016	2/14/2017
524 Sutter Street	Hotel	1	Place Type 1	-	-	114	3/30/2017	11/8/2016	3/30/2017
535 Mission Street	Office	1	Place Type 1	354.000	-	-	-	11/10/2016	-
654 Mission Street	Office	1	Place Type 1	11.564	-	-	-	11/10/2016	-
300 Montgomery Street	Office	1	Place Type 1	211.947	-	-	3/30/2017	5/9/2017	-
417 Montgomery Street	Office	1	Place Type 1	94.537	-	-	3/30/2017	10/13/2016	-
221 Pine Street	Office	1	Place Type 1	26.808	-	-	3/30/2017	11/10/2016	3/30/2017
1000 Brannan Street	Office	1	Place Type 1	108.840	-	-	3/16/2017	5/9/2017	3/16/2017
50 Green Street	Office	1	Place Type 1	101.160	-	-	3/30/2017	10/13/2016	-
733 Front Street	Office	1	Place Type 1	9.268	-	-	3/30/2017	11/16/2016	3/30/2017
1190 Mission Street	Residential	1	Place Type 1	-	419	-	-	11/1/2016	-
255 Broadway	Residential	1	Place Type 1	-	61	-	2/14/2017	9/29/2016	2/14/2017
170 King Street	Residential	3	Place Type 1	-	202	-	-	4/19/2017	-
45 Lansing Street	Residential	1	Place Type 1	-	320	-	3/30/2017	5/10/2017	3/30/2017
2140 Polk Street	Retail	1	Place Type 1	4.996	-	-	3/30/2017	11/15/2016	3/30/2017
17 3rd Street	Retail	1	Place Type 1	13.333	-	-	4/6/2017	-	4/6/2017
26 4th Street	Retail	1	Place Type 1	15.689	-	-	4/6/2017	-	4/6/2017
225 Bush Street	Retail	1	Place Type 1	20.667	-	-	4/6/2017	-	4/6/2017
425 Market Street	Retail	1	Place Type 1	2.920	-	-	-	11/15/2016	-
100 California Street	Retail	1	Place Type 1	3.100	-	-	-	11/16/2016	-
768 Market Street	Retail	1	Place Type 1	3.457	-	-	-	11/15/2016	3/30/2017
928 Van Ness Avenue	Retail	1	Place Type 1	3.000	-	-	3/30/2017	-	-
2160 Market Street	Hotel	2	Place Type 2	-	-	64	3/23/2017	10/27/2016	3/23/2017
610 Fillmore Street	Hotel	2	Place Type 2	-	-	54	3/23/2017	10/18/2016	3/23/2017
1500 Sutter Street	Hotel	2	Place Type 2	-	-	83	4/4/2017	10/18/2016	4/4/2017
1901 Lombard Street	Hotel	2	Place Type 2	-	-	69	3/23/2017	5/16/2017	3/23/2017
2775 Van Ness Avenue	Hotel	2	Place Type 2	-	-	143	-	4/26/2017	-



Site Address	Land Use	Geography		Site Characteristics			Data Collection Dates		
		Super-district	Place Type	Building Size (ksf)	# of Dwelling Units	# of Hotel Rooms	Person Trip Video Counts	Intercept Surveys	Loading Time Lapse Data
1700 Owens Street	Office	3	Place Type 2	167.053	-	-	-	5/2/2017	-
455 Mission Bay Boulevard South	Office	3	Place Type 2	222.000	-	-	5/24/2017	10/25/2016	5/24/2017
500 Terry Francois Boulevard	Office	3	Place Type 2	319.279	-	-	-	5/3/2017	-
550 Terry Francois Boulevard	Office	3	Place Type 2	319.279	-	-	-	5/3/2017	-
1501 Mariposa Street	Office	3	Place Type 2	50.196	-	-	3/16/2017	-	3/16/2017
2333 Buchanan Street	Office	2	Place Type 2	73.151	-	-	-	4/27/2017	-
1808 Wedemeyer Street	Office	2	Place Type 2	154.756	-	-	3/23/2017	5/24/2017	-
1 Letterman Drive (Bldg C & D)	Office	2	Place Type 2	154.756	-	-	-	4/25/2017	-
1600 Market Street	Residential	2	Place Type 2	-	24	-	2/14/2017	5/17/2017	-
55 Page Street	Residential	2	Place Type 2	-	128	-	2/14/2017	5/10/2017	-
1998 Market Street	Residential	2	Place Type 2	-	115	-	2/14/2017	4/26/2017	-
2125 Bryant Street	Residential	3	Place Type 2	-	76	-	2/14/2017	5/23/2017	-
235 Berry Street	Residential	3	Place Type 2	-	111	-	2/14/2017	5/2/2017	2/14/2017
325 Berry Street	Residential	3	Place Type 2	-	110	-	-	5/4/2017	-
38 Dolores Street	Residential	3	Place Type 2	-	81	-	5/24/2017	5/23/2017	5/24/2017
2175 Market Street	Residential	3	Place Type 2	-	90	-	5/24/2017	5/16/2017	-
400 Duboce Avenue	Residential	2	Place Type 2	-	78	-	5/24/2017	4/12/2017	5/24/2017
2200 Sacramento Street	Residential	2	Place Type 2	-	127	-	3/30/2017	-	3/30/2017
2000 Broadway	Residential	2	Place Type 2	-	221	-	3/30/2017	-	3/30/2017
2200 Pacific Avenue	Residential	2	Place Type 2	-	65	-	3/30/2017	-	3/30/2017
2141 Chestnut Street	Retail	2	Place Type 2	14.421	-	-	2/14/2017	-	2/14/2017
2390 Market Street	Retail	2	Place Type 2	13.000	-	-	3/16/2017	-	-
3400 Cesar Chavez Street	Retail	3	Place Type 2	12.000	-	-	3/14/2017	4/13/2017	-
2001 Market Street	Retail	3	Place Type 2	23.751	-	-	5/24/2017	4/27/2017	5/24/2017
545 Valencia Street	Retail	3	Place Type 2	3.600	-	-	3/23/2017	10/12/2016	3/23/2017
2801 22nd Street	Retail	3	Place Type 2	4.410	-	-	3/23/2017	11/17/2016	-
2299 15th Street	Retail	2	Place Type 2	2.247	-	-	3/23/2017	11/2/2016	-
2076 Chestnut Street	Retail	2	Place Type 2	2.250	-	-	3/30/2017	5/24/2017	-
489 Castro Street	Retail	3	Place Type 2	2.395	-	-	3/16/2017	4/27/2017	-

Site Address	Land Use	Geography		Site Characteristics			Data Collection Dates		
		Super-district	Place Type	Building Size (ksf)	# of Dwelling Units	# of Hotel Rooms	Person Trip Video Counts	Intercept Surveys	Loading Time Lapse Data
735 7th Avenue	Retail	2	Place Type 2	27.725	-	-	3/14/2017	11/3/2016	3/14/2017
5843 Geary Boulevard	Retail	2	Place Type 2	6.500	-	-	3/14/2017	10/27/2016	3/14/2017
2159 Chestnut Street	Retail	2	Place Type 2	9.452	-	-	3/23/2017	-	3/23/2017
2654 Mission Street	Retail	3	Place Type 2	3.746	-	-	3/14/2017	10/25/2016	-
3100 Geary Boulevard	Retail	2	Place Type 2	7.690	-	-	3/23/2017	-	-
1234 Great Highway	Hotel	4	Place Type 3	-	-	20	-	5/18/2017	-
2600 Sloat Boulevard	Hotel	4	Place Type 3	-	-	33	5/24/2017	5/18/2017	-
5 Thomas Mellon Circle	Office	3	Place Type 3	100.393	-	-	-	5/24/2017	-
150 Executive Park Blvd	Office	3	Place Type 3	105.000	-	-	3/14/2017	5/4/2017	3/14/2017
250 Executive Park Blvd	Office	3	Place Type 3	114.089	-	-	3/14/2017	5/3/2017	3/14/2017
1290 20th Avenue	Residential	4	Place Type 3	-	42	-	3/23/2017	-	-
1150 Ocean Avenue	Residential	3	Place Type 3	-	173	-	5/17/2017	-	5/17/2017
55 Chumasero Drive	Residential	4	Place Type 3	-	152	-	5/24/2017	5/11/2017	5/24/2017
1501 Lincoln Way	Residential	4	Place Type 3	-	35	-	5/24/2017	-	-
2770, 2780, 2790 19th Avenue	Residential	4	Place Type 3	-	84	-	3/14/2017	-	-
100 Font Boulevard	Residential	4	Place Type 3	-	458	-	3/14/2017	5/11/2017	3/14/2017
1630 Ocean Avenue	Retail	3	Place Type 3	11.142	-	-	3/14/2017	4/18/2017	3/14/2017
3001 Taraval Street	Retail	4	Place Type 3	10.750	-	-	3/14/2017	10/21/2016	-
2550 Ocean Avenue	Retail	4	Place Type 3	7.072	-	-	3/23/2017	11/9/2016	-
1200 Irving Street	Retail	4	Place Type 3	36.999	-	-	5/24/2017	4/25/2017	5/24/2017
2350 Noriega Street	Retail	4	Place Type 3	36.120	-	-	3/14/2017	-	3/14/2017
265 Winston Drive	Retail	4	Place Type 3	15.000	-	-	3/14/2017	11/9/2016	3/14/2017
2025 Irving Street	Retail	4	Place Type 3	2.495	-	-	-	4/11/2017	-
4621 Mission Street	Retail	3	Place Type 3	3.757	-	-	3/14/2017	5/17/2017	-

## ATTACHMENT B: DATA TABLES

**Table B-1. Data Sources + Store Amenities**

Source/ Project (Year)	Location	Store Size (gross SF)	Place Type	Store Amenities						
				Grocery Delivery and Pickup	Café Seating	Sandwich counter or taco bar	Coffee Bar	Wine Bar	Amazon Returns [1]	Amazon Hub – Locker [2]
Fehr & Peers TIA Guidelines Update (2017) <sup>6</sup>	2001 Market Street	33,030	2	Y	Y	Y	Y			
Kittelson 2675 Geary Boulevard (2021) <sup>5</sup>	2001 Market Street	33,030	2	Y	Y	Y	Y		Y	Y
Whole Foods Data request for 1600 Jackson Street (2019) <sup>2</sup>	1765 California Street	28,000	2	Y	Y	Y			Y	
Kittelson Balboa Reservoir EIR (2019) <sup>3</sup>	1150 Ocean Avenue	26,623	3	Y	Y	Y		Y	Y	
Whole Foods Data request for 2675 Geary Boulevard (2021) <sup>4</sup>	1150 Ocean Avenue	26,623	3	Y	Y	Y		Y	Y	
-n/a-	2675 Geary Blvd (proposed project)	54,290	2	Y	Y	Y	Y			

**Notes:**

[1] Amazon Returns. Amazon Returns allow customers to return Amazon.com order in-store to be mailed rather than mailing the packages themselves.

[2] Amazon Hub – Lockers+. Amazon Hub Lockers are secure lockers located within Whole Foods stores that allow for personal package pickup of Amazon.com order in-store (rather than home delivery).

Data was collected from the following Whole Foods locations at a time when these locations included Amazon services (Amazon Returns and/or Amazon Hub):

- 2001 Market Street (in 2021, but not in 2017)
- 1765 California Street
- 1150 Ocean Avenue

Given that these locations included Amazon services and these Amazon services are not proposed for 2675 Geary Boulevard, the data collected at these locations conservatively overestimates trip generation for the proposed project.

**Table B-2. Available Data by Source**

Source/Project (Year)	Location	Place Type	Store Size (gross square feet)	Trip Generation Information			Freight Loading Information				Passenger Loading Information		
				Daily Trips	Daily Vehicle Trips	PM Peak Hour Vehicle Trips	Daily Trips	Peak Hour Trips	Fleet Mix for Whole Foods	Average event durations	Daily	Temporal Distribution	Average event durations
Fehr & Peers TIA Guidelines Update (2017)	2001 Market Street	2	33,030	Y	Y								
Kittelson 2675 Geary Boulevard (2021)	2001 Market Street	2	33,030	Y	Y	Y	Y	Y	Y	Y	Y	Y	
Whole Foods Data request for 1600 Jackson Street (2019)	1765 California Street	2	28,000				Y		Y				
Kittelson Balboa Reservoir EIR (2019)	1150 Ocean Avenue	3	26,623				Y		Y	Y			
Whole Foods Data request for 2675 Geary Boulevard (2021)	1150 Ocean Avenue	3	26,623				Y	Y	Y	Y			
Whole Foods Data request for 2675 Geary Boulevard (2021)	Various	Various	Various	Y	Y								
TIA Guidelines	2675 Geary Blvd (proposed project)	2	54,290	Y	Y	Y	Y	Y		Y			

**Table B-3. Trip Generation Data**

Source/Project (Year)	Location	Place Type	Store Size (SF)	Daily Person Trips		PM peak hour trips		Passenger Loading PM peak hour	
				# of Trips	Rate (per 1,000 SF)	# of Trips	Rate (per 1,000 SF)	Daily	PM Peak Hour
Fehr & Peers TIA Guidelines Update (2017)	2001 Market Street	2	33,030	9,464	286.53	n/a	n/a	n/a	n/a
Kittelson 2675 Geary Boulevard (2021)	2001 Market Street	2	33,030	5,723	173.27	638	19.3	77 (included in daily trip counts)	8.5 (included in daily trip counts)
Whole Foods Data request for 1600 Jackson Street (2019)	1765 California Street	2	28,000	n/a	n/a	n/a	n/a	n/a	n/a
Kittelson Balboa Reservoir EIR (2019)	1150 Ocean Avenue	3	26,623	n/a	n/a	n/a	n/a	n/a	n/a
Whole Foods Data request for 2675 Geary Boulevard (2021)	1150 Ocean Avenue	3	26,623	n/a	n/a	n/a	n/a	n/a	n/a
Planning Department Transportation Coordination Memo (2020)	2675 Geary Blvd (proposed project)	2	54,290 [1]	17,491	322	1,329	24.5		
TIA Guidelines (2019)	2675 Geary Blvd (proposed project)	2	54,290	16,124	297	1,178	21.7		

**Notes:**

[1] In the Transportation Coordination Memo (2020) the trip generation was calculated based on three different land uses: grocery store (49,780 square feet), restaurant (3,320 square feet) and coffee shop (1,190 square feet).

**Table B-4. Freight Loading Data**

Source/Project (Year)	Location	Place Type	Store Size (Square Feet)	Daily Trips	Daily Trips per 1,000 square feet	Peak Hour Trips	Delivery Type		Average event durations (minutes:seconds)		Fleet Mix	
							Loading Dock	Hand Truck	Loading Dock	Hand Truck	Vehicle Type	Refrigerated vs. Non-Refrigerated
Fehr & Peers TIA Guidelines Update (2017)	2001 Market Street	2	33,030									
Kittelson 2675 Geary Boulevard (2021)	2001 Market Street	2	33,030	31.5	0.95	5.5 events in peak hour	41%	59%	20:49	23:40	<b>MDV</b> <sup>2</sup> – 13% <b>LHDT1</b> – 0% <b>LDT2</b> – 18% <b>MHDT</b> – 49% <b>HHDT</b> – 20%	Refrigerated Vehicles - 25% Non-Refrigerated vehicles – 75%
Whole Foods Data request for 1600 Jackson Street (2019)	1765 California Street	2	28,000	28 [1]	1.00				35:21			
Kittelson Balboa Reservoir EIR (2019)	1150 Ocean Avenue	3	26,623	23	0.86				32:15		<30 foot – 33% 30-48 foot – 4% 65 foot – 7% Other – 56%	
Whole Foods Data request for 2675 Geary Boulevard (2021)	1150 Ocean Avenue	3	26,623	20.2	0.76		23 (50%)	23 (50%)			<b>MDV</b> – 0% <b>LHDT1</b> – 13% <b>LDT1</b> – 30% <b>MHDT</b> – 48% <b>HHDT</b> – 9%	Refrigerated Vehicles - 26% Non-Refrigerated vehicles – 74%
Whole Foods Data request for 2675 Geary Boulevard (2021)	Various	Various	Various									
Planning Department Transportation Coordination Memo (2020)	2675 Geary Blvd (proposed project)	2	54,290	28 [2]	0.52				34:12		30-48 foot – 14% 65 foot – 14% Other – 72%	

**Notes:**

[1] Kittelson used the number from 1765 California Street, so 23 deliveries on an average day and 28 on a maximum delivery day.

[2] This number was based on the deliveries to the 1765 California Street store which include 23 deliveries on an average day and 28 on a maximum delivery day.

## **ATTACHMENT 2**

### Motion M21-047, Findings to Reverse the Common Sense Exemption



1 [Findings to Reverse the Common Sense Exemption - 2675 Geary Boulevard]

2  
3 **Motion adopting findings to reverse the determination by the Planning Department that**  
4 **the proposed project at 2675 Geary Boulevard is exempt from further environmental**  
5 **review.**

6  
7 WHEREAS, On September 11, 2020, the Planning Department issued a CEQA  
8 determination for the proposed project located at 2675 Geary Boulevard ("Project") under the  
9 California Environmental Quality Act ("CEQA"), the CEQA Guidelines, and San Francisco  
10 Administrative Code, Chapter 31, finding that the Project is subject to the Common Sense  
11 Exemption; and

12 WHEREAS, The project site is a vacant 49,780-square-foot retail space within an  
13 existing 250,843- square-foot shopping center, the "City Center", located at the southeast  
14 corner of Masonic Avenue and Geary Boulevard, in the Western Addition Neighborhood of  
15 San Francisco (Assessor's Parcel Block No. 1094, Lot No. 001); the City Center shopping  
16 center, constructed in 1951, occupies the block bounded by Geary Boulevard to the north,  
17 Masonic Avenue to the west, O'Farrell Street to the south and Lyon Street to the east; the  
18 southern portion of the 288,297-square-foot City Center parcel (along O'Farrell Street) is  
19 generally upward sloping between Masonic Avenue and just east of Anza Vista Avenue, and  
20 then downward sloping from just east of Anza Vista Avenue to Lyon Street; the northern  
21 portion of the City Center parcel along Geary Boulevard is generally downward sloping  
22 between Masonic Avenue and Lyon Street; as a result, the 250,843 square feet of retail space  
23 in City Center is located on four levels with six separate parking lots (Lots A -F), each with  
24 independent access from O'Farrell Street, Geary Boulevard or Masonic Avenue; the City  
25 Center retail buildings are generally clustered along the northern portion of the City Center

1 parcel adjacent to Geary Boulevard and the northern portion of the Masonic Avenue  
2 frontages; the parking lots fan out from the City Center retail buildings to the south, southwest,  
3 east and southeast; and

4 WHEREAS, The proposed Project is a new grocery store, restaurant, and coffee bar  
5 use within an existing vacant retail space; the proposed project would include a 49,780-  
6 square-foot grocery store (Whole Foods), with a 3,320-square-foot restaurant, and a 1,190-  
7 square-foot coffee shop; the existing on-site parking "Lot C", with 117 parking spaces, would  
8 be available for parking for Whole Foods customers; loading and deliveries would occur from  
9 an existing 3,528-square-foot on-site loading dock, accessed from O'Farrell Street just east of  
10 Anza Vista Avenue, via "Lot F;" no changes to vehicle parking, bicycle parking, loading,  
11 driveway access, or on-site circulation are proposed; in addition, no changes are proposed to  
12 the public right-of-way; the project is limited to interior renovation; the project does not include  
13 exterior construction and would not require excavation; and

14 WHEREAS, Pursuant to the CEQA Guidelines, the Planning Department issued a  
15 Common Sense Exemption for the project on September 11, 2020, finding that the proposed  
16 project is exempt from further review under CEQA; and

17 WHEREAS, On September 18, 2020, M.R. Wolfe & Associates, P.C., on behalf of Julie  
18 Fisher and Tony Vargas, and United Food & Commercial Workers Union (UFCW) Local 5,  
19 and its members who live and/or work in San Francisco (collectively, "Appellants"), filed an  
20 appeal of the CEQA determination; and

21 WHEREAS, By memorandum to the Clerk of the Board dated September 29, 2020, the  
22 Planning Department's Environmental Review Officer determined that the appeal was timely  
23 filed; and

24 WHEREAS, On November 17, 2020, this Board held a duly noticed public hearing to  
25 consider the appeal of the exemption determination filed by Appellants; and

1 WHEREAS, The Board considered, among other issues, Appellants' argument that the  
2 Project would result in air quality impacts from emissions from delivery vehicles that could  
3 potentially expose sensitive receptors in the vicinity of the site to significant levels of toxic air  
4 contaminants; and

5 WHEREAS, Under CEQA Guidelines, Section 15061(b)(2), the Common Sense  
6 Exemption applies only "when it can be seen with certainty that there is no possibility that the  
7 activity in question may have a significant effect on the environment;" and

8 WHEREAS, Appellants' claims raise serious concerns about the use of the Common  
9 Sense exemption in this instance, particularly the in light of the conflicting information in the  
10 record regarding potential air quality impacts; and

11 WHEREAS, In reviewing the appeal of the exemption determination, this Board  
12 reviewed and considered the exemption determination, the appeal letter, the responses to the  
13 appeal documents that the Planning Department prepared, the other written records before  
14 the Board of Supervisors and all of the public testimony made in support of and opposed to  
15 the exemption determination appeal; and

16 WHEREAS, Following the conclusion of the public hearing, in Motion No. M20-0175  
17 the Board of Supervisors conditionally reversed the exemption determination for the Project  
18 subject to the adoption of written findings of the Board in support of such determination based  
19 on the written record before the Board of Supervisors as well as all of the testimony at the  
20 public hearing in support of and opposed to the appeal; and

21 WHEREAS, The written record and oral testimony in support of and opposed to the  
22 appeal and deliberation of the oral and written testimony at the public hearing before the  
23 Board of Supervisors by all parties and the public in support of and opposed to the appeal of  
24 the exemption determination is on file with the Clerk of the Board of Supervisors in File No.  
25

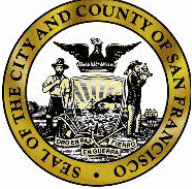
1 201127 and is incorporated in this motion as though set forth in its entirety; now, therefore, be  
2 it

3 MOVED, That the Board of Supervisors reverses the determination by the Planning  
4 Department that the Project is exempt from CEQA under the Common Sense Exemption; and,  
5 be it

6 FURTHER MOVED, That the Board directs the Planning Department to further analyze  
7 the potential air quality impacts of the Project to sensitive receptors in the vicinity of the  
8 Project site; and, be it

9 FURTHER MOVED, That as to all other issues, the Board finds the Common Sense  
10 Exemption conforms to the requirements of CEQA and is adequate, accurate, and objective,  
11 the record does not include substantial evidence to support a fair argument that the project  
12 may have a significant effect on the environment, and no further analysis is required.

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**City and County of San Francisco**  
**Tails**  
**Motion: M21-047**

City Hall  
1 Dr. Carlton B. Goodlett Place  
San Francisco, CA 94102-4689

**File Number:** 210266

**Date Passed:** March 16, 2021

Motion adopting findings to reverse the determination by the Planning Department that the proposed project at 2675 Geary Boulevard is exempt from further environmental review.

March 16, 2021 Board of Supervisors - APPROVED

Ayes: 11 - Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani and Walton

File No. 210266

**I hereby certify that the foregoing Motion was APPROVED on 3/16/2021 by the Board of Supervisors of the City and County of San Francisco.**

A handwritten signature in blue ink, appearing to read "Angela Calvillo", written over a horizontal line.

**Angela Calvillo**  
**Clerk of the Board**