Executive Summary
Conditional Use
HEARING DATE: APRIL 25, 2013

Date: April 18, 2013
Case No.: 2004.0482CE
Project Address: 5400 GEARY BOULEVARD
Zoning: NC-3 (Moderate-Scale Neighborhood Commercial) District
40-X Height and Bulk District
Block/Lot: 1450/008
Project Sponsor: Alexandria Enterprises, LLC
c/o Ronald Yu
5418A Geary Boulevard
San Francisco, CA 94132
Staff Contact: Mary Woods – (415) 558-6315
mary.woods@sfgov.org
Recommendation: Approval with Conditions

PROJECT DESCRIPTION

The proposed project consists of two components: (1) the renovation of the existing Alexandria Theatre building, and (2) the construction of a new mixed-use building with underground parking on the adjacent surface parking lot. Renovations to the Alexandria Theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre, the creation of new retail spaces (6,300 square feet) on the ground floor, and a restaurant space (7,000 square feet) on the second floor. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking (122 spaces). The new building will contain retail spaces (4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. The development would total approximately 109,000 square feet.

SITE DESCRIPTION AND PRESENT USE

The project is located at the northwest corner of Geary Boulevard and 18th Avenue, in Assessor’s Block 1450, Lot 008. The property is located within an NC-3 (Moderate-Scale Neighborhood Commercial) District and 40-X Height and Bulk District. Existing uses on the Project Site include the closed 3-screen Alexandria Theatre, a 53-foot tall, two-story building containing approximately 17,000 square feet, including three small retail establishments fronting on Geary Boulevard, and a 57-space surface parking lot fronting on 18th Avenue. The three existing retail businesses include a gift store, an appliance store and an engineering office. The Alexandria Theatre closed in February, 2004. The parking lot is currently operated by an attendant for fee-based public parking.
SURROUNDING PROPERTIES AND NEIGHBORHOOD

The project site is situated towards the western end of the NC-3 District along the three-mile Geary Boulevard commercial corridor that stretches from the Western Addition to the Outer Richmond, through four neighborhoods. This corridor is bounded by Divisadero Street to the east and 28th Avenue in the west. The MUNI line “38-Geary” runs in front of the Project Site linking the Richmond area to Downtown and the Financial District. Other transit lines are also nearby and are within walking distance of the Site. Except for the commercial uses located on Geary Boulevard, the Project Site is surrounded by predominantly residential dwellings and residentially zoned districts to the west, north and east of the site. To the east of the site on 18th Avenue, existing uses also include a YMCA, a community center, and a church. Buildings on the subject block and facing block on Geary Boulevard range from one to two stories tall with primarily commercial uses on the ground floor and a few residential units on the upper floor. Commercial uses on the subject and facing blocks on Geary Boulevard include a gift store, an appliance store, a comic store, postal supplies store, a dry cleaner, shoe repair, restaurants, banks, grocery stores, a paint store, a medical supply store, and other professional offices. The Clement Street commercial corridor is one block north of the Project Site.

ENVIRONMENTAL REVIEW

On November 24, 2010, the Preliminary Mitigated Negative Declaration (PMND) for the Project was prepared and published for public review. The PMND was available for public comment until January 24, 2011. No appeal of the PMND was filed with the Department.

On May 26, 2011, the Department adopted the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the “CEQA Guidelines”) and Chapter 31 of the San Francisco Administrative Code (“Chapter 31”). The Department found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP), setting forth measures to reduce potential environmental effects. These mitigation measures reduce all potential significant impacts to less than significant levels and are set forth in entirety in the MMRP, attached to the Draft Motion as EXHIBIT C.

HEARING NOTIFICATION

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**EXECUTIVE SUMMARY**

**HISTORY OF REVIEW PROCESS**

The original Environmental Evaluation Application was filed on May 19, 2004. The Final Mitigated Negative Declaration (FMND) was adopted on May 26, 2011. Until the environmental study was completed, the Planning Commission could not take any action on the request for a Conditional Use authorization.

The project sponsor held several community outreach meetings beginning in 2010. Issues discussed ranged from the reuse of the existing theatre building, design of the new mixed-use building with retail/commercial uses on the ground floor and dwelling units above, affordability and type of units proposed, feasibility of retail uses in the theatre building, parking and traffic, and street trees.

In November, 2010, the Preliminary Mitigated Negative Declaration was published.

In January, 2011, an informational presentation was made before the Historic Preservation Commission (HPC). A copy of the HPC letter, dated February 15, 2011 which summarizes their comments, is attached for your information. The FMND responded to the comments made by the HPC.

The project sponsor retained a new architect in 2012 for the proposed mixed-use building. Subsequently, a new design for the mixed-use building was submitted on July 24, 2012. It changed from a modern/contemporary design to a Spanish/Mediterranean design more in keeping with the neighborhood character. Various Department staff reviewed the design of the proposed buildings.

**PUBLIC COMMENT**

- To date, the Department has received one e-mail in opposition to the project expressing concerns related to building security, construction noise and pollution. Staff has met with one neighbor who expressed concerns about the massing of the new mixed-use building, structural integrity/building safety of adjacent buildings during construction, soil stability, and traffic problems along 18th Avenue. Staff has also received general inquiries about the scope of work related to the proposed project. Staff has not received any correspondence in support of the proposed project.

** ISSUES AND OTHER CONSIDERATIONS**

- The General Plan encourages commercial activities in the neighborhood commercial districts as well as the construction of new dwelling units, including inclusionary affordable units.

**REQUIRED COMMISSION ACTION**

In order for the project to proceed, the Commission must grant Conditional Use authorization to allow a development lot size exceeding 9,999 square feet and a non-residential use size exceeding 5,999 square feet, in an NC-3 (Moderate-Scale Neighborhood Commercial) District.

**BASIS FOR RECOMMENDATION**

The Department believes that this project is necessary and/or desirable for the following reasons:
It will add 37 dwelling units, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. Four inclusionary affordable housing units will also be added to the City’s housing stock.

- The project would preserve a historic resource, the Alexandria Theatre, built in 1923.
- The adaptive re-use of the existing theatre building will remove a blighted site and bring activity to this portion of the commercial corridor.
- New retail storefronts will be provided in the existing and new buildings along 18th Avenue. This will add new pedestrian interest and vitality along 18th Avenue.

**RECOMMENDATION:** Approval with Conditions

**Attachments:**
Draft Motion (includes EXHIBIT A)
Zoning/Parcel Map
Sanborn Map
Streetview Photograph
Zoning Map
The Historic Preservation Commission (HPC) Letter
Project Sponsor Submittal, including:
- Affidavit for Compliance with the Inclusionary Affordable Housing Program
- Affidavit for First Source Hiring Program
- Reduced Plans (EXHIBIT B)
- Site Photographs
Mitigation Monitoring and Reporting Program (EXHIBIT C)
- Final Mitigated Negative Declaration
Executive Summary
Hearing Date: April 25, 2013

Attachment Checklist

- Executive Summary
- Draft Motion (includes EXHIBIT A)
- Environmental Determination
- Zoning District Map
- Height & Bulk Map
- Parcel Map
- Sanborn Map
- Streetview Photo
- Context Photos
- Site Photos
- Project sponsor submittal - EXHIBIT B
- Drawings: Existing Conditions
  - Check for legibility
- Drawings: Proposed Project
  - Check for legibility
- CEQA Findings
- Mitigation Monitoring and Reporting Program – EXHIBIT C
- Final Mitigate Negative Declaration
- First Source Hiring Program Affidavit
- Inclusionary Housing Affidavit

Exhibits above marked with an “X” are included in this packet

Planner’s Initials

mwlg\documents\cu\5400Geary-exesum
ADOPTEING FINDINGS RELATING TO THE APPROVAL OF A CONDITIONAL USE AUTHORIZATION PURSUANT TO SECTIONS 121.1, 121.2, 303(C), 712.11 AND 712.21 OF THE PLANNING CODE TO ALLOW A DEVELOPMENT LOT SIZE EXCEEDING 9,999 SQUARE FEET AND A NON-RESIDENTIAL USE SIZE EXCEEDING 5,999 SQUARE FEET, IN AN NC-3 (MODERATE-SCALE NEIGHBORHOOD COMMERCIAL) DISTRICT AND 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On June 1, 2004, Alexandria Enterprises, LLC (hereinafter “Project Sponsor”) filed an application with the Planning Department (hereinafter “Department”) for Conditional Use authorization under Planning Code Sections 121.1, 121.2, 303(c), 712.11 and 712.21 to allow a development lot size exceeding 9,999 square feet and a non-residential use size exceeding 5,999 square feet, in an NC-3 (Moderate-Scale Neighborhood Commercial) District, and 40-X Height and Bulk District.

On April 25, 2013, the San Francisco Planning Commission (hereinafter “Commission”) conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Application No. 2004.0482CE!.
On November 24, 2010, the Preliminary Mitigated Negative Declaration (PMND) for the Project was prepared and published for public review; and,

The PMND was available for public comment until January 24, 2011. No appeal of the PMND was filed with the Department; and

On May 26, 2011, the Department adopted the Final Mitigated Negative Declaration (FMND) and found that the contents of said report and the procedures through which the FMND was prepared, publicized, and reviewed complied with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.) (CEQA), Title 14 California Code of Regulations Sections 15000 et seq. (the "CEQA Guidelines") and Chapter 31 of the San Francisco Administrative Code ("Chapter 31"); and

The Department found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Planning Department, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

Department staff prepared a Mitigation Monitoring and Reporting Program (MMRP), setting forth measures to reduce potential environmental effects. These mitigation measures reduce all potential significant impacts to less than significant levels and are set forth in entirety in the MMRP, attached to the Draft Motion as EXHIBIT C.

These materials were made available to the public and this Commission for this Commission's review, consideration and action.

The Department is the custodian of records, located in the File for Case No. 2004.0482CE!, at 1650 Mission Street, Fourth Floor, San Francisco, California.

The Commission has heard and considered the testimony presented to it at the public hearing and has further considered written materials and oral testimony presented on behalf of the Project Sponsor, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use requested in Application No. 2004.0482CE!, subject to the conditions contained in "EXHIBIT A" of this motion, based on the following findings:

FINDINGS

Having reviewed the materials identified in the preamble above, and having heard all testimony and arguments, this Commission finds, concludes, and determines as follows:

1. The above recitals are accurate and constitute findings of this Commission.

2. Site Description and Present Use. The Project is located at the northwest corner of Geary Boulevard and 18th Avenue, in Assessor’s Block 1450, Lot 008. The property is located within an NC-3 (Moderate-Scale Neighborhood Commercial) District and 40-X Height and Bulk District.
Existing uses on the Project Site include the closed 3-screen Alexandria Theatre, a 53-foot tall, two-story building containing approximately 17,000 square feet, including three small retail establishments fronting on Geary Boulevard, and a 57-space surface parking lot fronting on 18th Avenue. The three existing retail businesses include a gift store, an appliance store and an engineering office. The Alexandria Theatre closed in February, 2004. The parking lot is currently operated by an attendant for fee-based public parking.

3. **Surrounding Properties and Neighborhood.** The Project Site is situated towards the western end of the NC-3 District along the three-mile Geary Boulevard commercial corridor that stretches from the Western Addition to the Outer Richmond, through four neighborhoods. This corridor is bounded by Divisadero Street to the east and 28th Avenue in the west. The MUNI line “38-Geary” runs in front of the Project Site linking the Richmond area to Downtown and the Financial District. Other transit lines are also nearby and are within walking distance of the Site. Except for the commercial uses located on Geary Boulevard, the Project Site is surrounded by predominantly residential dwellings and residentially zoned districts to the west, north and east of the site. To the east of the site on 18th Avenue, existing uses also include a YMCA, a community center, and a church. Buildings on the subject block and facing block on Geary Boulevard range from one to two stories tall with primarily commercial uses on the ground floor and a few residential units on the upper floor. Commercial uses on the subject and facing blocks on Geary Boulevard include a gift store, an appliance store, a comic store, postal supplies store, a dry cleaner, shoe repair, restaurants, banks, grocery stores, a paint store, a medical supply store, and other professional offices. The Clement Street commercial corridor is one block north of the Project Site.

4. **Project Description.** The proposed Project consists of two components: (1) the renovation of the existing Alexandria Theatre building, and (2) the construction of a new mixed-use building with underground parking on the adjacent surface parking lot. Renovations to the Alexandria Theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre, the creation of new retail spaces (6,300 square feet) on the ground floor, and a restaurant space (7,000 square feet) on the second floor. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking (122 spaces). The new building will contain retail spaces (4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. The development would total approximately 109,000 square feet.

Section 312 -neighborhood notification was conducted in conjunction with the Conditional Use authorization process.

5. **Public Comment.** To date, the Department has received one e-mail in opposition to the Project expressing concerns related to building security, construction noise and pollution. Staff has met with one neighbor who expressed concerns about the massing of the new mixed-use building, structural integrity/building safety of adjacent buildings during construction, soil stability, and traffic problems along 18th Avenue. Staff has also received general inquiries about the scope of work related to the proposed Project. Staff has not received any correspondence in support of the
proposed project. The Project Sponsor and its representatives held several community outreach meetings beginning in 2010. Issues discussed ranged from the reuse of the existing theatre building, design of the new mixed-use building with retail/commercial uses on the ground floor and dwelling units above, affordability and type of units proposed, feasibility of retail uses in the theatre building, parking and traffic, and street trees.

6. First Source Hiring Program. The Project is subject to the requirements of the First Source Hiring Program (Chapter 83 of the Administrative Code) for projects creating ten (10) or more new residential units. The Project Sponsor will comply with the requirements of this Program. Prior to the issuance of any Building Permit or a First Addendum to a Site Permit, the Project Sponsor will have an approved and signed First Source Hiring Memorandum of Understanding (MOU) from the First Source Hiring Administrator, which will be evidenced in writing. This MOU will include Exhibit A, Construction First Source Hiring Agreement, and Exhibit B, End-Use First Source Hiring Agreement. Before the Commission can act on the Project, the Project Sponsor must complete the “Affidavit for First Source Hiring Program”.

The Project Sponsor has submitted a complete Affidavit for First Source Hiring Program, a copy of which is attached to the Draft Motion

7. Planning Code Compliance: The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

A. Large Lot Development. Sections 121.1 and 712.11 state that a Conditional Use authorization is required for development of large lot size exceeding 9,999 square feet in Neighborhood Commercial Districts.

The existing lot is irregular-shaped with an area of approximately 37,000 square feet.

B. Non-Residential Use Size. Sections 121.2 and 712.21 state that a Conditional Use authorization is required for development of large lot size exceeding 5,999 square feet in Neighborhood Commercial Districts.

The existing theatre building contains approximately 17,000 square feet of non-residential uses. The Project proposes to add an additional 69,000 square feet of non-residential uses, including new retail spaces, a restaurant, and two levels of underground parking for 122 spaces.

C. Basic Floor Area Ratio. Section 124 limits the building square footage to 3.6 square feet of building area for every 1 square foot of lot area, or approximately 134,000 square feet of building area for the subject site. However, in NC Districts, the FAR limits do not apply to dwellings or to other residential uses per Section 124(b).

The entire Project would total approximately 109,000 square feet, of which, approximately 40,000 square feet is related to residential uses.
D. **Front Setback.** Section 132 is not applicable. There is no front setback requirement for buildings in NC-3 Districts.

E. **Rear Yard.** Section 134(a)(1) requires that a rear yard equal to 25% of the lot depth be provided opposite the site’s frontage. Further, Section 134(a)(1)(C) requires that in NC-3 Districts, rear yards must be provided at the lowest story containing a dwelling unit, and at each succeeding story of the building.

The new mixed-use building has a 30-foot rear yard setback (25% of the 120-foot lot depth) at all the residential levels. The Project provides a single rear yard totaling approximately 6,000 square feet.

F. **Useable Open Space.** Section 135 typically requires 80 square feet of usable open space be provided for every dwelling unit, when provided as private open space, in NC-3 Districts. The open space requirement must be multiplied by 1.33 when provided as common open space.

For the proposed 37-unit Project, approximately 4,000 square feet of common useable open space would be required. For 30 of the units, the Project will provide common useable open space at the rear yard totaling approximately 4,300 square feet (3,200 square feet required). Additional common useable open space is also provided on the second floor interior courtyard, totaling approximately 1,800 square feet. The remaining seven units contain private useable open space in the form of private decks and yards, totaling approximately 1,300 (560 square feet required). All private open spaces meet the minimum area requirements of the Code.

G. **Better Streets Plan.** Section 138.1 establishes requirements for the improvement of the public right-of-way associated with development projects, such that the public right-of-way may be safe, accessible, convenient and attractive to pedestrian use and travel by all modes of transportation.

The Project’s streetscape and pedestrian improvements include a mid-block bulb-out on 18th Avenue, a small mid-block public plaza on 18th Avenue at the junction of the existing theatre building and the new mixed-use building, new street trees on both Geary Boulevard and 18th Avenue, permeable paving, benches and moveable seating, motorcycle and bike parking, lighting fixtures, and various hedges and plantings along 18th Avenue.

H. **Dwelling Unit Exposure.** Section 140 requires that all dwelling units face a public street or side yard at least 25 feet in width, a required rear yard, or an open area of 25 feet in width.

All of the units in the proposed Project meet this requirement.

I. **Street Frontage in Neighborhood Commercial Districts.** Section 145.1 requires in NC Districts containing specific uses, including retail stores, that building lobbies do not exceed 40 feet of building frontage, that parking entrances are no more than 20 feet wide, that ground floors have a minimum 10-foot ceiling height, and that the ground floor street
frontage be at least 60% transparent in order to allow visibility to the inside of the building. The use of dark or mirrored glass shall not count towards the required transparent area. Any decorative railings or decorated grille work, other than wire mesh, which is placed in front or behind ground floor windows, shall be at least 75 percent open to perpendicular view.

The proposed Project is consistent with the relevant provisions under Section 145.1. The proposed two lobbies totals 20 feet in width. The parking entrance is 15 wide. The ground floor ceiling height is 11 feet. Along 18th Avenue, new transparency/glazing will be added to the existing theatre building totaling 62%, while the new mixed-use building will have 70% transparency at the street frontage.

J. Parking. Section 151 requires one off-street parking space for each dwelling unit; one off-street parking space for each 200 square feet of occupied floor area where the occupied floor area exceeds 5,000 square feet for restaurants; one off-street parking space for each 500 square feet of occupied floor area up to 20,000 where the occupied floor area exceeds 5,000 square feet for retail stores, and one off-street parking space for each 8 seats over 50 seats for movie theatres. Section 152 requires one off-street freight loading space for retail stores where the gross floor area of structure or use is over 10,000 square feet but less than 60,000 square feet in newly constructed structures. Section 155(i) requires one handicapped parking space for each 25 off-street parking spaces provided. Sections 155(j), 155.2(c) and 155.4(e) require 1 bicycle space for every 20 automobile spaces for garages containing between 120 and 500 automobile spaces, where the most restrictive provisions prevail. Section 155.4(f) requires that new and existing commercial buildings must provide adequate signs or notices to advertise the availability of bicycle parking. Section 166 requires one car sharing space for the first 50 spaces plus one for every additional 50 spaces.

The proposed Project meets the provisions of the parking requirements as follows: 37 spaces for the dwelling units, 25 spaces for the retail stores, 32 spaces for the restaurant, 28 spaces for the movie theatre, for a total of 122 spaces for the Project. The Project will also provide two car share spaces and six handicapped spaces at the site.

The Project would not be required to have off-street freight loading spaces because the Project proposes approximately 5,000 square feet of retail uses in a new four-story building. The existing theatre building at approximately 19,000 square feet contains no off-street freight loading space.

The Project would be required to provide 6 bicycle parking spaces. The existing site contains no bicycle parking spaces. The Project proposes to add 20 “Class 1” bicycle parking spaces at the new mixed-use building, as well as additional on-street bicycle and motorcycle parking. Adequate signs or notices of the availability of bicycle parking will be provided at the Project Site.

K. Residential Density. Sections 207.4 and 712.91, which set forth density restrictions for dwelling units in NC Districts, state that one dwelling unit is allowed for each 600 square feet of lot area.
Based on a lot area of approximately 37,000 square feet, 62 dwelling units are permitted. The Project proposes to develop 37 dwelling units, four of which (12%) will be inclusionary affordable units.

L. Change in Use/Demolition of a Movie Theatre. Section 303(k) states that a change in use or demolition of a movie theatre use must meet the additional criteria set forth under this Section in addition to Section 303(c).

This Code Section does not apply to the proposed Project since the Project’s environmental evaluation application was filed on May 19, 2004, prior to the effective date of July 27, 2004. However, renovations to the existing theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre on the second floor.

M. Transit Impact Development Fee. Sections 411 through 411.8 authorizes the imposition of certain development impact fees on new non-residential development projects or conversion of non-residential space of at least 800 gross square feet to offset impacts on the transit system. Land use categories for all impact fees are defined in Section 401.

The Project Sponsor will comply with the requirements of this section prior to the issuance of a Site Permit.

N. Inclusionary Affordable Housing Program. Section 415 (formerly Section 315) sets forth the requirements and procedures for the Inclusionary Affordable Housing Program. Under Planning Code Section 415.3, these requirements apply to projects that consist of ten or more units, where the first application (EE or BPA) was applied for before July 18, 2006. Pursuant to Planning Code Section 415.5 and 415.6, the Project is meeting the Inclusionary Affordable Housing Program requirement through the On-site Affordable Housing Alternative by providing 12% of the proposed dwelling units as affordable.

The Project Sponsor has demonstrated that it is eligible for the On-Site Affordable Housing Alternative under Planning Code Section 415.5 and 415.6, and has submitted an ‘Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,’ to satisfy the requirements of the Inclusionary Affordable Housing Program by providing the affordable housing on-site instead of through payment of the Affordable Housing Fee. In order for the Project Sponsor to be eligible for the On-Site Affordable Housing Alternative, the Project Sponsor must submit an ‘Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415,’ to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the project. The Project Sponsor submitted such Affidavit on April 16, 2013. The EE application was submitted on May 19, 2004. Four units (1 one-bedroom, 2 two-bedroom, and 1 three-bedroom) of the 37 units provided will be affordable units. If the Project becomes ineligible to meet its Inclusionary Affordable Housing Program obligation through the On-site Affordable Housing Alternative, it must pay the Affordable Housing Fee with interest, if applicable.
O. Signage. Any proposed signage will be subject to the review and approval of the Planning Department and must comply with Article 6 of the Planning Code.

8. Planning Code Section 303(c) establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use approval. On balance, the Project does comply with said criteria in that:

A. The proposed uses and building, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable, and compatible with, the neighborhood or the community.

The Geary Boulevard corridor is one of the longest continuous neighborhood commercial districts in the City stretching from Divisadero Street to the east to 28th Avenue in the west. The existing Alexandria Theatre building was built in 1923. It was a neighborhood movie theatre until closing in 2004. The theatre building has been vacant since then; however, the three small retail storefronts and engineering office along Geary Boulevard remain in operation. The proposed Project consists of two components: (1) the renovation of the existing Alexandria Theatre building, and (2) the construction of a new mixed-use building with underground parking on the adjacent surface parking lot. Renovations to the Alexandria Theatre building include the conversion from a three-screen theatre to a 221-seat single-screen theatre, the creation of new retail spaces (6,300 square feet) on the ground floor, and a restaurant space (7,000 square feet) on the second floor. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking for 122 spaces. The new building will contain retail spaces (4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors. The development would total approximately 109,000 square feet. The Project is necessary and desirable because the adaptive re-use of the existing theatre building will remove a blighted site and bring activity to this portion of the commercial corridor. The new mixed-use development will add 37 dwelling units to the City's housing stock, 12% of which will be inclusionary affordable units. New retail storefronts will be provided at the existing and new buildings along 18th Avenue. This will add new pedestrian interest and vitality along 18th Avenue.

The proposed Project will be built to today's Green Building and sustainability requirements under both "Build It Green's" Green Point Rating System and the U.S. Green Building Council's LEED program. In addition, the local codes also have requirements to develop and implement pollution prevention and site run-off controls as required by the City's Public Utilities Commission. The Project proposes to meet or exceed these requirements, according to the Project architect.

(1) In Neighborhood Commercial Districts, if the proposed development lot exceeds the limitation (9,999 square feet) found in Planning Code Section 121.1, the following shall be considered:

(i) The mass and façade of the proposed structure are compatible with the existing scale of the district; and
The proposed Project is compatible with the existing scale of the district in that it is
typified by ground floor commercial uses with housing on the upper floors. Prominent
buildings in mass and scale occupy corner lots, such as the existing Alexandria Theatre
building. The new four-story building is typical of the surrounding three to four-story
residential buildings in the district.

(ii) The façade of the proposed structure is compatible with design features of
adjacent facades that contribute to the positive visual quality of the district.

The addition of storefront entrances along the east side of the existing theatre building
along 18th Avenue will relieve an existing blank wall and create a street façade compatible
with those along Geary Boulevard. The design of the residential portions of the new
mixed-use building takes into account neighboring residential developments by using
scale, materials, and architectural elements, such as bays and cornices to relate to the
older residential streetscape to the north along 18th Avenue. The overall character of the
new mixed-use building is Spanish/Mediterranean of a type that was popular in the
1920s when both the Alexandria Theatre and much of the housing in the surrounding
Richmond neighborhood was built. The visual mass of the asymmetrical silhouette is
broken down with square and semi-octagonal bay windows, an arced ground floor
level, variations in surface color to differentiating the bays and inset balconies at the top
floor.

(2) In Neighborhood Commercial Districts, if the proposed use is to be located at a location
in which the square footage exceeds the limitation (5,999 square feet) found in Planning
Code Section 121.2(a), the following shall be considered:

i. The intensity of activity in the district is not such that allowing the larger use will
be likely to foreclose the location of other needed neighborhood-serving uses in
the area; and

The Project area consists of a wide variety of neighborhood-serving uses. No uses would
be foreclosed by the Project. The existing retail stores on the ground floor of the theatre
building will not be foreclosed. Any potential tenants in the new retail spaces will need
to seek permit approvals and meet the requirements of the NC-3 zoning provisions.

ii. The proposed use will serve the neighborhood, in whole or in significant part,
and the nature of the use requires a larger size in order to function; and

The renovated theatre building will house a variety of uses that are permitted within the
zoning district. Although the Project has a total of approximately 12,000 square feet of
retail/commercial spaces in the overall project, they are not contiguous; rather, they are
broken down into three different components: existing storefronts along Geary Boulevard,
new retail spaces inside the existing theatre building, and ground floor storefronts in the
new mixed-use building. The commercial spaces in the existing and new mixed-use buildings may be further reduced in size to suit the needs of potential tenants.

iii. The building in which the use is to be located is designed in discrete elements which respect the scale of development in the district; and

The Project consists of two discrete buildings. The theatre building has existed at the site since 1923. The building was much larger than its immediate neighboring context, featuring blade signs that towered over the retail strip below, like a church spire. The signs are visible from a distance of many blocks away. In addition, the theatre building is situated on a corner lot, so that its larger form is an anchor as a destination place.

The new mixed-use building, with its varied materials, bay windows and balconies, is broken down to minimize the mass of the building, and provide interest at the pedestrian level.

B. The proposed project will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity. There are no features of the project that could be detrimental to the health, safety or convenience of those residing or working the area, in that:

i. Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The height and bulk of the existing theatre building will remain the same. The Project proposes to renovate the inside of the theatre building by adding a new restaurant, a 221-seat theatre, and retail stores. The existing surface parking lot will be replaced with a four-story mixed-use building with two levels of underground parking. The Project Site is a corner lot with two street frontages, Geary Boulevard and 18th Avenue. The design of the new building has been created to be compatible with the scale and context of the surrounding neighborhood.

ii. The accessibility and traffic patterns for persons and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading;

The Project Site is well-served by public transit. Several MUNI transit lines run directly in front of or near the Site. The Project proposes a two-level underground parking for 122 cars, including 2 car share spaces, 20 bicycle spaces, as well as on-street bicycle and motorcycle parking.

iii. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

No noxious or offensive emissions will be associated with the Project.
iv. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The Project provides both private and common useable open space at the ground floor rear yard and at the upper floor interior courtyard. The Project's streetscape and pedestrian improvements include a mid-block bulb-out on 18th Avenue, a small mid-block public plaza on 18th Avenue at the junction of the existing theatre building and the new mixed-use building, new street trees on both Geary Boulevard and 18th Avenue, permeable paving, benches and moveable seating, motorcycle and bike parking, lighting fixtures, and various hedges and plantings along 18th Avenue.

C. That the use as proposed will comply with the applicable provisions of the Planning Code and will not adversely affect the General Plan.

The Project complies with relevant requirements and standards of the Planning Code, and is consistent with objectives and policies of the General Plan as detailed below.

D. That the use as proposed would provide development that is in conformity with the purpose of the applicable Neighborhood Commercial District.

The proposed Project is consistent with the stated purpose of the NC-3 (Moderate-Scale Neighborhood Commercial) District in that the intended use is to renovate an existing theatre building and replace an underutilized parking lot with a mixed use development. The larger lot size and use size are required due to the irregularly-shaped lot.

9. General Plan Compliance. The Project is, on balance, consistent with the following Objectives and Policies of the General Plan:

HOUSING ELEMENT

Objectives and Policies

OBJECTIVE 1:
IDENTIFY AND MAKE AVAILABLE FOR DEVELOPEMENT ADEQUATE SITES TO MEET THE CITY'S HOUSING NEEDS, ESPECIALLY PERMANENTLY AFFORDABLE HOUSING.

Policy 1.1:
Plan for the full range of housing needs in the City and County of San Francisco, especially affordable housing.

Policy 1.8:
Promote mixed-use development, and include housing, particularly permanently affordable housing, in new commercial, institutional or other single use development projects.
Policy 1.10
Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

The new mixed-use building will contain retail spaces (approximately 4,800 square feet) on the ground floor, and 37 dwelling units on the upper floors, including 13 one-bedroom units, 18 two-bedroom units, and 6 three-bedroom units. The Project will provide four on-site inclusionary affordable housing units.

OBJECTIVE 11:
SUPPORT AND RESPECT THE DIVERSE AND DISTINCT CHARACTER OF SAN FRANCISCO’S NEIGHBORHOODS.

Policy 11.1:
Promote the construction and rehabilitation of well-designed housing that emphasizes beauty, flexibility, and innovative design, and respects existing neighborhood character.

Policy 11.6
Foster a sense of community through architectural design, using features that promote community interaction

The Project will provide streetscape and pedestrian improvements that include a mid-block bulb-out, a small public plaza with seating and open space, allowing people to meet and interact informally and foster the neighborhood’s social experiences and offerings.

COMMERCIAL AND INDUSTRY ELEMENT
Objectives and Policies

OBJECTIVE 6:
MAINTAIN AND STRENGTHEN VIABLE NEIGHBORHOOD COMMERCIAL AREAS EASILY ACCESSIBLE TO CITY RESIDENTS.

Policy 6.1:
Ensure and encourage the retention and provision of neighborhood-serving goods and services in the city’s neighborhood commercial districts, while recognizing and encouraging diversity among the districts.

Policy 6.3
Preserve and promote the mixed commercial-residential character in neighborhood commercial districts. Strike a balance between the preservation of existing affordable housing and needed expansion of commercial activity.

Policy 6.9
Regulate uses so that traffic impacts and parking problems are minimized
No commercial tenant would be displaced. The Project would not prevent the district from achieving optimal diversity in the types of goods and services available in the neighborhood. The Project will provide desirable goods and services to the neighborhood and will provide resident employment opportunities to those in the community. Further, the Project Site is located within a Neighborhood Commercial District and is thus consistent with activities in the commercial land use plan. The Project will also provide adequate on-site parking to meet the needs of the commercial and residential uses so that the Project will not significantly increase traffic congestion or parking problems in the neighborhood.

URBAN DESIGN ELEMENT

Objectives and Policies

OBJECTIVE 1:
EMPHASIS OF THE CHARACTERISTIC PATTERN WHICH GIVES TO THE CITY AND ITS NEIGHBORHOODS AN IMAGE, A SENSE OF PURPOSE, AND A MEANS OF ORIENTATION.

Policy 1.3:
Recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts.

Policy 1.10:
Indicate the purposes of streets by adopting and implementing the Better Streets Plan, which identifies a hierarchy of street types and appropriate streetscape elements for each street type.

The Project's streetscape and pedestrian improvements include a mid-block bulb-out on 18th Avenue, a small mid-block public plaza on 18th Avenue at the junction of the existing theatre building and the new mixed-use building, new street trees on both Geary Boulevard and 18th Avenue, permeable paving, benches and moveable seating, motorcycle and bike parking, lighting fixtures, and various hedges and plantings along 18th Avenue.

OBJECTIVE 2:
CONSERVATION OF RESOURCES WHICH PROVIDE A SENSE OF NATURE, CONTINUITY WITH THE PAST, AND FREEDOM FROM OVERCROWDING.

Policy 2.5:
Use care in remodeling of older buildings, in order to enhance rather than weaken the original character of such buildings.

Policy 2.6:
Respect the character of older development nearby in the design of new buildings.

The Project consists of two components: (1) the renovation of the existing Alexandria Theatre building, built circa 1923, and (2) the construction of a new four-story mixed-use building on the adjacent surface parking lot. Renovations to the Alexandria Theatre building, while retaining all of its unique historic
character defining features, will include new commercial, restaurant and theatre uses. The surface parking lot will be removed and replaced with a new four-story mixed-use development with two levels of underground parking for 122 spaces.

10. **Planning Code Section 101.1(b)** establishes eight priority-planning policies and requires review of permits for consistency with said policies. On balance, the project does comply with said policies in that:

A. That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses be enhanced.

The proposed Project will preserve a neighborhood theatre while adding new retail spaces and a restaurant to the existing theatre building. The Project will also replace an underutilized parking lot with a new four-story mixed-use development with retail storefronts on the ground floor and 37 dwelling units in the upper floors. The Project’s new retail spaces will offer new employment opportunities and business ownerships.

B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhoods.

With the adaptive reuse of the theatre building, the existing neighborhood character will be preserved and enhanced. The design of the new mixed-use building will be compatible with the scale and design of the existing neighborhood.

C. That the City’s supply of affordable housing be preserved and enhanced,

The Project will add four inclusionary affordable housing units to the City’s housing stock.

D. That commuter traffic not impede MUNI transit service or overburden our streets or neighborhood parking.

The Project Site is well-served by public transit. Several MUNI transit lines run directly in front of or near the Site. The Project proposes a two-level underground parking for 122 cars, including 2 car share spaces, 20 bicycle spaces, as well as on-street bicycle and motorcycle parking.

E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced.

The Project will not displace any service or industry establishment. The Project will not affect industrial or service sector uses or related employment opportunities. Ownership of industrial or service sector businesses will not be affected by this Project.
F. That the City achieves the greatest possible preparedness to protect against injury and loss of life in an earthquake.

*The Project will comply with all current earthquake safety requirements of the City’s Building Code for the new building as well as the existing theatre building.*

G. That landmarks and historic buildings be preserved.

*While the existing 1923 theatre building is not a landmark, it is considered a historic resource under CEQA. It will not be significantly altered as part of the Project.*

H. That our parks and open space and their access to sunlight and vistas be protected from development.

*The Project will maintain the existing theatre building’s envelope and height, while the new building will not exceed the 40-foot height limit; therefore, the Project will not affect existing parks and open spaces.*

11. The Project is consistent with and would promote the general and specific purposes of the Code provided under Section 101.1(b) in that, as designed, the Project would contribute to the character and stability of the neighborhood and would constitute a beneficial development.

12. The Commission hereby finds that approval of the Conditional Use authorization would promote the health, safety and welfare of the City.
DECISION

That based upon the Record, the submissions by the Project Sponsor, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby APPROVES Conditional Use Application No. 2004.0482CE subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans filed with the Application, dated April 5, 2013 and labeled “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

The Commission has reviewed and considered the Final Mitigated Negative Declaration (FMND) and the Mitigation Monitoring and Reporting Program (MMRP), and the record as a whole and finds that there is no substantial evidence that the project will have a significant effect on the environment with the adoption of the mitigation measures contained in the MMRP to avoid potential significant environmental effects associated with the Project.

The Commission hereby adopts the FMND and MMRP attached hereto as EXHIBIT C and incorporated herein as part of this Motion by this reference thereto. All required mitigation measures identified in the FMND and contained in the MMRP are included as conditions of approval.

The Commission further finds that since the FMND was finalized, there have been no substantial project changes and no substantial changes in project circumstances that would require major revisions to the FMND due to the involvement of new significant environmental effects or an increase in the severity of previously identified significant impacts, and there is no new information of substantial importance that would change the conclusions set forth in the FMND.

APPEAL AND EFFECTIVE DATE OF MOTION: Any aggrieved person may appeal this Conditional Use Authorization to the Board of Supervisors within thirty (30) days after the date of this Motion No. _________. The effective date of this Motion shall be the date of this Motion if not appealed (After the 30-day period has expired) OR the date of the decision of the Board of Supervisors if appealed to the Board of Supervisors. For further information, please contact the Board of Supervisors at (415) 554-5184, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on April 25, 2013.

Jonas P. Ionin
Acting Commission Secretary

AYES:
NAYS:
ABSENT:
ADOPTED: April 25, 2013
EXHIBIT A

Conditions of Approval

AUTHORIZATION
This authorization is for a Conditional Use Authorization to allow a development lot size exceeding 9,999 square feet and a non-residential use size exceeding 5,999 square feet, pursuant to Planning Code Sections 121.1, 121.2, 303(c), 712.11 and 712.21, in an NC-3 (Moderate-Scale Neighborhood Commercial) District, and 40-X Height and Bulk District; in general conformance with plans dated April 5, 2013 and labeled "EXHIBIT B" included in the docket for Case No. 2004.0482CE and subject to conditions of approval reviewed and approved by the Commission on April 25, 2013 under Motion No. _________________. This authorization and the conditions contained herein run with the property and not with a particular Project Sponsor, business, or operator.

RECORDATION OF CONDITIONS OF APPROVAL
Prior to the issuance of the Building Permit Application or commencement of use for the project, the Zoning Administrator shall approve and order the recordation of a Notice in the Official Records of the Recorder of the City and County of San Francisco for the subject property. This Notice shall state that the Project is subject to the conditions of approval contained herein and reviewed and approved by the Planning Commission on April 25, 2013 under Motion No. _________________.

PRINTING OF CONDITIONS OF APPROVAL ON PLANS
The conditions of approval under the "EXHIBIT A" of this Planning Commission Motion No. ________________ shall be reproduced on the Index Sheet of construction plans submitted with the Site or Building Permit Application for the Project. The Index Sheet of the construction plans shall reference to the Conditional Use authorization and any subsequent amendments or modifications.

SEVERABILITY
The Project shall comply with all applicable City codes and requirements. If any clause, sentence, section, or any part of these conditions of approval is for any reason held to be invalid, such invalidity shall not affect or impair other remaining clauses, sentences, or sections of these conditions. This decision conveys no right to construct, or to receive a Building Permit. The Project Sponsor shall include any subsequent responsible party.

CHANGES AND MODIFICATIONS
Changes to the approved plans may be approved administratively by the Zoning Administrator. Significant changes and modifications of conditions shall require Planning Commission approval of a new Conditional Use authorization.
Conditions of Approval, Compliance, Monitoring, and Reporting

PERFORMANCE

1. Validity and Expiration. The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. A Building Permit Application from the Department of Building Inspection to construct the project and/or commence the approved use must be issued as this Conditional Use authorization is only an approval of the proposed Project and conveys no independent right to construct the project or to commence the approved use. The Planning Commission may, in a public hearing, consider the revocation of the approvals granted if a Site or Building Permit has not been obtained within three (3) years of the date of the Motion approving the Project. Once a Site or Building Permit has been issued, construction must commence within the timeframe required by the Department of Building Inspection and be continued diligently to completion. The Commission may also consider revoking the approvals if a permit for the Project has been issued but is allowed to expire and more than three (3) years have passed since the Motion was approved.


2. Extension. This authorization may be extended at the discretion of the Zoning Administrator only where failure to issue a permit by the Department of Building Inspection to perform said tenant improvements is caused by a delay by a local, State or Federal agency or by any appeal of the issuance of such permit(s).


3. Mitigation Measures. Mitigation measures described in the MMRP for the FMND (Case No. 2004.0482E) attached as EXHIBIT C are necessary to avoid potential significant effects of the proposed Project, and have been agreed to by the Project Sponsor. Their implementation is a condition of Project approval.


DESIGN – COMPLIANCE AT PLAN STAGE

4. Final Materials. The Project Sponsor shall continue to work with Planning Department on the building design. Final materials, glazing, color, texture, landscaping, and detailing shall be subject to Planning Department staff review and approval. The Building/Site Permit Application and/or the Architectural Addenda shall be reviewed and approved by the Planning Department prior to issuance.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.

5. Garbage, Composting and Recycling Storage Placement. Space for the collection and storage of garbage, composting, and recycling shall be provided within enclosed areas on the property and
clearly labeled and illustrated on the Building Permit plans. Space for the collection and storage of recyclable and compostable materials that meets the size, location, accessibility and other standards specified by the San Francisco Recycling Program shall be provided at the ground level of the buildings.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

6. Lighting Plan. The Project Sponsor shall submit an exterior lighting plan to the Planning Department prior to Planning Department’s approval of the Building/Site Permit Application.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

7. Noise. Plans submitted with the building permit application for the approved project shall incorporate acoustical insulation and other sound proofing measures to control noise.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

8. Odor Control Unit. In order to ensure any significant noxious or offensive odors are prevented from escaping the premises once the Project is operational, the Building/Site Permit application to implement the Project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans. Odor control ducting shall not be applied to the primary façade of the building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

9. Rooftop Mechanical Equipment. Pursuant to Planning Code 141, the Project Sponsor shall submit a roof plan to the Planning Department prior to Planning approval of the Building Permit application. Rooftop mechanical equipment, if any is proposed as part of the Project, is required to be screened so as not to be visible from any point at or below the roof level of the subject building.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

10. Signage Program. Any proposed signage shall be subject to the review and approval of the Planning Department and must comply with Article 6 of the Planning Code. However, if the creation of a “City Center Special Sign District” is adopted by the Board of Supervisors, then the provisions of that Special Sign District shall be effective. All subsequent sign permits shall conform to the approved signage program. The signage program/plan information shall be submitted and approved as part of the Site Permit for the Project.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org

11. Street Trees/Streetscape Plan. Pursuant to Planning Code Section 138.1, the Project Sponsor shall submit a streetscape plan to the Department prior to Department’s approval of the
Building/Site Permit Application indicating that seventeen (17) street trees shall be provided, including 13 evergreen trees, two palm trees, and two accent trees. Other streetscape and pedestrian improvements shall include a mid-block bulb-out on 18th Avenue, a mid-block public plaza on 18th Avenue, permeable paving, benches and moveable seating, lighting fixtures, and various hedges and plantings along 18th Avenue.

For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org.

12. Transformer Vault. The location of individual project PG&E Transformer Vault installations has significant effects to San Francisco streetscapes when improperly located. However, they may not have any impact if they are installed in preferred locations. Therefore, the Department recommends the following preference schedule in locating new transformer vaults, in order of most to least desirable:

(a) On-site, in a basement area accessed via a garage or other access point without use of separate doors on a ground floor façade facing a public right-of-way;
(b) On-site, in a driveway, underground;
(c) On-site, above ground, screened from view, other than a ground floor façade facing a public right-of-way;
(d) Public right-of-way, underground, under sidewalks with a minimum width of 12 feet, avoiding effects on streetscape elements, such as street trees; and based on Better Streets Plan guidelines;
(e) Public right-of-way, underground; and based on Better Streets Plan guidelines;
(f) Public right-of-way, above ground, screened from view; and based on Better Streets Plan guidelines;
(g) On-site, in a ground floor façade (the least desirable location).

Unless otherwise specified by the Department, Department of Public Work’s Bureau of Street Use and Mapping (DPW BSM) should use this preference schedule for all new transformer vault installation requests.

For information about compliance, contact the Bureau of Street use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org.

PARKING AND TRAFFIC

13. Automobile Parking. The Project Sponsor shall provide 122 spaces for the Project, including two (2) car share spaces and six (6) handicapped spaces.


14. Bicycle Parking. The Project Sponsor shall provide twenty (20) on-site “Class 1” bicycle parking spaces. Adequate signs or notices of the availability of bicycle parking shall also be provided at the Project Site.

15. **Managing Traffic During Construction.** The Project Sponsor and construction contractor(s) shall coordinate with the Traffic Engineering and Transit Divisions of the San Francisco Municipal Transportation Agency (SFMTA), the Police Department, the Fire Department, the Planning Department, and other construction contractor(s) for any concurrent nearby Projects to manage traffic congestion and pedestrian circulation impacts during construction of the Project. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

16. **Parking for Affordable Units.** All off-street parking spaces shall be made available to Project residents only as a separate “add-on” option for purchase or rent and shall not be bundled with any Project dwelling unit for the life of the dwelling units. The required parking spaces may be made available to residents within a quarter mile of the Project. All affordable dwelling units pursuant to Planning Code Section 415 shall have equal access to use of the parking as the market rate units, with parking spaces priced commensurate with the affordability of the dwelling unit. Each unit within the Project shall have the first right of refusal to rent or purchase a parking space until the number of residential parking spaces are no longer available. No conditions may be placed on the purchase or rental of dwelling units, nor may homeowner’s rules be established, which prevent or preclude the separation of parking spaces from dwelling units. For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

**PROVISIONS**

17. **First Source Hiring.** The Project shall adhere to the requirements of the First Source Hiring Construction and End-Use Employment Program approved by the First Source Hiring Administrator, pursuant to Section 83.4(m) of the Administrative Code. The Project Sponsor shall comply with the requirements of this Program regarding construction work and on-going employment required for the Project. For information about compliance, contact the First Source Hiring Manager at 415-581-2335, www.business.services@sfgov.org.

18. **Inclusionary Affordable Housing.** The Project Sponsor shall comply with the requirements of the Planning Code Section 415 (formerly Section 315) for the Project as follows:

1. **Number of Required Units.** Pursuant to Planning Code Section 415.6, the Project is required to provide 12% of the proposed dwelling units as affordable to qualifying households. The Project contains 37 units; therefore, four (4) affordable units are required. The Project Sponsor will fulfill this requirement by providing the 4 affordable units on-site. If the number of market-rate units change, the number of required affordable units shall be modified accordingly with written approval from Planning Department staff in consultation with the Mayor’s Office of Housing (“MOH”). For information about compliance, contact the Case Planner, Planning Department at 415-558-6378, www.sf-planning.org or the Mayor’s Office of Housing at 415-701-5500, www.sf-moh.org.
2. **Unit Mix.** The Project contains 13 one-bedroom, 18 two-bedroom, and 6 three-bedroom units; therefore, the required affordable unit mix is 1 one-bedroom, 2 two-bedroom, and 1 three-bedroom units. If the market-rate unit mix changes, the affordable unit mix will be modified accordingly with written approval from Planning Department staff in consultation with MOH. 

3. **Unit Location.** The affordable units shall be designated on a reduced set of plans recorded as a Notice of Special Restrictions on the property prior to the issuance of the first construction permit. 

4. **Phasing.** If any building permit is issued for partial phasing of the Project, the Project Sponsor shall have designated not less than twelve percent (12%) of the each phase’s total number of dwelling units as on-site affordable units.

5. **Duration.** Under Planning Code Section 415.8, all units constructed pursuant to Section 415.6, must remain affordable to qualifying households for the life of the Project. 

6. **Other Conditions.** The Project is subject to the requirements of the Inclusionary Affordable Housing Program under Section 415 et seq. of the Planning Code and City and County of San Francisco Inclusionary Affordable Housing Program Monitoring and Procedures Manual ("Procedures Manual"). The Procedures Manual, as amended from time to time, is incorporated herein by reference, as published and adopted by the Planning Commission, and as required by Planning Code Section 415. Terms used in these conditions of approval and not otherwise defined shall have the meanings set forth in the Procedures Manual. A copy of the Procedures Manual can be obtained at the MOH at 1 South Van Ness Avenue or on the Planning Department or Mayor’s Office of Housing’s websites, including on the internet at: http://sf-planning.org/Modules/ShowDocument.aspx?documentid=4451.
As provided in the Inclusionary Affordable Housing Program, the applicable Procedures Manual is the manual in effect at the time the subject units are made available for sale.

a. The affordable unit(s) shall be designated on the building plans prior to the issuance of the first construction permit by the Department of Building Inspection ("DBI"). The affordable unit(s) shall (1) reflect the unit size mix in number of bedrooms of the market rate units, (2) be constructed, completed, ready for occupancy and marketed no later than the market rate units, and (3) be evenly distributed throughout the building; and (4) be of comparable overall
quality, construction and exterior appearance as the market rate units in the principal project. The interior features in affordable units should be the same as those of the market units in the principal project, but need not be the same make, model or type of such item as long they are of good and new quality and are consistent with then-current standards for new housing. Other specific standards for on-site units are outlined in the Procedures Manual.

b. If the units in the building are offered for sale, the affordable unit(s) shall be sold to first time home buyer households, as defined in the Procedures Manual, whose gross annual income adjusted for household size does not exceed an average of ninety (90) percent of Area Median Income under the income table called “Maximum Income by Household Size” derived from the Unadjusted Area Median Income for HUD Metro Fair Market Rent Area that contains San Francisco. The initial sales price of such units shall be calculated according to the Procedures Manual. Limitations on (i) reselling; (ii) renting; (iii) recouping capital improvements; (iv) refinancing; and (v) procedures for inheritance apply and are set forth in the Inclusionary Affordable Housing Program and the Procedures Manual.

c. The Project Sponsor is responsible for following the marketing, reporting, and monitoring requirements and procedures as set forth in the Procedures Manual. MOH shall be responsible for overseeing and monitoring the marketing of affordable units. The Project Sponsor must contact MOH at least six months prior to the beginning of marketing for any unit in the building.

d. Required parking spaces shall be made available to initial buyers or renters of affordable units according to the Procedures Manual.

e. Prior to the issuance of the first construction permit by DBI for the Project, the Project Sponsor shall record a Notice of Special Restriction on the property that contains these conditions of approval and a reduced set of plans that identify the affordable units satisfying the requirements of this approval. The Project Sponsor shall promptly provide a copy of the recorded Notice of Special Restriction to the Department and to the MOH or its successor.

f. The Project Sponsor has demonstrated that it is eligible for the On-site Affordable Housing Alternative under Planning Code Section 415.6 instead of payment of the Affordable Housing Fee, and has submitted the Affidavit of Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415, to the Planning Department stating that any affordable units designated as on-site units shall be sold as ownership units and will remain as ownership units for the life of the Project.

g. If the Project Sponsor fails to comply with the Inclusionary Affordable Housing Program requirement, the Director of DBI shall deny any and all site or building permits or certificates of occupancy for the development project until the Planning Department notifies the Director of compliance. A Project Sponsor’s failure to comply with the requirements of Planning Code Section 415 et seq. shall constitute cause for the City to record a lien against the development project and pursue any and all available remedies at law.
h. If the Project becomes ineligible at any time for the On-site Affordable Housing Alternative, the Project Sponsor or its successor shall pay the Affordable Housing Fee prior to issuance of the first construction permit or may seek a fee deferral as permitted under Ordinances 0107-10 and 0108-10. If the Project becomes ineligible after issuance of its first construction permit, the Project Sponsor shall notify the Department and MOH and pay interest on the Affordable Housing Fee at a rate equal to the Development Fee Deferral Surcharge Rate in Section 107A.13.3.2 of the San Francisco Building Code and penalties if applicable.

19. Transit Impact Development Fee. Pursuant to Planning Code Section 411 (formerly Chapter 38 of the Administrative Code), the Project Sponsor shall pay the Transit Impact Development Fee (TIDF) as required by and based on drawings submitted with the Building Permit Application. Prior to the issuance of a temporary certificate of occupancy, the Project Sponsor shall provide the Planning Director with certification that the fee has been paid. 

For information about compliance, contact the Case Planner, Planning department at 415-558-6378, www.sfplanning.org

MONITORING - AFTER ENTITLEMENT

20. Enforcement. Violation of any of the Planning Department conditions of approval contained in this Motion or of any other provisions of Planning Code applicable to this Project shall be subject to the enforcement procedures and administrative penalties set forth under Planning Code Section 176 or Section 176.1. The Planning Department may also refer the violation complaints to other city departments and agencies for appropriate enforcement action under their jurisdiction. 

For information about compliance, contact Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org

21. Revocation due to Violation of Conditions. Should implementation of this Project result in complaints from interested property owners, residents, or commercial lessees which are not resolved by the Project Sponsor and found to be in violation of the Planning Code and/or the specific conditions of approval for the Project as set forth in Exhibit A of this Motion, the Zoning Administrator shall refer such complaints to the Commission, after which it may hold a public hearing on the matter to consider revocation of this authorization. 


OPERATION

22. Community Liaison. Prior to issuance of a Building Permit to construct the Project and implement the approved use, the Project Sponsor shall appoint a community liaison officer to deal with the issues of concern to owners and occupants of nearby properties. The Project Sponsor shall provide the Zoning Administrator with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator shall be made aware of such change. The community liaison shall report to the Zoning Administrator what issues, if any, are of concern to the community and what issues have not been resolved by the Project Sponsor.

23. Garbage, Recycling, and Composting Receptacles. Garbage, recycling, and compost containers shall be kept within trash enclosures on the premises and hidden from public view, and placed outside only when being serviced by the disposal company. Trash shall be contained and disposed of pursuant to garbage and recycling receptacles guidelines set forth by the Department of Public Works.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works at 415-554-5810, http://sfdpw.org/.

24. Noise Control. The premises shall be adequately soundproofed or insulated for noise and operated so that incidental noise shall not be audible beyond the premises or in other sections of the building and fixed-source equipment noise shall not exceed the decibel levels specified in the San Francisco Noise Control Ordinance.
For information about compliance with the fixed mechanical objects such as rooftop air conditioning, restaurant ventilation systems, and motors and compressors with acceptable noise levels, contact the Environmental Health Section, Department of Public Health at (415) 252-3800, www.sfph.org.
For information about compliance with the construction noise, contact the Department of Building Inspection, 415-558-6570, www.sfdbi.org.
For information about compliance with the amplified sound including music and television contact the Police Department at 415-553-1012 or 415-5530123, www.sf-police.org.

25. Odor Control. While it is inevitable that some low level of odor may be detectible to nearby residents and passersby, appropriate odor control equipment shall be installed and maintained to prevent any significant noxious or offensive odors from escaping the premises. The Building Permit Application to implement the Project shall include air cleaning or odor control equipment details and manufacturer specifications on the plans.
For information about compliance with odor or other chemical air pollutants emission standards and air quality regulations contact the Bay Area Air Quality Management District (BAAQMD), 1-800-334-ODOR (6367), www.baaqmd.gov and Code Enforcement, Planning Department at 415-575-6863, www.sf-planning.org.

26. Sidewalk Maintenance. The Project Sponsor shall maintain the main entrance to the building and all sidewalks abutting the subject property in a clean and sanitary condition in compliance with the Department of Public Works’ Streets and Sidewalk Maintenance Standards.
For information about compliance, contact Bureau of Street Use and Mapping, Department of Public Works, 415-695-2017, http://sfdpw.org/
Zoning / Parcel Map

Assessor's Block 1450

Conditional Use Hearing
Case Number 2004.0482CE!
5400 Geary Boulevard
Conditional Use Hearing
Case Number 2004.0482CE!
5400 Geary Boulevard

Sanborn Map

*The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.
Streetview Photo
Source: www.bingmaps.com

Conditional Use Hearing
Case Number 2004.0482CE!
5400 Geary Boulevard
Conditional Use Hearing
Case Number 2004-0482CE!
5400 Geary Boulevard
February 15, 2011

Mr. Bill Wycko
Environmental Review Officer
San Francisco Planning Department
1650 Mission Street, 4th Floor
San Francisco, CA 94103

Dear Mr. Wycko,

On January 19, 2011, the Historic Preservation Commission (HPC) held a public hearing and took public comment on the proposed Project at 5400 Geary Boulevard (aka Alexandria Theatre). After discussion, the HPC arrived at the comments below:

- The HPC agreed with the findings that the subject building is eligible for listing on the California Register of Historical Resources as an individual resource as well as a contributing resource to a potential non-contiguous thematic district.
- The HPC supports the restoration of the 1942 historic marquee and the revised plans for the Alexandria Theatre proposed by Jonathan Pearlman, Elevation Architects, dated January 11, 2011. The revised plans include removal of the non-historic 1970's interior partitions, stairs, and sloped floors, reconfiguration of the theatre space to allow for the full reading of the decorative ceiling / dome and chandelier fixture, and construction of an exterior side addition for a new elevator.
- The HPC recommends that the proposed new second floor level be further pulled back to reveal a greater sense of spatial volume in the auditorium.
- The HPC generally supports the re-use of building as a theatre but finds the preservation of the character-defining features of the historic theatre and incorporation of these features into the new use to be most valuable (spatial volume, murals, ceiling dome detail, entrance lobby, marquee, etc).
- The HPC agreed that the proposed documentation measures are good but recommends having an Interpretative Program to celebrate and promote the history of the theatre as a public place. The Interpretative Program shall be prepared by a qualified consultants meeting the minimum qualifications.

The HPC appreciates the opportunity to participate in review of this environmental document.

Sincerely,

Charles Chase, President
Historic Preservation Commission

www.sfplanning.org
AFFIDAVIT FOR
Compliance with the Inclusionary Affordable Housing Program

Date: January 11, 2013

To: Applicants subject to Planning Code Section 415: Inclusionary Affordable Housing Program

From: San Francisco Planning Department

Re: Compliance with the Inclusionary Affordable Housing Program

All projects that involve five or more new dwelling units must participate in the Inclusionary Affordable Housing Program contained in Section 415 of the Planning Code. Every project subject to Section 415 must pay an Affordable Housing Fee that is equivalent to the applicable percentage of the number of units in the principal project, which is 20% of the total number of units proposed (or the applicable percentage if subject to different area plan controls or requirements).

A project may be eligible for an Alternative to the Affordable Housing Fee if the developer chooses to commit to sell the new on- or off-residential units rather than offer them as rental units. Second, the project may be eligible for an Alternative to the Affordable Housing Fee if it has demonstrated to the Planning Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act. All projects that can demonstrate that they are eligible for an alternative to the Affordable Housing Fee must provide the necessary documentation to the Planning Department and the Mayor’s Office of Housing. Additional material may be required to determine if a project is eligible to fulfill the Program’s requirements through an alternative.

Before the Planning Department and/or Planning Commission can act on the project, this Affidavit for Compliance with the Inclusionary Affordable Housing Program must be completed.
Affidavit for Compliance with the Inclusionary Affordable Housing Program

Affidavit for Compliance with the Inclusionary Affordable Housing Program: Planning Code Section 415

Date: 4.8.13

1. [Signature]

   a. The subject property is located at (address and block/lot):

      Address: 5400 Geary Blvd
      Block / Lot: 1450/008

   b. The proposed project at the above address is subject to the Inclusionary Affordable Housing Program, Planning Code Section 415 et seq.

      The Planning Case Number and/or Building Permit Number is:

      Planning Case Number: 2004.0482 CE
      Building Permit Number: TO BE SUBMITTED

      This project requires the following approval:

      x Planning Commission approval (e.g. Conditional Use Authorization, Large Project Authorization)
      □ This project is principally permitted.

      The Current Planner assigned to my project within the Planning Department is:

      Planner Name: Mary Woods

      Is this project within the Eastern Neighborhoods Plan Area?

      □ Yes (if yes, please indicate Tier)
      x No

      This project is exempt from the Inclusionary Affordable Housing Program because:

      □ This project uses California Debt Limit Allocation Committee (CDLAC) funding.
      □ This project is 100% affordable.

   c. This project will comply with the Inclusionary Affordable Housing Program by:

      □ Payment of the Affordable Housing Fee prior to the first site or building permit issuance (Planning Code Section 415.5).
      x On-site or Off-site Affordable Housing Alternative (Planning Code Sections 415.6 and 416.7).
d. If the project will comply with the Inclusionary Affordable Housing Program through an On-site or Off-site Affordable Housing Alternative, please fill out the following regarding how the project is eligible for an alternative and the accompanying unit mix tables on page 4.

- **Ownership.** All affordable housing units will be sold as ownership units and will remain as ownership units for the life of the project.

- **Rental.** Exemption from Costa Hawkins Rental Housing Act. The Project Sponsor has demonstrated to the Department that the affordable units are not subject to the Costa Hawkins Rental Housing Act, under the exception provided in Civil Code Sections 1954.50 though one of the following:
  
  - Direct financial contribution from a public entity.
  - Development or density bonus or other public form of assistance.
  - Development Agreement with the City. The Project Sponsor has entered into or has applied to enter into a Development Agreement with the City and County of San Francisco pursuant to Chapter 56 of the San Francisco Administrative Code and, as part of that Agreement, is receiving a direct financial contribution, development or density bonus, or other form of public assistance.

e. The Project Sponsor acknowledges that failure to sell the affordable units as ownership units or to eliminate the on-site or off-site affordable ownership-only units at any time will require the Project Sponsor to:

1. Inform the Planning Department and the Mayor's Office of Housing and, if applicable, fill out a new affidavit;
2. Record a new Notice of Special Restrictions; and
3. Pay the Affordable Housing Fee plus applicable interest (using the fee schedule in place at the time that the units are converted from ownership to rental units) and any applicable penalties by law.

f. The Project Sponsor must pay the Affordable Housing Fee in full sum to the Development Fee Collection Unit at the Department of Building Inspection for use by the Mayor's Office of Housing prior to the issuance of the first construction document, with an option for the Project Sponsor to defer a portion of the payment to prior to issuance of the first certificate of occupancy upon agreeing to pay a deferral surcharge that would be deposited into the Citywide Affordable Housing Fund in accordance with Section 107A.13.3 of the San Francisco Building Code.

g. I am a duly authorized officer or owner of the subject property.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct. Executed on this day in:

5400 GEAR sy BLDG

Date

Location

cc: Mayor's Office of Housing
Planning Department Case Docket Historic File, if applicable
Assessor's Office, if applicable

415-322-0713

Contact Phone Number
## Unit Mix Tables

### NUMBER OF ALL UNITS IN PRINCIPAL PROJECT:

<table>
<thead>
<tr>
<th>Total Number of Units</th>
<th>SRO</th>
<th>Studios</th>
<th>One-Bedroom Units</th>
<th>Two-Bedroom Units</th>
<th>Three-Bedroom Units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>37</td>
<td></td>
<td>13</td>
<td>18</td>
<td>6</td>
</tr>
</tbody>
</table>

If you selected an On-site or Off-Site Alternative, please fill out the applicable section below:

### NUMBER OF AFFORDABLE UNITS TO BE LOCATED ON-SITE

<table>
<thead>
<tr>
<th>Total Affordable Units</th>
<th>SRO</th>
<th>Studios</th>
<th>One-Bedroom Units</th>
<th>Two-Bedroom Units</th>
<th>Three-Bedroom Units</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4</td>
<td></td>
<td>1</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

- **On-site Affordable Housing Alternative (Charter Section 16.110 (g) and Planning Code Section 415.6):** calculated at 12% of the unit total.

- **Off-site Affordable Housing Alternative (Planning Code Section 415.7):** calculated at 20% of the unit total.

### NUMBER OF AFFORDABLE UNITS TO BE LOCATED OFF-SITE

<table>
<thead>
<tr>
<th>Area of Dwellings in Principal Project (in sq. feet)</th>
<th>Off-Site Project Address</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Area of Dwellings in Off-Site Project (in sq. feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Off-Site Block/Lot(s)</th>
<th>Motion No. (If applicable)</th>
<th>Number of Market-Rate Units in the Off-site Project</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

- **Combination of payment of a fee, on-site affordable units, or off-site affordable units with the following distribution:**

  Indicates what percent of each option would be implemented (from 0% to 99%) and the number of on-site and/or off-site below market rate units for rent and/or for sale.

  1. Fee  % of affordable housing requirement.

  2. On-Site  % of affordable housing requirement.

  3. Off-Site  % of affordable housing requirement.
## CONTACT INFORMATION AND DECLARATION OF SPONSOR OF PRINCIPAL PROJECT

<table>
<thead>
<tr>
<th>Company Name</th>
<th>ALEXANDRIA ENTERPRISE LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print Name of Contact Person</td>
<td>ROBYN CHAN</td>
</tr>
<tr>
<td>Address</td>
<td>5214 F DIAMOND Hts. Ste. 818</td>
</tr>
<tr>
<td>City, State, Zip</td>
<td>SF, CA 94131</td>
</tr>
<tr>
<td>Phone, Fax</td>
<td>415-271-7778</td>
</tr>
<tr>
<td>Email</td>
<td><a href="mailto:robyn_sfpremier@yahoo.com">robyn_sfpremier@yahoo.com</a></td>
</tr>
</tbody>
</table>
AFFIDAVIT FOR
First Source Hiring Program
Administrative Code Chapter 83

For all projects subject to Administrative Code Chapter 83, this completed form must be filed with the Planning Department prior to any Planning Commission hearing or, if principally permitted, Planning Department approval of the site permit.

PROJECT ADDRESS
5400 Geary Blvd

BLOCK/LOT(S)
1450/008

Please check the boxes below that are applicable to this project. Select all that apply.

☐ 1A. The project is wholly residential.

☐ 1B. The project is wholly commercial. (For the purposes of Administrative Code Chapter 83, any project that is not residential is considered to be a commercial activity.)

☒ 1C. The project is a mixed use.

☒ 2A. The project will create ten (10) or more new residential units.

☒ 2B. The project will create 25,000 square feet or more of new or additional gross floor area.

☐ 3A. The project will create less than ten (10) new residential units.

☐ 3B. The project will create less than 25,000 square feet of new or additional gross floor area.

If you checked either 2A or 2B, your project is subject to the First Source Hiring Program. Please contact the First Source Hiring Program Manager with the San Francisco Human Services Agency's Workforce Development Division to develop a contract to satisfy this requirement.

If you checked 3A and 3B, your project is not subject to the First Source Hiring Program.

For questions, please contact the First Source Hiring Manager at (415) 401-4960. For frequently asked questions, you may access First Source information at www.onestopSF.org
Affidavit for First Source Hiring Program

Contact Information and Declaration of Sponsor of Principal Project

NAME: RONALD YU
ADDRESS: 5418A GEARY BWD
TELEPHONE: (415) 322-0793
FAX: 
EMAIL: Ryu@Yuflux.com

I hereby declare the information herein is accurate to the best of my knowledge and that I intend to satisfy the requirements of Administrative Code Chapter 83.

Signature

Date 4/8/13
April 13th, 2013

To Whom It May Concern:

I, Ai Ren Lei, owner and managing member of Alexandria Enterprises LLC am authorizing Ronald Yu of Yuflux Engineering to be my agent to apply or interact with the Planning Department for my project at 5400 Geary Blvd. (block 1450 Lot 008 & lot 007).

Ai Ren Lei
750 Lawton Street
San Francisco, CA
415. 238-1202
**ALEXANDRIA MIXED-USE BUILDING**

5400 Geary Boulevard at 18th Avenue • San Francisco, California

---

### PROJECT TEAM

**Project Sponsor:** Alexandria Enterprises LLC

- **Address:** 5014 Folsom Blvd, Site 818
- **City:** San Francisco, CA 94123
- **Contact:** Joel Gach
- **Phone:** 415-271-7778
- **Email:** jgach@alexandriaengineering.com

**Project Sponsor Representative:** Ronald Vu

- **Address:** 5414 8th Avenue
- **City:** San Francisco, CA 94121
- **Phone:** 415-500-6102
- **Email:** r Vu@wiley.com

**Project Architect:** Elevation Architects

- **Address:** 1099 23rd Street, Suite 18
- **City:** San Francisco, CA 94107
- **Contact:** Jonathan Pearlman
- **Phone:** 415-537-1125
- **Email:** jonathan@elevationarchitects.com

**Architectural Conservator:** Architectural Conservation, Inc

- **Address:** 1334 Derby Street
- **City:** Berkeley, CA 94702
- **Contact:** Molly Lambert
- **Phone:** 510-849-3831
- **Email:** lambert@here.net

**Tanaka Desios Group**

- **Address:** 360 Langton Street, Suite 102
- **City:** San Francisco, CA 94103
- **Contact:** Bo Tanaka
- **Phone:** 415-863-7800

---

### PROJECT SUMMARY

**Use**

<table>
<thead>
<tr>
<th>Existing Uses in Alexandria Theatre</th>
<th>New Uses Added to Alexandria Theatre</th>
<th>New Mixed Use Building</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>5,741</td>
<td>35,741</td>
<td>41,482</td>
</tr>
<tr>
<td>Retail</td>
<td>1,140</td>
<td>1,140</td>
<td>1,140</td>
</tr>
<tr>
<td>Office</td>
<td>600</td>
<td>600</td>
<td>600</td>
</tr>
<tr>
<td>Restaurant</td>
<td>7,150</td>
<td>7,150</td>
<td>7,150</td>
</tr>
<tr>
<td>Theater</td>
<td>3,150</td>
<td>3,150</td>
<td>3,150</td>
</tr>
<tr>
<td>Lobby</td>
<td>1,108</td>
<td>1,108</td>
<td>1,108</td>
</tr>
<tr>
<td>Storage</td>
<td>790</td>
<td>790</td>
<td>790</td>
</tr>
<tr>
<td>Mechanical/Utility Room</td>
<td>103</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>Parking</td>
<td>1,030</td>
<td>1,030</td>
<td>1,030</td>
</tr>
<tr>
<td>Total GSF</td>
<td>15,138</td>
<td>109,309</td>
<td>124,447</td>
</tr>
</tbody>
</table>

---

### Existing Alexandria Theatre at 5400 Geary Boulevard

**Floor Area**

- **Residential:** 5,741 sq ft
- **Retail:** 1,140 sq ft
- **Office:** 600 sq ft
- **Restaurant:** 7,150 sq ft
- **Theater:** 3,150 sq ft
- **Lobby:** 1,108 sq ft
- **Storage:** 790 sq ft
- **Mechanical/Utility Room:** 103 sq ft
- **Parking:** 1,030 sq ft
- **Total GSF:** 15,138 sq ft

---

### New Mixed Use Building at 305 - 309 18th Avenue

**Floor Area**

- **Residential:** 39,741 sq ft
- **Office:** 4,840 sq ft
- **Restaurant:** 7,150 sq ft
- **Theater:** 3,150 sq ft
- **Storage:** 790 sq ft
- **Parking:** 1,030 sq ft
- **Total GSF:** 46,401 sq ft

---

**Number of Stories**

- **Total:** 2 stories
- **Parking:** 2 stories
- **Conversational Space:** 2 stories

---

**Proposed Open Space**

- **Total:** 1,290 sq ft
- **Neighborhood:** 4,350 sq ft

---

**Building Height**

- **Existing:** 53'-9"
- **New:** 53'-9"
- **Proposed:** 40'-0"
# ALEXANDRIA MIXED-USE BUILDING

## PLANNING CODE REQUIREMENTS

### Table 1

<table>
<thead>
<tr>
<th>Code Section</th>
<th>Requirement</th>
<th>Existing</th>
<th>Proposed</th>
<th>Authorization/Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.2</td>
<td>Development of Large Lots, NCD permitted, lot size not to exceed 50,000 sf in NCD</td>
<td>not size: 37,243 sf</td>
<td>lot size: 37,243 sf</td>
<td></td>
</tr>
<tr>
<td>121.2</td>
<td>Lot Size Guidelines for residential use</td>
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<td>lot size: 37,243 sf</td>
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<tr>
<td>757.0.1 Table 757.0.2 Live/Work Unit (not representative)</td>
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<tr>
<td>135.1(0)</td>
<td>Lot Size (Live/Work Unit)</td>
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<td>145.1(0)</td>
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<tr>
<td>145.1(0)</td>
<td>Access Systems</td>
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<td>lot size: 37,243 sf</td>
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<td>145.1(0)</td>
<td>Egress Height in Street Footage</td>
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<td>145.1(0)</td>
<td>Transparency and Fermentation</td>
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<tr>
<td>304(0)</td>
<td>Commercial Use</td>
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<tr>
<td>304(0)</td>
<td>Commercial Use</td>
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<td>304(0)</td>
<td>Parking Use</td>
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<td>304(0)</td>
<td>Public Use</td>
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<td>413.6(0)</td>
<td>Off Site Infrastructure</td>
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</table>

### Table 2

<table>
<thead>
<tr>
<th>Use or Activity</th>
<th>Occupied Area</th>
<th>Number of Off-Street Spaces Required</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
<td>1,432 spaces</td>
</tr>
<tr>
<td>Restaurant</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
<td>1,432 spaces</td>
</tr>
<tr>
<td>Office</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
<td>1,432 spaces</td>
</tr>
<tr>
<td>Parking</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
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<tr>
<td>Total Parking</td>
<td>1,432 sf</td>
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</table>

### Table 3

<table>
<thead>
<tr>
<th>Use or Activity</th>
<th>Number of Off-Street Spaces Required</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>1,432 sf</td>
<td>1,432 spaces</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>1,432 sf</td>
<td>1,432 spaces</td>
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<tr>
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</tr>
<tr>
<td>Total Parking</td>
<td>1,432 sf</td>
<td>1,432 spaces</td>
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</table>

### Table 4

<table>
<thead>
<tr>
<th>Use or Activity</th>
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<th>Total Spaces</th>
</tr>
</thead>
<tbody>
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<tr>
<td>Sidewalk</td>
<td>1,432 sf</td>
<td>1,432 spaces</td>
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<tr>
<td>Total Parking</td>
<td>1,432 sf</td>
<td>1,432 spaces</td>
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</table>

## PARKING REQUIREMENTS

### Table 151

<table>
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<th>Use or Activity</th>
<th>Occupied Area</th>
<th>Number of Off-Street Spaces Required</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
<td>1,432 spaces</td>
</tr>
<tr>
<td>Restaurant</td>
<td>1,432 sf</td>
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</tr>
<tr>
<td>Office</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
<td>1,432 spaces</td>
</tr>
<tr>
<td>Parking</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
<td>1,432 spaces</td>
</tr>
<tr>
<td>Total Parking</td>
<td>1,432 sf</td>
<td>1 space / 1000 sf</td>
<td>1,432 spaces</td>
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</tbody>
</table>

### Table 3

<table>
<thead>
<tr>
<th>Use or Activity</th>
<th>Number of Off-Street Spaces Required</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>1,432 sf</td>
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<td>1,432 spaces</td>
</tr>
<tr>
<td>Total Parking</td>
<td>1,432 sf</td>
<td>1,432 spaces</td>
</tr>
</tbody>
</table>

### Table 4

<table>
<thead>
<tr>
<th>Use or Activity</th>
<th>Number of Off-Street Spaces Required</th>
<th>Total Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
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<td>1,432 spaces</td>
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</tr>
<tr>
<td>Total Parking</td>
<td>1,432 sf</td>
<td>1,432 spaces</td>
</tr>
</tbody>
</table>
EXTERIOR REHABILITATION

REMOVE NUMBERS FROM BLADE TOWER

REPLACE AND REPAINT METAL ON BLADE SIGN
REPAIR AND REPAINT BORDER FRAME
ON BLADE SIGN
REPAIR SUPPORT STRUCTURE

REPAINT BUILDING

REPLACE OR REPAIR & REPAINT RUSTED METAL
ON EXISTING FIRE ESCAPE
REPLACE BACKLIGHTING, REPAIR NEON

REPAIR AND REPAINT METALWORK
REPAIR OR REPLACE DAMAGED SUBSTRATE AND NEON
REFURBISH SIGN AND REPLACE NEON
REPAIR AND REPLACE MARBLE SHEATHING

REFURBISH POSTER VITRINES

REPAIR AND REFURBISH TERRAZZO AT ENTRANCE

NOTE:
MOLLY LAMBERT OF ARCHITECTURAL CONSERVATION, INC.
WILL CONSULT ON MATERIAL ANALYSIS FOR REHABILITATION.
ALEXANDRIA THEATRE
5400 Geary Boulevard • San Francisco, CA 94121

Existing 1st Floor Plan
PLANS DATED: JANUARY 28, 2013

NOTE: THERE IS NO BASEMENT AREA
UNDERGROUND SPACE AREAS ARE HEATING PLENUMS FOR AIR
HANDLING ONLY
SEE SHEET A-1 FOR SECTIONAL DESCRIPTION

EXISTING SPACE USE 1ST FLOOR

<table>
<thead>
<tr>
<th>Space Type</th>
<th>SF</th>
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</thead>
<tbody>
<tr>
<td>RESTROOMS</td>
<td>600</td>
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<tr>
<td>OFFICE SPACE</td>
<td>540</td>
</tr>
<tr>
<td>RETAIL SPACE</td>
<td>1,436</td>
</tr>
<tr>
<td>STORAGE</td>
<td>1,730</td>
</tr>
<tr>
<td>MECHANICAL</td>
<td>460</td>
</tr>
<tr>
<td>LOBBY</td>
<td>2,500</td>
</tr>
<tr>
<td>THEATER (INC. STAGE)</td>
<td>8,000</td>
</tr>
<tr>
<td>TOTAL FLOOR AREA</td>
<td>12,400</td>
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</tbody>
</table>

SCALE 1-1

PROPERTY LINE

NOTE: THERE IS NO BASEMENT AREA UNDERGROUND SPACE AREAS ARE HEATING PLENUMS FOR AIR HANDLING ONLY
SEE SHEET A-1 FOR SECTIONAL DESCRIPTION

EXISTING SPACE USE 1ST FLOOR

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</tbody>
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EXISTING WEST ELEVATION

- DEMO EXIT DOORS
- FIRE ESCAPE TO BE DEMO'D
- STREET TREE TO REMAIN
- 1942 MARQUEE BEYOND TO REMAIN
- PLASTER ON CONCRETE STRUCTURE
- GEARY BOULEVARD

PROPOSED WEST ELEVATION

- ELEVATOR SHAFT AND LOBBY
- SET 31'-4" FROM THE GEARY BOULEVARD FACADE AND 20'-2" FROM NORTH FACADE.
- STUCCO FINISH TO BE TEXTURED AND PAINTED TO MATCH BUILDING

A-7
West Elevation

PLANS DATED: JANUARY 30, 2013

ALEXANDRIA THEATRE
5400 Geary Boulevard - San Francisco, CA 94121
13
THE LOBBY AND GRAND STAIR

Virtually all of what you see in the lobby, grand stair and upper lobby was retained in the 1942 renovation. The space will be minimally altered with the removal of the 1960’s concession counter (upper left) which will be replaced by a storefront to enclose a commercial space. The architectural features to be retained in this renovation include: the Art Deco columns, the grand stair and its railing, the emerald tiled water fountain (upper right) and the decorative stepped moldings at the ceiling and beams. The light fixtures will be retained, but rewired to meet today’s energy standards.

THE GREEK PLAQUES

The Alexandria’s grand staircase and landing leading to the former balcony are decorated with Art Deco reliefs. Their metallic finish catch the light in different ways as the viewer moves past them, making it impossible to capture their interactive nature in a single photograph. This relief (left) which is located in the upper lobby, shows a pair of classical Greek warriors. Greek themes were often associated in Art Deco with fine arts.

THE FILM PLAQUES

The Alexandria’s decor celebrated cinematography as a modern art form whose finest exemplars could stand alongside the great works of the classical tradition. These plaques are on the east wall of the grand stair, stepping up at equal intervals.

DECO DETAILS

Besides the exterior, very little remains of the original 1923 design of the building. The 1942 renovation introduced Art Deco vocabulary throughout the interior with its style-specific geometric stepping and repetitive forms. The proscenium arch (left) is a simple form of three pilowed moldings that wrap the screen area. The ceiling in the lobby (right) is a prime example of Deco period ornamentation for elaborating the structural elements.

THE THEATRE MURALS

Within the heart of the Alexandria looms this giant Art Deco mural depicting nymphs and sea sprites of classical mythology cavorting amidst stylized ocean waves and abstracted flower blossoms. Like much of the best Art Deco, this original painting blends inspiration from the greatest traditions of world art with the uniquely 20th-century aesthetics that were Art Deco. Clean, sweeping lines, patterns, and geometric stylization expressed the era’s look forward to a streamlined utopia liberated by technology, freed from the chains of the past yet enriched by classic treasures.
HIDDEN DETAILS
Currently hidden behind a wall built in 1976 for the projection room for Auditorium 3, these details will be revealed in the renovation of the building. On the right, is a decorative plaque that has been painted white that is the same size as the plaque on the grand stair. At the ceiling (left), is an air vent grid that is located at the southeast corner along the curved exterior wall. The location of these elements is noted in the 1942 photo of the auditorium at right. In 1976, the two upper auditoria were built dividing the dome and side walls in half.

CEILING AND MURALS
The upper theatres will be removed revealing the full theatre space for the first time since 1976. The classical ceiling design is original to the building and is broken into rectangular fields with a large central dome which can be seen in the 1942 photo to the right. While the interior had been painted in 1976, some of the earlier paint color scheme (right) has been revealed with the removal of the upper theatre screens (by LA Artists in 2004). Fortunately, the construction of the upper theatres in 1976 only involved attaching one wall to the east and west walls of the theatre, leaving the murals intact.

UPPER LOBBY
The upper lobby begins at the top of the grand stair. This oval shaped space with its stepped walls and dropped ceiling is typical of the Art Deco period. The east wall follows the curve of the grand colonade above the mezzanine and features the cinematography plaque described below. The small plaques on the grand stair can be seen in the right photo. The light fixture appears to be original to the 1923 design, but is made of plastic and is only a replica of one that may have been there.

THE ART DECO PLAQUES
The finest Art Deco relief in the Alexandria is this elaborate piece which uses accented black strips to define illustrations on a gold-copper metallic background whose highlights shift as you walk past it. The imagery expresses the theme that cinematography is the modern descendant of classical theater. The composition appears to show a cameraman filming while being inspired in his art by the beauty of a classical muse.

THE UPPER LOBBY PLAQUES
There are additional plaques mounted high on the walls of the upper most part of the lobby at the entrance to auditorium 2 and 3. These feature Art Deco stylized versions of Greek precedents and appear to be a metallic copper wash on a masonite panel.

THE GRAND CHANDELIER
High above the Alexandria’s main auditorium floats this grand chandelier, a survivor of the theater’s original 1923 interior design. The chandelier, in the stylized shape of the sun that was so important in Egyptian cosmology, hung from a great plaster dome painted at as straight line opening to a blue sky.
THE EGYPTIAN MOVIE PALACE
Capitalizing on the 1922 discovery of King Tutankhamen's tomb, the Alexandria Theatre was designed with a stylized Egyptian theme, mixing elements of ancient Egypt withModern design. The massiveness of Egyptian tombs is emulated in the battered, slab-like walls along both Geary and 18th Avenue facades. The simple ornamental schemes found in ancient buildings like the pylons of the Temple of Luxor are echoed in the rhythmic bays along both street facades and the unadorned outward curving entablature of the cornices. Pilasters similar to the columns on the rounded corner bay line the hieroglyphic structural bays.

The elaborate curved corner element conveys the power of its Egyptian precedent. In its allusion to the Court of Rameses II at Luxor, the six engaged columns rise to ribbed and classical capitals. Massive brackets, like slaves shouldering the heavy load, angle outward to support the unornamented architrave. Subtle detailing, like the classical rope molding at the top of the columns in contrast to the otherwise bulky Egyptian architectural elements. The capitals still feature their painted aqua, blue and cream, presumably papyrus leaf patterns.

The Marquee
The existing marquee was added in 1942, designed by noted San Francisco architect A.A. Cant. With its art deco geometric curves and ribbing, it is typical of many others designed in the 1930s and 40s. The marquee will be restored as part of this renovation.

The Blade Sign and Tower
The art deco blade sign was added in the 1942 renovation along with the tower exterior; it is attached to which replaced a zigzag element that had topped the corner in the original building. The tower was topped by a fanciful art deco crown that has since been removed. The "123" numbers were added in the 1963 expansion and will be removed in this renovation.

Entry and Box Office
The elaborate terrazzo patterned flooring at the entry, a product of the 1942 renovation, and the marble clad ticket booth and movie poster vitrines from a 1963 remodel will be retained.

EXTERIOR ARCHITECTURAL ELEMENTS: 18TH AVENUE
The fire escape on the 18th Avenue side of the building is original to the building and will be retained. The neon "Parking" sign was likely added in the 1963 expansion and will be restored. The "123" numbers were added in the 1976 expansion and will be retained in this renovation.

EXTERIOR ARCHITECTURAL ELEMENTS: GEARY BOULEVARD
All of the architectural elements on the exterior of the building, including the Egyptian elements, the pylons, columns, painted capitals, forceful moldings, and decorative buttress (left), will be retained.

ALEXANDRIA THEATRE
5400 Geary Boulevard • San Francisco, CA 94121
NEW MIXED USE BUILDING
365 - 369 18th Avenue • San Francisco, California
Non Residential Parking
32 Individually Accessible Spaces
EL 20'-0"

Residential Parking
37 Individually Accessible Spaces
EL 25'-0"

3 High Stackers w/ 28 Spaces

ELEVATION

Property Line

Alexandria Theater
Building Above

New Mixed Use Building
369 18th Avenue • San Francisco, CA 94121

Scale 1/8'0"

Proposed Basement Level 2 Plan

Plans Dated March 11, 2013

Proposed Area
Basement Level 2 19,875 SQ FT

Parking
Non Residential Spaces 30
Residential Spaces 37
Total 69

Residential Storage 1,020 SF
Proposed 1st Floor Plan

New Mixed Use Building
369 18th Avenue • San Francisco, CA 94112
Proposed Roof Plan

PLANS DATED: MARCH 11, 2013

NEW MIXED USE BUILDING

369 18th Avenue • San Francisco, CA 94121
Alexandria Mixed-Use Building
5400 Geary Boulevard at 18th Avenue • San Francisco, California

StreetScape Plans
SOUTH ELEVATION AT GEARY BLVD AND 18TH AVE.

18TH AVENUE EXTERIOR PATIO AND MID-BLOCK BULGE OUT ENLARGED ELEVATION

18TH AVENUE ELEVATION

PROPOSED STREETSCAPE ELEVATION

PLANS DATED: JANUARY 28, 2013

ALEXANDRIA THEATER

369 18th Ave - San Francisco, CA 94112
LANDSCAPE COLOR AND MATERIALS BOARD

ACCENT PLANTS

SEAT WALL & PLANTER

TRASH RECEPTACLE

HEDGE SHRUB

GRAY-COLORED CONCRETE

LIGHTING FIXTURE, TYP.

MOVEABLE TABLES & CHAIRS

SMALL PATIO TREE (1)

ACCENT PLANTS

EVERGREEN TREES

PLANTER (2)

BENCH (1)

TAN-COLORED CONCRETE

EXISTING CONCRETE PAVEMENT

TREE WELL WITH GRATE, TYP.

BIKE RACK, TYP.

PLANT MATERIALS

HARDSCAPE MATERIALS

TRASH RECEPTACLE

PARK BENCH

BENCH SHADING

Movable Chairs and Tables

San Francisco, CA

ALEXANDRIA THEATER

tanaka design group

360 langton street suite 102
san francisco, california 94103
tel: (415) 863-7800
www.tanakadesign.com

PLANS DATED: JANUARY 28, 2010
- **Textured Stucco (Color Coat)**
- **Rated Parapet**
- **Stained Wood Facia**
- **8" Dia. Column**
- **Metal Guardrail**
- **Rated Parapet**
- **Stained Wood Facia**
- **Metal Guardrail**
- **Rated Parapet**
- **Textured Stucco (Typ.) (Color Coat)**
- **Wood Window Frame (Typ.)**
- **Stained Wood Facia**
- **Stained Wood Garage Door**
- **Stained Wood w/ Glass Entry Door**

**Site Elevation With Adjacent Buildings**

**Site to South of Site**

**Buildings to North of Site**

**Project #: 1002**

**Block 1450 Lot 7**

**Zoned RH-2**

**Site & Adjacent Elevations and Photos**

**A1.1**
APPENDIX A: PHOTOS OF SURROUNDING AREA

ALEXANDRIA MIXED USE BUILDING
5400 Geary Boulevard • San Francisco, California
GEARY BOULEVARD
(North side between 17th and 18th Avenue)

ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD SAN FRANCISCO-CALIFORNIA
17TH AVENUE

GEARY BOULEVARD
(South side between 17th and 18th Avenue)

18TH AVENUE

ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA
Alexandria Theater Building

Location of (N) MIX USE BUILDING
(Existing surface parking lot)

SUBJECT PROPERTY

Geary Boulevard

18th Avenue
(West Side)

Location of (N) 2 UNIT BUILDING
(on Lot 7)

ALEXANDRIA ADAPTIVE RE-USE
5400 GEARY BOULEVARD-SAN FRANCISCO-CALIFORNIA
Mitigation Measure M-1: Archaeological Resources

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

EXHIBIT C
<table>
<thead>
<tr>
<th>Adopted Mitigation Measures</th>
<th>Responsibility for Implementation</th>
<th>Mitigation Schedule</th>
<th>Mitigation Action</th>
<th>Monitoring/Reporting Responsibility</th>
<th>Monitoring Schedule</th>
</tr>
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<tbody>
<tr>
<td>The archeological monitoring program shall minimally include the following provisions:</td>
<td></td>
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<tr>
<td>• The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;</td>
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<td>• The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;</td>
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<td>• The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;</td>
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<td>• The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;</td>
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<td>• If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor should be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource.</td>
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<td>monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.</td>
<td>ERO, archaeological consultant, and Project Sponsor.</td>
<td>Following discovery of significant archeological resource that could be adversely affected by project.</td>
<td>Redesign of project to avoid adverse effect or undertaking of archaeological data recovery program.</td>
<td>Considered complete upon avoidance of adverse effect</td>
<td>The archaeological consultant, Project Sponsor and project contractor.</td>
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<td>If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:</td>
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<td>A) The proposed project shall be re-designed so as to avoid any adverse effect on the significant archeological resource; or</td>
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<td>B) An archeological data recovery program shall be implemented, unless the ERO determines that the archeological resource is of greater interpretive than research significance and that interpretive use of the resource is feasible.</td>
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<td>If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the</td>
<td>Archaeological consultant in consultation with ERO</td>
<td>After determination by ERO that an archaeological data recovery program is required</td>
<td>Archaeological consultant to prepare an ADRP in consultation with ERO</td>
<td>Considered complete upon approval of ADRP by ERO.</td>
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historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archaeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- **Field Methods and Procedures.** Descriptions of proposed field strategies, procedures, and operations.
- **Cataloguing and Laboratory Analysis.** Description of selected cataloguing system and artifact analysis procedures.
- **Discard and Deaccession Policy.** Description of rationale for field and post-field discard and deaccession policies.
- **Interpretive Program.** Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program.
- **Security Measures.** Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- **Final Report.** Description of proposed report format and distribution of results.
- **Curation.** Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.
- **Human Remains, Associated or Unassociated Funerary Objects.** The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity activity shall comply with applicable State and Federal Laws, including immediate notification of the Coroner of the City and County of San Francisco and in the event of the Coroner’s determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission (NAHC) who shall appoint a discovery of human remains following completion of cataloguing, analysis, and interpretation of recovered archaeological data.

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<tr>
<td>Discovery of human remains</td>
<td>Notification of County/City Coroner and, as warranted, notification of NAHC.</td>
<td>Considered complete on finding by ERO that all State laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, and that sufficient opportunity has been provided to the archaeological consultant for scientific/historical analysis of remains/funerary objects.</td>
<td>ERO, archaeological consultant, and Project Sponsor.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Archaeological consultant or medical examiner</td>
<td>Following completion of cataloguing, analysis, and interpretation of recovered archaeological data.</td>
<td>Preparation of FARR</td>
<td>Archaeological consultant in consultation with ERO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Archaeological consultant</td>
<td></td>
<td></td>
<td>FARR is complete on review and approval of ERO</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adopted Mitigation Measures</td>
<td>Responsibility for Implementation</td>
<td>Mitigation Schedule</td>
<td>Mitigation Action</td>
<td>Monitoring/Reporting Responsibility</td>
<td>Monitoring Schedule</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------</td>
<td>--------------------</td>
<td>------------------</td>
<td>-------------------------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td>Most Likely Descendant (MLD) (Pub. Res. Code Sec. 5097.98)</td>
<td>Archaeological consultant</td>
<td>Following completion and approval of FARR by ERO</td>
<td>Distribution of FARR after consultation with ERO</td>
<td>Complete on certification to ERO that copies of FARR have been distributed</td>
<td>Archaeological consultant or medical examiner</td>
</tr>
</tbody>
</table>

The archeological consultant, project sponsor, and MLD shall make all reasonable efforts to develop an agreement for the treatment of, with appropriate dignity, human remains and associated or unassociated funerary objects (CEQA Guidelines Sec. 15064.5(d)). The agreement should take into consideration the appropriate excavation, removal, recordation, analysis, curation, possession, and final disposition of the human remains and associated or unassociated funerary objects.

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

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.
### Mitigation Measure M-2: Architectural Resources

The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.

#### Documentation/Recordation

Before an alteration permit is issued for interior work within the Alexandria Theater, the project sponsor shall create a catalog of all contributory interior features, including but not limited to those identified in the FIRER dated February 2006 and prepared by Jonathan Pearlman of Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.

Documentary photography shall meet the following standards:

- **A. Readily Reproducible:** Prints shall accompany all negatives.
- **B. Durable:** Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.
- **C. Standard Sized:** Sizes 4"x5", 5"x7" or 8"x10".

One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the Planning Department.

---

**Adopted Mitigation Measures**

<table>
<thead>
<tr>
<th>Adopted Mitigation Measures</th>
<th>Responsibility for Implementation</th>
<th>Mitigation Schedule</th>
<th>Mitigation Action</th>
<th>Monitoring/Reporting Responsibility</th>
<th>Monitoring Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mitigation Measure M-2: Architectural Resources</td>
<td>Project sponsor</td>
<td>Prior to issuance of an alteration permit</td>
<td>Retain a preservation architect and submit a detailed drawing of the project plans to the Planning Department Preservation Staff</td>
<td>Project sponsor and preservation architect</td>
<td>Prior to issuance of an alteration permit</td>
</tr>
</tbody>
</table>

---

5400 Geary Boulevard – Mitigation Monitoring and Reporting Plan
Adopted Mitigation Measures | Responsibility for Implementation | Mitigation Schedule | Mitigation Action | Monitoring/Reporting Responsibility | Monitoring Schedule
---|---|---|---|---|---
**Floor**
The recessed bowl floor was built in 1923 and altered in 1941, and is a significant feature in the development of the theater as a property type. It shall be partly preserved in situ by inserting a new frame floor suspended over the bowl to match with the exterior grade level.

The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.

The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.

**Blade Sign and Marquee**
The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.

**Lobby & Stair**
The building’s main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.

**Mezzanine**
The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).

**Exterior Openings**
On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18th Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies shall be maintained as they are.
<table>
<thead>
<tr>
<th>Adopted Mitigation Measures</th>
<th>Responsibility for Implementation</th>
<th>Mitigation Schedule</th>
<th>Mitigation Action</th>
<th>Monitoring/Reporting Responsibility</th>
<th>Monitoring Schedule</th>
</tr>
</thead>
</table>

shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, an appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

**General Historic Preservation and Monitoring**

Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, an appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

**Construction Measures**

The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements:

a. Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required.

If there is gross failure in the attempt to move historic
materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.

### Noise

**Mitigation Measure M-3: Construction Noise**

<table>
<thead>
<tr>
<th>Adopted Mitigation Measures</th>
<th>Responsibility for Implementation</th>
<th>Mitigation Schedule</th>
<th>Mitigation Action</th>
<th>Monitoring/Reporting Responsibility</th>
<th>Monitoring Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noise</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. If pile-driving would be required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.</td>
<td>Project sponsor</td>
<td>Prior to any pile-driving activities</td>
<td>Noise-reducing pile driving techniques are implemented by the Prime Contractor and all sub-contractors</td>
<td>Project sponsor</td>
<td>During pile-driving activities</td>
</tr>
<tr>
<td>b. The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.</td>
<td>Project sponsor</td>
<td>Prior to any pile-driving activities</td>
<td>Pre-drill pile-driving holes to the maximum depth feasible and all Prime Contractor and sub-contractors' construction equipment shall have state-of-the-art noise shielding and muffling devices</td>
<td>Project sponsor</td>
<td>During pile-driving activities</td>
</tr>
</tbody>
</table>

### Water Quality

**Mitigation Measure M-4: Water**

<table>
<thead>
<tr>
<th>Adopted Mitigation Measures</th>
<th>Responsibility for Implementation</th>
<th>Mitigation Schedule</th>
<th>Mitigation Action</th>
<th>Monitoring/Reporting Responsibility</th>
<th>Monitoring Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Quality</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of groundwater pumped form the site in a holding tank to allow suspend particles to settle.</td>
<td>Project sponsor</td>
<td>Prior to any dewatering activity</td>
<td>Retain groundwater pumped form the site in a holding tank to allow suspend particles to settle</td>
<td>Project sponsor</td>
<td>During construction</td>
</tr>
<tr>
<td>Adopted Mitigation Measures</td>
<td>Responsibility for Implementation</td>
<td>Mitigation Schedule</td>
<td>Mitigation Action</td>
<td>Monitoring/Reporting Responsibility</td>
<td>Monitoring Schedule</td>
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</tr>
<tr>
<td>pumped groundwater prior to discharge to the combined sewer system. In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.</td>
<td>and follow any other recommendation made by geotechnical engineer or environmental remediation consultant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works</td>
<td>Project sponsor Prior to any construction activity</td>
<td>Install and maintain sediment traps in local storm water intakes</td>
<td>Project sponsor</td>
<td>During construction</td>
<td></td>
</tr>
</tbody>
</table>
PROJECT DESCRIPTION:

The 5400 Geary Boulevard Project (proposed project) consists of a Planned Unit Development (PUD) including adaptive reuse of the Alexandria Theatre building and construction of a new mixed-use building and subsurface parking on the adjacent parking lot. The proposed project would result in an increase of 59,175 gross square feet (gsf), for a total of 77,327 gsf of developed space in two buildings. The Alexandria Theatre building would be adaptively reused and would contain a 250-seat theater and associated space, 7,480 gsf of retail space, and 7,200 gsf of restaurant space. A new, 52,337-gross-square-foot, four-story mixed-use building would replace the theater’s surface parking lot. The mixed-use building would contain two underground levels of parking with 436 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The project site is located in the NC-3 (Neighborhood Commercial, Moderate Scale) Zoning District and 40-X Height and Bulk District in the Inner Richmond neighborhood (Assessor’s Block 1450, Lot 8).

FINDING:

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

1 Building Permit Application (BPA) 200806275518 pertains to a proposed development of a duplex adjacent to the 5400 Geary Boulevard project, at 339 18th Avenue (Block 1450, Lot 7). This BPA was filed on June 27, 2008. The cumulative analysis in this IS/MND considers impacts from this adjacent development.
Mitigation measures are included in this project to avoid potentially significant effects. The mitigation measures are discussed at the end of each checklist item, where applicable.

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

BILL WYCKO
Environmental Review Officer

May 26, 2011
Date of Adoption of Final Mitigated Negative Declaration
INITIAL STUDY
2004.0482E: 5400 Geary Boulevard Project

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A. PROJECT DESCRIPTION

Alexandria Enterprises, LLC, the project sponsor, proposes to alter portions of the Alexandria Theatre for adaptive reuse and to construct a new four-story mixed-use building on the site of the existing 50-space theater parking lot. The 5400 Geary Boulevard site (Assessor's Block 1450, Lot 8) is on the block bounded by Geary Boulevard to the south, Clement Street to the north, 18th Avenue to the east, and 19th Avenue to the west, in the Richmond District of San Francisco (see Figure 1, Project Location, p. 2, and Figure 2, Site Plan, p. 3).

PROJECT SITE

Existing Uses. Existing uses on the project site include the closed Alexandria Theatre, a 60-foot-tall two-story building containing approximately 18,000 gross square feet (gsf) of commercial uses and vacant space, and a 50-space (23,400 gross-square-foot) surface parking lot. The ground floor of the Alexandria Theatre building includes the main movie auditorium, and small retail space currently occupied by a bridal shop and a gift shop fronting on Geary Boulevard. The existing businesses are expected to be retained, and the project sponsor intends to support the continued operation of these businesses during construction. The second floor contains two movie screening areas and the theater office. The entrance to the movie theater is on the corner of Geary Boulevard and 18th Avenue. The surface parking lot and access front 18th Avenue. The parking lot serves theater patrons and community uses. The project site slopes down slightly to the northwest.

Immediately north of the project site is a vacant lot at 339 18th Avenue (Block 1450, Lot 7), which is the site of a proposed three-story duplex that would front on 18th Avenue. Impacts of the construction of the duplex are reflected in the cumulative analysis in this document.

Background. The Alexandria Theatre was built in 1923 as a single-screen movie theater. Master architects James and Merritt Reid designed the Egyptian and Art Deco-style theater for local entrepreneurs Alex, James, and Samuel H. Levin. The theater was remodeled in the 1940s. It was converted into a three-screen multiplex in 1976 when it was purchased by United Artists Theater Company by closing off the upper balcony into separate screening areas and retaining the main auditorium. The present façade has retained the 1976-1942 marquee (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Regal Entertainment acquired the bankrupt United Artists Theater Company in 1998 and operated the Alexandria Theatre through the fall of 2003.
FIGURE 1: PROJECT LOCATION
LEGEND

Project Site


5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 2: SITE PLAN
FIGURE 3: 1923 AND PRESENT ALEXANDRIA THEATER FACADES
The Alexandria Theatre closed on February 16, 2004 after being sold to Alexandria Enterprises, LLC one week earlier.\(^2\)

**Zoning.** The approximately 0.86-acre project site occupies Assessor’s Block 1450, Lot 8. The project site is in a Neighborhood Commercial, Moderate Scale (NC-3) zoning district, and a 40-X Height and Bulk district (see Figure 4, Zoning Districts, p. 6). Generally, NC-3 districts permit moderately large commercial uses and buildings, with housing encouraged above the second story. The project site is within the Geary Boulevard Fast-Food Subdistrict, which prohibits large fast-food restaurants.

The existing parking lot is surrounded by residential zoning Residential, Mixed: Low Density (RM-1) and Residential, House: Two Family (RH-2). The project sponsor owns Lot 7 and intends to construct a duplex on this lot in conformity with existing zoning controls. This building is not yet designed and that project is not under formal environmental review. The project sponsor would seek permits for this project separately. Nonetheless, the environmental impacts of the duplex are considered cumulatively with those of the project in this report, in terms of the intensity of the use of the parcel, where applicable.

**PROPOSED PROJECT**

The proposed project consists of a Planned Use Development (PUD) that would adaptively reuse space in the Alexandria Theatre building and construct a new residential mixed-use building with underground parking on the site of the theater’s adjacent surface parking lot.\(^3\) The proposed project would include residential and retail uses, a boutique movie theater, a full-service restaurant, and a two-level underground parking garage. The theater and restaurant would be in the existing Alexandria Theatre building, while residential uses would be in the

---


\(^3\) Per *Planning Code* Section 304, Planned Unit Developments are conditional uses granted by the Planning Commission for projects developed as integrated units and designed to benefit the occupants, neighborhood and City as a whole. The parcel of land involved must be in one ownership, the subject of an application filed jointly by the owners of all property included, or by the Redevelopment Agency. It must be a Redevelopment Project Area, or, if not, must include an area of not less than one-half acre, exclusive of streets, alleys and other public property that will remain undeveloped. PUDs are also subject to *Planning Code* Section 303, Conditional Uses.
FIGURE 4: ZONING DISTRICTS

SOURCE: City and County of San Francisco.

LEGEND

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RH-2</td>
<td>Residential, House Districts, Two-Family</td>
</tr>
<tr>
<td>RM-1</td>
<td>Residential, Mixed District, Low Density</td>
</tr>
<tr>
<td>NC-3</td>
<td>NCD Moderate - Scale Neighborhood Commercial District</td>
</tr>
</tbody>
</table>

Project Site

SOURCE: City and County of San Francisco.
new building. Both buildings would include retail/commercial uses. Table 1, Project Uses, below, shows proposed uses by building. The PUD would not include development on the vacant lot to the north (Lot 7). The proposed project would include a total of 77,327 gross square feet (gsf), and would add 52,337 gsf of developed space at the site with the mixed-use building.

### TABLE 1
PROJECT USES
(in gross square feet unless otherwise noted)

<table>
<thead>
<tr>
<th>Category</th>
<th>Existing Uses in Alexandria Theatre</th>
<th>Existing Uses to Remain in the Alexandria Theatre</th>
<th>New Uses to be Added Per Adaptive Reuse of the Alexandria Theatre</th>
<th>New Mixed-Use Building</th>
<th>Total Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>35,615</td>
</tr>
<tr>
<td>Retail</td>
<td>1,180</td>
<td>1,180</td>
<td>6,090,630</td>
<td>5,650</td>
<td>12,830</td>
</tr>
<tr>
<td>Office</td>
<td>1,190</td>
<td>1,190</td>
<td>-</td>
<td>-</td>
<td>1,190</td>
</tr>
<tr>
<td>Restaurant</td>
<td>-</td>
<td>-</td>
<td>7,000,720</td>
<td>900</td>
<td>8,400</td>
</tr>
<tr>
<td>Theater</td>
<td>11,000</td>
<td>3,000,3,150</td>
<td>-</td>
<td>-</td>
<td>3,000,3,150</td>
</tr>
<tr>
<td>Lobby</td>
<td>2,500</td>
<td>2,500</td>
<td>1,000</td>
<td>-</td>
<td>3,500</td>
</tr>
<tr>
<td>Storage</td>
<td>1,132</td>
<td>-</td>
<td>-</td>
<td>372</td>
<td>372</td>
</tr>
<tr>
<td>Mechanical Room</td>
<td>400</td>
<td>400</td>
<td>-</td>
<td>-</td>
<td>400</td>
</tr>
<tr>
<td>Common Space&lt;sup&gt;a&lt;/sup&gt;</td>
<td>600</td>
<td>600</td>
<td>1,470</td>
<td>9,800</td>
<td>11,870</td>
</tr>
<tr>
<td>Total Gross Square Footage&lt;sup&gt;b&lt;/sup&gt;</td>
<td>18,002</td>
<td>8,870,9,020</td>
<td>15,970</td>
<td>52,337</td>
<td>77,327</td>
</tr>
</tbody>
</table>

| Dwelling units         | -                                   | -                                             | -                                                          | 46 units               | 46 units       |
| Parking                | 23,400                              | -                                             | -                                                          | 42,000                 | 42,000         |
| (53 spaces)            |                                     |                                               | (436,137 spaces)                                           | (436,137 spaces)       |
| Loading Spaces         | -                                   | -                                             | -                                                          | 1 space               | 1 space        |
| Private Open Space     | -                                   | -                                             | -                                                          | 5,360                  | 5,360          |
| Common Open Space<sup>c</sup> | -                              | -                                             | -                                                          | 17,860                 | 17,860         |
| Building Height        | 50 feet 50 feet                     | N/A                                           | 40 feet                                                    | 50 feet and 40 feet    |
| Number of Stories      | 2 stories 2 stories                 | N/A                                           | 4                                                          | 2 and 4 stories       |


Notes:

a. Common Space includes stair, and entry hall.

b. Total Gross Square Footage does not include parking spaces and open space areas.

c. New parking in the mixed-use building includes two ADA spaces.

d. Common Open Space includes 11,000 gsf of roof deck.

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An application to build a two-family dwelling on Lot 7 was filed on June 27, 2008 (Application No. 200806275518). This duplex would not be a part of the proposed project, and is addressed in the cumulative analysis of this document.
Alexandria Theatre. The proposed project would include the closed Alexandria Theatre building, which would be adaptively reused. Approximately 3,150 gsf of existing theater space, 1,190 gsf of office space, and 2,500 gsf of theater lobby space would be adaptively reused, and 1,180 gsf of retail space would be retained. Some of these uses would be expanded and a restaurant would be added within the existing structure, so that at buildout there would be 3,000 3,150 gsf of theater space, 3,500 gsf of theater lobby space, 1,190 gsf of office space, 7,480 7,200 gsf of retail space, 7,200 7,500 gsf of restaurant space, and also approximately 1,470 gsf of common space,6 1,132 gsf of storage space, and 400 gsf of mechanical room space. The Alexandria Theatre building would comprise approximately 24,990 gsf upon buildout of the proposed project.

The ground floor of the theater building would contain the expanded lobby and retail space, as well as the office and box office, restrooms, and mechanical/utility room. Also on the ground floor, recycling and waste space would be provided at the rear of the building on 18th Avenue (see Figure 5, Proposed Alexandria Theatre Ground Floor, p. 9). The second floor of the Alexandria Theatre building would include a new, approximately 2,500 gsf single-screen boutique theater (3,150 gsf) with office space on the mezzanine level. The second floor would also be extended into the former auditorium to create a full second floor to be used as a 200-seat restaurant (7,480 7,200 gsf). Office space and restrooms would also be provided in the second floor. See Figure 6, Proposed Alexandria Theatre Second Floor, p. 10.

To comply with the San Francisco Building Code, the second floor would need to be Americans with Disabilities (ADA) accessible to all patrons. The project would include an elevator adjacent to the west exit alley, as shown in Figure 5, Proposed Alexandria Theatre Ground Floor, p. 9. Access to the new elevator lobby would be through the existing doors at the first floor lobby and through doors that currently open to an exterior existing balcony on the second floor, which would be removed.

The proposed project would preserve and restore many of the unique architectural details of the Alexandria Theatre on the interior and exterior including the lobby, the main staircase, main interior finishes, the blade sign and marquee, and the marble-clad ticket booth. The Geary Boulevard façade of the closed Alexandria Theatre building is approximately 50 feet tall and 60 feet to the top of the roof. The theater sign tower is 70 feet tall (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Restoration of the exterior of the building would consist of rebuilding—preserving and restoring the1942 marquee and blade sign on Geary Boulevard including retention of the building's curved façade colonnade wrapping around the 18th

5 Common space includes the stairs and entry hall of the theater building.
6 Tenants are not yet identified for these uses.
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 6: ALEXANDRIA SECOND FLOOR (REVISED)

5418 GEAR? BOULEVARD

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 7: ALEXANDRIA PROPOSED BUILDING FRONTAGE ON GEARY BOULEVARD (REVISED)
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 8: ALEXANDRIA PROPOSED BUILDING FRONTAGE ON 18TH AVENUE (REVISED)

Avenue and Geary Boulevard corner, 1942 marquee, blade sign, terrazzo patterned flooring at the entry, marble-clad ticket booth, and movie poster vitrines (see Figure 7, Alexandria Proposed Building Frontage on Geary Boulevard, p. 11). No new openings are planned on the exterior of the Geary Boulevard elevation. New openings onto 18th Avenue would be similarly fashioned to the storefronts on Geary Boulevard, with plate-glass storefronts and storefront transoms (see Figure 8, Alexandria Proposed Building Frontage on 18th Avenue, p. 12). The main walls above the storefront assemblies would have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. This would preserve the feeling of mass important to the Egyptian revival architecture of the building. The northernmost two building bays that were added to the building in 1941, set on a slightly angled plane from 18th Avenue, would, at the option of the project sponsor, be opened to a greater degree with glass windows. This would be allowable because the primary intent of the exterior renovations to the building would be to convey it as it was in 1923, when that portion of the building did not exist.

Preservation of the interior would consist of retention of the lobby entrance and grand staircase, the lobby niche and water fountain, the Art Deco relief panels and murals in the lobby and auditorium, and the sunburst chandelier in the interior dome. In addition, the existing main floor auditorium would be partly preserved in place by inserting a new floor over the original bowl floor to match the exterior grade level. Figure 9, Alexandria Proposed East Interior Elevation along 18th Avenue, p. 14, shows the proposed east interior elevation of the closed Alexandria Theatre building, including the new floor above the auditorium bowl along 18th Avenue.

The rehabilitation and adaptive reuse of the theater would also involve the removal of some of the interior partitions, which were installed in 1976 to divide the mezzanine to create upstairs screening rooms in the Alexandria Theatre building. The project would insert a floor across the auditorium at mezzanine level, inset from the auditorium walls midway along its depth in order to preserve Art Deco details which characterized the theater (see Cultural Resources section for further detail, p. 46). The proposed project would include construction of new openings along 18th Avenue; however, these openings would not affect the interior features of the Alexandria Theatre building.

**Mixed-Use Building.** The project sponsor proposes to replace the surface parking lot on 18th Avenue, north of the Alexandria Theatre, with an approximately 52,337 gsf, four-story mixed-use building with two underground levels of parking, 5,650 gsf of ground-floor retail use, 900 gsf of food (restaurant) use, and 46 residential condominium units on all four floors.
FIGURE 9: ALEXANDRIA PROPOSED WEST INTERIOR ELEVATION ALONG 18TH AVENUE

The ground-floor commercial space in the new building would be subdivided into three retail units and one restaurant unit (see Figure 10, Mixed-Use Building Ground Floor, p. 16). All four of the units would front 18th Avenue. The ground floor would also contain seven residential units (five one-bedroom units and two two-bedroom units) within approximately 5,180 sf. These units would be accessed by a corridor that would run through the center of the building. The ground floor would also contain a garbage/recycling area, an emergency exit from the adjacent Alexandria Theatre, and one parking attendant/valet station near the parking garage entrance (see Figure 10, Mixed-Use Building Ground Floor, p. 16). It has not been determined what type of retail uses would occupy the ground-floor commercial spaces.

Thirty-nine two-bedroom residential condominium units (each averaging approximately 988 gsf, including private and common open space) would occupy the top three floors of the four-story building. Residents would access the building through two entrances on 18th Avenue on either side of the retail stores. The entrances would be key-restricted and would be equipped with both elevator and stair access to the upper stories of the building and the basement parking levels.

The second, third, and fourth floors of the building would each include 13 two-bedroom units and a central open-air common court (see Figure 11 to Figure 14, pp. 17-20). Each of the residential floors would have a common court along the center of the building. The mixed-use building would also feature a roof deck (see Figure 14, Mixed-Use Building Roof Plan, p. 20). Access within the building would be through two elevators and two sets of staircases from sub-basement level to the roof.

35 of the 39 residential units on the upper floors would have a private deck accessible from either the living room or the bedroom. The proposed 40-foot-tall mixed-use building would include 5,360 gsf of private open space and 17,860 gsf of common open space.

Below street level, the building would include a two-level, 136137-car-space parking garage (see Figure 15, Mixed-Use Building Basement Plan, p. 21, and Figure 16, Mixed-Use Building Sub-Basement Plan, p. 22). The proposed project would have a total of 436 standard tandem parking spaces and five handicapped-accessible spaces within the mixed-use building. There would be 84 tandem spaces and two handicapped-accessible spaces on the basement level for the commercial uses (via the use of parking lifts which allow two cars to stack in each parking stall), and 50 independently-accessible tandem parking spaces and three handicapped-accessible spaces on the sub-basement level, for the residential uses. Five handicapped-accessible parking spaces would be included.
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 10: MIXED-USE BUILDING GROUND FLOOR
3 NO FLOOR PLAN


5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 12: MIXED-USE BUILDING THIRD FLOOR
FIGURE 14: MIXED-USE BUILDING ROOF PLAN


5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 16: MIXED-USE BUILDING SUB-BASEMENT PLAN
Parking attendants would operate the commercial parking from 7:00 a.m. to 12:00 a.m. daily with valet parking. Access to the garage would be along 18th Avenue, at the northern end of the building.

Initially, residential loading would be accomplished on-street, in front of the building entrances. The project sponsor would request that the two metered spaces on 18th Avenue near Geary Boulevard be considered for conversion to metered commercial loading spaces from the San Francisco Municipal Transportation Agency (SFMTA). Garbage pickup would be at the 18th Avenue frontage of the theater, at the metered loading spaces (if approved).

As proposed, the front and rear facades would be stucco with various window styles set in from the exterior wall. There would be a 3.5-foot-tall open metal parapet enclosing the roof deck.

Figure 17, Mixed-Use Building Front and Rear Elevations, p. 24, and Figure 18, Mixed-Use Building Side Elevations, p. 25, provide elevation views of what the mixed-use building would look like from all four cardinal directions.

Construction Schedule. Project construction is estimated to begin in 2011, with occupancy and completion in 2013. Construction would occur in four phases: demolition, excavation and shoring, building construction, and interior and exterior finishes. Debris and soil removal would take approximately 30 days. In total, construction would be expected to take 24 months. The duration of each construction phase is not known at this time. During construction, the project site would be barricaded and the project sponsor would apply to the Department of Public Works to route the sidewalk into existing street parking spaces in front of the mixed-use building.

Project Approvals. The proposed project is a Planned Unit Development (PUD), which would require the following approvals by the Planning Commission and the Zoning Administrator. The Planning Code Section, which refers to these approval requirements, is cited at the end of each approval item below.

- General Plan and Proposition M consistency determination (Planning Code Section 101.1).
- Conditional Use authorization for commercial use over 5,999 square feet in an NC-3 Zoning District (Planning Code Section 712.21).
- Conditional Use authorization to permit development of a lot exceeding 9,999 square feet (Planning Code Section 712.11). The lot would include both the Alexandria Theatre and the proposed mixed-used building.
FRONT ELEVATION (EAST)

REAR ELEVATION (WEST)


5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 17: MIXED-USE BUILDING FRONT AND REAR ELEVATIONS
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 18: MIXED-USE BUILDING SIDE ELEVATIONS

• Approval as a Planned Unit Development (PUD) (*Planning Code Section 304*). The Planned Unit Development would include both the Alexandria Theatre building and the proposed mixed-use building, on a site greater than one-half acre.

• SFPUC Wastewater Enterprise, Urban Watershed Management Program (UWMP) – Approval of a Stormwater Control Plan and Operation and Management plan demonstrating compliance with the requirements of the Stormwater Design Guidelines (SDG) is required prior to issuance of building permits.

Additionally, the proposed project would require building permits from the Department of Building Inspection, and approval of a commercial curb loading space from the San Francisco Municipal Transportations Authority (SFMTA).

**B. PROJECT SETTING**

Land uses in the immediate area include residential, commercial, and community uses. Geary Boulevard is characterized by mixed-use buildings (retail ground-floor uses with residential uses above). 18th and 19th Avenue are characterized by single- and multi-family residential uses, with community uses, as noted below.

Buildings near the project site range from those developed subsequent to the 1906 Earthquake, including two- and three-story residential buildings, some with retail space on the ground floor, to one- and two-story, post-World War II buildings. Single- and multi-family residential units are immediately north of the project site. Across 18th Avenue are the Pick School of Ballroom Dancing, the Golden Gate Christian Church and Richmond District YMCA. The YMCA provides children with school programs and the elderly with free food every Wednesday from 9:00 a.m. to 11:00 a.m., among other programs.

Argonne Playground and Clubhouse, a half-block south of the project site, located among residential uses on 18th Avenue mid-block between Geary Boulevard and Anza Street, is the closest public open space to the project site. Other public open space in the vicinity of the project site includes The Presidio and Golden Gate Park, four blocks north of the project site, and four blocks south, respectively.

On the south side of the project site, across Geary Boulevard, is a two-story building containing residences and Donut World, a two-story building containing residences and the Sun Wu Kong Restaurant, and single- and multi-family residences. On the west side of the project site, along Geary Boulevard, are a one-story building containing Tart-to-Tart and Cards & Comics Central, a two-story building containing residences and Geary Shoe Repair, Union Post, Incos Digital

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

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

Discuss any approvals and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from Regional, State, or Federal Agencies.

Planning Code. The Planning Code, which incorporates by reference the City’s Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the Planning Code, or an exception is granted pursuant to provisions of the Planning Code. Approvals required for the proposed project are listed on p. 23 in the Project Description.

Planned Unit Development. The proposed project would be a Planned Unit Development (PUD) pursuant to Planning Code Section 304.

Conditional Use. The proposed project would require Conditional Use Authorization to permit commercial use in excess of 5,999 square feet (Planning Code Section 712.21) and development of a lot exceeding 9,999 square feet (Planning Code Section 712.11). The Conditional Use authorization to permit a change in use or demolition of a movie theater use (Planning Code Section 221.1) would not apply to the proposed project because Section 221.1 applies only in C and M districts. The Alexandria Theatre is in an NC-3 district, as described below.

Uses. The project site is currently zoned NC-3. NC-3 districts are intended to provide goods and services to a clientele larger than the immediate neighborhood; they are often located on major transportation thoroughfares. Housing development is encouraged above the second story. The project site is also within the Geary Boulevard Fast-Food Subdistrict, which prohibits large fast-food restaurants on Geary Boulevard between 14th and 28th Avenues. The Geary Boulevard Fast-Food Subdistrict was created to preserve the mix and variety of goods and services provided to the Richmond neighborhood and City residents, prevent further proliferation of fast-food restaurant uses, and prevent further aggravation of parking and traffic congestion in this district. The proposed project would not lease space to fast-food retailers.
The proposed project would include residential, retail, theater, and restaurant uses, which are permitted uses within the NC-3 district. The Alexandria Theatre was constructed in 1923, prior to the NC-3 use restrictions on the project site. Thus, the proposed project would be consistent with the goals of the NC-3 and the Geary Boulevard Fast-Food Subdistrict.

**Height and Bulk.** The proposed project is within the 40-X Height and Bulk District, which permits construction to a height of 40 feet. The closed Alexandria Theatre building, constructed prior to current zoning codes, is 60 feet at the top of the roof. The proposed project would rehabilitate and reconstruct portions of the closed Alexandria Theatre building, including rebuilding the marquee to its original 1923 state, which would construct include preserving and restoring the existing 1942 blade sign and marquee to its original existing height of 60-70 feet, as substantiated by documentary and physical evidence (see below at Checklist Item 2, Aesthetics, p. 36). Because the Alexandria Theatre was constructed in 1923, prior to height restrictions, the project sponsor would not be required to seek a variance. The proposed mixed-use building would be 40 feet tall to the roof, and 48 feet tall with the rooftop elevator and stairwell structures, which are exempt from height limits per Planning Code Section 260(b). In the 40-X Height and Bulk District restrictions on bulk apply only above 40 feet. Thus, the bulk of the mixed-use building would not be subject to code restrictions. The bulk of the closed Alexandria Theatre, built before current zoning regulations, would be essentially unchanged. Thus, the proposed project would comply with the 40-X Height and Bulk District limits.

**Affordable Housing.** Of the 46 proposed residential units, five to six units, or 10 to 13 percent, would be affordable for sale or rent to households making no more than 100 percent of the Area Median Income as defined in Planning Code Section 315.1. Per the Planning Code, the project sponsor would have other options to meet the affordable housing requirement, such as payment of an in-lieu fee. The project sponsor has not made a final determination as to which option would be chosen.

**Floor Area Ratio.** The commercial Floor Area Ratio (FAR) is the maximum ratio of commercial floor space to total lot area. In the NC-3 District, a 3.6:1 FAR is allowed under Section 124(a) of the Planning Code. This requirement would not apply to the closed Alexandria Theatre as a pre-existing use. Also, Section 124(b) exempts residential use and parking from the FAR limit. The commercial space in the new mixed-use building would have a FAR of 1:1, and thus would comply with this requirement.

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7 FAR is calculated as commercial square footage: lot area, which is 6,550 sf : 23,400 sf, or less than 1:1. The 6,550 sf includes 900 sf of food service use and 5,650 sf of retail use.
Parking. For the proposed project, Planning Code Section 151 would require 46 independently-accessible parking spaces for the residential uses (one space per unit) and 26 spaces for the retail use (one for each 500 sf of occupied floor area where the occupied floor area exceeds 5,000 sf), 42 spaces for the restaurant use (one for each 200 sf of occupied floor area, where the occupied floor area exceeds 5,000 sf), and 41 spaces for the theater use (one for each eight seats where the number of seats exceeds 50 seats). In total, Planning Code Section 151 would require the proposed project to provide 145-141 parking spaces; the proposed project would provide 146-137 spaces, including handicapped spaces. As such, there would be a Planning Code deficit of nine four spaces.

Planning Code Section 155 (i) requires one of every 25 off-street parking spaces to be designed and designated for handicapped persons. Based on this requirement, the proposed project would be required to provide five handicapped spaces and the proposed project would provide five handicapped spaces. The ceiling height of 12 feet for the first and second below-grade garage levels would meet the design requirements for van-accessible parking spaces.

Bicycle. The Planning Code would require the proposed project to include 23 bicycle spaces. The proposed project would provide 32 bicycle spaces, or nine spaces more than the code requirement. The 32 bicycle lockers would be on the basement level of the mixed use building. As such, the proposed project would comply with Planning Code bicycle space requirements.

The Planning Code would not require the provision of shower/locker facilities because the retail and restaurant component of the new mixed-use building and the existing Alexandria would be less than 25,000 gsf. Per Planning Code Section 155.3(d), for new buildings and buildings with major renovations whose primary use consists of retail, eating and drinking or personal services, where the gross square footage of the floor area exceeds 25,000 sf but is no greater than 50,000 sf, one shower and two clothes lockers are required. This requirement does not apply to the existing Alexandria Theatre or the new mixed-use building because the total retail and restaurant uses combined would be 21,230 square-feet, which would be less than 25,000 sf.

Loading. The Planning Code Section 152 would not require a loading space for the proposed project because the retail and restaurant component of the new mixed-use building would be less than 10,000 gsf.

Proposition M. In November 1986, the San Francisco voters approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the Planning Code to establish eight priority policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of
affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under the California Environmental Quality Act (CEQA), and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed project is consistent with the eight priority policies. The case report for the Conditional Use Authorization and/or subsequent motion for the Planning Commission would contain the analysis determining whether the proposed project is in compliance with the eight priority policies.

**Plans and Policies.** The City's General Plan, which provides general policies and objectives to guide land use decisions, contains some policies that relate to physical environmental issues. In general, potential conflicts with the General Plan are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

Specific to the project vicinity, the San Francisco County Transportation Authority (SFCTA), in partnership with the San Francisco Municipal Transportation Agency (SFMTA), the Planning Department, the Department of Public Works and Golden Gate Transit, have launched a study of the benefits and impacts of potential Bus Rapid Transit (BRT) designs for the Geary Corridor. The SFCTA and MUNI-SFMTA intend to provide BRT service along the Geary Boulevard corridor. The proposed project would not conflict with the potential provision of bus rapid transit service. No other zoning or land use plans are currently underway in the Geary Boulevard corridor or the Richmond District.

**Public Notice and Comment.** A “Notification of Project Receiving Environmental Review” was sent out on October 8, 2004, to the owners of properties within 300 feet of the project site and to occupants of properties adjacent to the project site, as well as to other interested parties. The Planning Department received several emails, letters, and telephone calls in response to the notice. Respondents requested to receive further environmental review documents and/or expressed concerns regarding the proposed project. Concerns regarding the proposed project included: (1) traffic; (2) effects on parking supply; (3) air pollution; (4) historic resources; and (5)
pedestrian safety. These issues are addressed in the discussion in Section D, Evaluation of Environmental Effects.

A “Notification of Project Receiving Environmental Review” was mailed on November 24, 2010 to the owners and occupants of properties adjacent to the project site, owners within 300 feet of the project site, and interested parties. Comments were received concerning the issues described below.

- Several comments expressed support for inclusion of a theatre and/or retail spaces open for public use in the Alexandria Theatre building. Individuals were concerned that the proposed project would not include these features and would not be accessible to the general public. As described in this document, the Alexandria Theatre building would include a theatre, retail space, and a restaurant, as well as office space that would be open to the general public. As such, the proposed project would include the features identified in the comments. Therefore, the project would not need to be modified nor would mitigation measures need to be added.

- Several comments expressed concern that the second floor changes to the Alexandria Theatre main theatre space would affect the historic integrity of the character-defining volume of the theatre. The commenters request that the plans pull back the new construction in the upper level/mezzanine of the theatre and reduce the size of the restaurant to retain the historic volume of the theater, and to maintain views of the existing proscenium, and other architectural details.

As noted under Cultural and Paleontological Resources, p. 46, the proposed project has been revised to reconfigure the theatre space to allow for the full view of the existing ceiling dome and central light fixtures. These revised plans dated January 11, 2011 were determined to be consistent with the Secretary of the Interior’s Standards for Treatment of Historical Resources and would not cause a substantial adverse change in the significant of the resource such that the significance of the resource would be materially impaired.8

In the original site plans, the western non-historic upper theatre that was added in 1976 was retained. However, the revised site plans would build a new theatre in the center of the upper balcony floor. With the theatre in the center of the space, the murals on the

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east and west walls would be fully revealed and viewable. In addition to removing the walls of the theatre that attach to the mural on the west wall, the configuration of the new theatre would be symmetrical, revealing the entire dome at the ceiling. In addition, the new site plan removes the additional projection rooms and reveals decorative plaques and ceiling vent grilles that are at the south wall of the auditorium. It has been determined by the Historic Preservation Commission (HPC) and the Planning Department Preservation Staff that the changes to the site plan would be appropriate to the historic resource and would be an overall improvement to the project.

- One comment was submitted that requests the addition of an elevator within the Alexandria Theatre. This feature has been added to the proposed project and is reflected in the Final MND, p. 8.

- One comment was submitted that requests the site plans show the location of the restaurant kitchen. As shown in Figure 6, Proposed Alexandria Theatre Second Floor, p. 10, the kitchen/service area for the restaurant has been added to the site plan in the northern portion of the building.

- One comment questions the amount of independently-accessible parking stalls in the sub-basement of the mixed-use building component of the proposed project. As shown in Figure 16, Mixed-Use Building Sub-Basement Plan, p. 22, there would be 48 tandem parking stalls in the sub-basement rather than 50 parking stalls. As such, this document has been revised to address the correct number of parking stalls proposed with the project, on pp. 75-76. Nonetheless, the change in two spaces does not affect the significance conclusions presented in the FMND.

- One comment clarifies that the 1923 marquee would not be restored as part of the proposed project. The proposed project would preserve and restore the 1942 marquee, but would not incorporate features from the 1923 marquee. This change has been reflected in the Final MND, pp. 37 and 42.

- One comment requests an update to the Final MND to reflect the new site plans of the Alexandria Theatre. The Final MND has been updated to describe and depict the new site plans dated January 11, 2011. In particular, please refer to Figures 5 through 9 of the Final MND, pp. 9-12 and 14.

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

D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

- Land Use
- Aesthetics
- Population and Housing
- Cultural and Paleo. Resources
- Transportation and Circulation
- Noise
- Air Quality
- Wind and Shadow
- Recreation
- Utilities and Service Systems
- Public Services
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards/Hazardous Materials
- Mineral/Energy Resources
- Agricultural Resources
- Mandatory Findings of Significance

E. EVALUATION OF ENVIRONMENTAL EFFECTS

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<td>a) Physically divide an established community?</td>
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<td>b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</td>
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<td>c) Have a substantial impact upon the existing character of the vicinity?</td>
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Impact LU-1: The proposed project would not substantially conflict with or physically divide an established community. (Less than Significant)

Land uses on the project block along Geary Boulevard include mixed-use buildings with retail ground-floor uses and residential uses above. Land uses on the project block along 18th Avenue,
19th Avenue, and Clement Street consist of single- and multi-family residential uses. These land uses are consistent with the vicinity of the project block, with retail and commercial, single- and multi-family residential, and institutional uses typical of the Geary Boulevard commercial mixed-use corridor, and residential uses on the north-south avenues. Buildings near the project site range from those developed subsequent to the 1906 Earthquake, including two- and three-story residential buildings, some with retail space on the ground floor, to one- and two-story, post-World War II modern glass and stucco or brick buildings.

Single- and multi-family residential units are immediately north of the project site along 18th Avenue and Anza Street. The Pick School of Ballroom Dancing, Hanger Prosthetics and Orthotics, the Agape Community Center, Golden Gate Christian Church, and the two-story Richmond District YMCA are adjacent to the project site along 18th Avenue. Two- to four-story single- and multi-family residences are east of the project block on the 18th Avenue frontage. To the south of the project site, on the Geary Boulevard frontage, are a two-story building containing residences and Donut World, a two-story building containing residences and the Sun Wu Kong Restaurant, and single- and multi-family residences. A one-story building containing Tart-to-Tart and Cards & Comics Central, a two-story building containing residences and Geary Shoe Repair, Union Post, Incos Digital Satellite Television, Henry’s Entertainment, Gordo Taqueria, Nagoya Restaurant, and Sterling Bank & Trust, and two- to four-story single- and multi-family residences are located west of the project site on the Geary Boulevard frontage.

The proposed project would introduce residential and retail mixed-uses at the site, and adaptively reuse the theater and retail space. The additional residential and retail or other commercial uses, located on the site of the current parking lot, would be an intensification of use and would expand multi-family housing to the mid-block. The mixed-use building would differ from the housing types in the immediate vicinity, but would be of a type found in the project vicinity. The parking lot that would be replaced by the proposed residential mixed-use building currently serves nearby businesses on Geary Boulevard and Clement Street, and institutions such as nearby churches and the Richmond YMCA across 18th Avenue from the project site. These institutions represent individual community uses in the vicinity; they do not collectively constitute a community that could be physically divided by the removal of the parking lot on 18th Avenue. The removal of the parking lot would affect parking for visitors to the churches and the Richmond YMCA. The change in land use from a parking lot to residential and retail uses on the project site would not physically divide an existing community and, therefore, would be considered a less-than-significant impact.
Impact LU-2: The proposed project would be consistent with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

As described above in “C. Compatibility with Existing Zoning and Plans,” the proposed project would be generally consistent with local plans, policies, and code requirements as they relate to environmental effects. The proposed project would be consistent with the NC-3 zoning and 40-X Height and Bulk restrictions, provided that the project sponsor is granted the identified Conditional Use and PUD approvals discussed below.

The proposed project would exceed the allowable 5,999 gsf commercial use and 9,999 gsf lot size in an NC-3 district and thus would require a Conditional Use authorization. This is due to the fact that the proposed project includes both the closed Alexandria Theatre re-use and the new mixed-use building; as such, the project sponsor must seek a PUD approval. The commercial FAR is a ratio of commercial floor space to total lot area. In the NC-3 District, a 3.6:1 FAR is allowed under Section 124(a) of the Planning Code. This requirement would not apply to the closed Alexandria Theatre as a pre-existing use. Also, Section 124(b) exempts residential use and parking from the FAR limit. The proposed project would have a FAR of 1:1, and thus would comply with this requirement. Planning Code requirements regarding parking, loading, and bicycle provisions are discussed below, Checklist Item E.5, Transportation and Circulation, p. 58.

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

The adaptive reuse of the existing theater and construction of the new mixed-use building would not alter the character of the vicinity. The proposed project would intensify use on the site by replacing surface parking with a mixed-use building and increasing activity in the closed theater. These uses, however, would be consistent with the mixed-use character of the Geary Boulevard corridor, which is described above in “Physical Arrangement of Established Community.” The proposed project would not change the mixed-use character of the existing Geary Boulevard corridor, or the overall neighborhood, resulting in a less-than-significant impact on character.
Impact LU-4: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to land use. (Less than Significant)

There are no significant development projects under review in the vicinity of the project area. Development of a duplex on Lot 7 would not have a substantial cumulative effect on land use. The redevelopment of the project site with more intense residential and commercial uses would not, combined with other future projects, result in cumulative land use impacts.

<table>
<thead>
<tr>
<th>Topics:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
<th>Not Applicable</th>
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<tr>
<td>2. AESTHETICS—Would the project:</td>
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<tr>
<td>a)</td>
<td>Have a substantial adverse effect on a scenic vista?</td>
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<tr>
<td>b)</td>
<td>Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and other features of the built or natural environment which contribute to a scenic public setting?</td>
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<td>c)</td>
<td>Substantially degrade the existing visual character or quality of the site and its surroundings?</td>
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<tr>
<td>d)</td>
<td>Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact other people or properties?</td>
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Impact AE-1: The proposed project would have a less-than-substantial effect on scenic views and vistas. (No Impact)

The project site and surrounding area do not contain scenic vistas. Thus, the proposed project would have no impact on scenic vistas.

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

Public open space in the project vicinity consists of the Argonne Playground and Clubhouse, located a half-block south of the project site amidst residential uses on 18th Avenue, mid-block between Geary Boulevard and Anza Street (see Figure 1, Project Location, p. 2). Other scenic resources near the project site are the Presidio, approximately four blocks north of the site, and Golden Gate Park, approximately four blocks south of the site. The project site is visible from Argonne Playground and Clubhouse, but the view is primarily of the Alexandria Theatre.
building. The new four-story building would be obstructed from view by the taller theater building. The proposed project would thus not change the urban, mixed-use setting of Argonne Playground. In addition, views of The Presidio and Golden Gate Park would not be altered by the proposed project because of intervening buildings, topography, and distance. The proposed project would therefore not have a substantial, demonstrative negative aesthetic effect as seen from public open spaces and would have a less-than-significant impact on scenic resources.

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

The project site contains the Alexandria Theatre building and a surface parking lot (see Figure 19, Existing Alexandria Theatre, p. 38 and Figure 20, Existing Surface Parking Lot, p. 39). The theater tower along Geary Boulevard rises up to 70 feet above the 53-foot street face of the building. Two-story mixed-use buildings, with retail on the ground floor and residential units above, are adjacent to the Alexandria Theatre fronting Geary Boulevard to 19th Avenue.

The remainder of the project block consists of primarily three-story single- and multi-family residential buildings corresponding to the zoning (Figure 4, Zoning Districts, p 6). The architectural character of the area varies, and includes post-1906 Earthquake and post-World War II buildings. Two-story commercial and mixed-use buildings are across Geary Boulevard from the project site (see Figure 21, Geary Boulevard and 18th Avenue Across from the Project Site, p. 40). A variety of commercial and institutional buildings and two- to four-story residential buildings are on the east side of 18th Avenue, directly across from the project site (see Figure 22, Project Block Along 18th Avenue, p. 41). Residential buildings are directly south of the project site, on the west side of 18th Avenue. The north-south avenues near the project site, including 18th and 19th Avenue, generally have two- to three-story residential buildings, with a few four-story buildings.

While the proposed project would adaptively reuse the closed Alexandria Theatre building, it would not expand its building envelope. The 1923 and 1976 1942 Alexandria Theatre marquees are shown in Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4. The proposed project would replace this marquee with a restored version of the original 1923 marquee preserve and restore the 1942 marquee and blade sign as shown in Figure 8, p.12. As shown in Figure 3, 1923 and Present Alexandria Theatre Facades, the 1923 marquee was a 20 foot, zigzag like pyramid at the top of the rounded building corner entry. The pyramid was topped with an illuminated

5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 20: EXISTING SURFACE PARKING LOT
FIGURE 21: GEARY BOULEVARD AND 18TH AVENUE ACROSS FROM THE PROJECT SITE
5400 GEARY BOULEVARD MIXED-USE DEVELOPMENT

FIGURE 22: PROJECT BLOCK ALONG 18TH AVENUE
"A". The proposed project would replace the blade sign/tower installed in 1942 (and subsequently altered) to restore the original pyramid marquee. The storefronts on Geary Boulevard would not be altered and the sidewalk treatment in front of the entrance to the theater would remain.

The new four-story building would be 40 feet tall, shorter than the existing theater building. The new four-story mixed-use building would be comparable in height to the existing mixed-use buildings in the vicinity of the project site. The new building would continue the street façade along 18th Avenue that is currently broken by the existing on-site parking lot. The four-story medium-scale, mixed-use building, although consistent with building types in the area, would introduce a 40-foot tall multi-family housing building to the primarily duplex or single-family housing block. The altered views of the project site from streets and residences on the east side of 18th Avenue would be of a developed urban block, rather than the current view of the back of properties fronting 19th Avenue across the surface parking lot.

While the proposed project would alter the project site, and change views of the site from streets and private residences, the overall project massing would not be incompatible with buildings in the project vicinity, especially on Geary Boulevard. The proposed project would adhere to existing regulations regarding zoning and height/bulk. Building design review is a function of project approvals, including Conditional Use authorization. Therefore, the proposed project would have less-than-significant impacts on visual character.

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

Additional light would be introduced by the proposed building and its four stories of commercial and condominium windows. New lighting would include light within the dwelling units and commercial/retail spaces, light fixtures at the building and garage entrances, and pedestrian walkways inside the building's open court for safety and security, typical of residential and commercial development. The adaptively reused Alexandria Theatre would have lighting on the marquee, entrance, and retail space, similar to conditions when the theater was operating. The proposed project would thus introduce new light to the project block; however, given existing sources of light on Geary Boulevard and street lighting, the impacts of the new lighting would not be significant.
The proposed project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass at the pedestrian level. The building would result in additional illumination but not light or glare that would significantly impact other properties. For the above reasons, the proposed project would not have a significant light and glare impact.

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

The proposed project would result in a more intense development on the project site, but would replace existing urban uses with other allowable land uses. Development in the project area, including development of Lot 7 with a duplex, would be subject to development standards such as those controlling height and bulk in the proposed project. As discussed above, the proposed project would not substantially change the existing visual character of the project area, and therefore would not result in cumulative aesthetic effects.

### POPULATION AND HOUSING

- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b) Displace substantial numbers of existing housing units or create demand for additional housing, necessitating the construction of replacement housing?

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

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

Currently, six persons are employed at the operating retail units in the closed Alexandria Theatre building. The parking lot is a self-pay lot with no attendants. The development of the new four-story mixed-use building, with 46 dwelling units, 5,650 gsf of retail space, 900 gsf of restaurant space, and two garage levels would result in an on-site population estimated at 105
residents and approximately 20 employees total. The renovated theater and retail spaces in the Alexandria Theatre building would generate approximately 54 new jobs, including the. The Alexandria Theatre building currently has six employees currently working in the active retail shops, which would be retained; therefore the total employees located within the Alexandria would be 60 employees. In total, the proposed project would result in approximately 105 new residents and 74 new employees on the project site, including the six employees currently on site. With the proposed retail uses in the new building and the theater building, there would be a net increase in employment of about 68 jobs.

The resulting residents and employees would not be considered a significant impact. ABAG's Projections and Priorities 2009 indicates that San Francisco's 2010 population is 810,000, and the number of jobs in the City in 2010 is 568,730. If all employees of the proposed project immigrated to San Francisco, then the additional 68-74 employees would amount to an approximately 0.01 percent population increase in the City and a 1.5 percent population increase in the project vicinity, and less than a 0.01 percent employment increase in the City. Negligible in-migration would be expected with the service sector jobs generated; employees would be likely to already live in the area. Thus, the proposed project's contribution to direct or cumulative population increase would be less than significant.

9 Population per household is based on an average household size of 2.28 persons per household in San Francisco in 2010, as identified in the Association of Bay Area Governments' Projections and Priorities 2009. In addition, the average household size for the project site Census Tract was researched using the 2000 US Census. Census Tract 426, which includes 5400 Geary Blvd. and both affordable and market-rate housing, has an average household population of 2.25. The 46 residential units would result in approximately 104 residents based on 2.25 residents per unit, and 105 residents based on 2.28 residents per unit.

10 These estimates assume full leasing of all retail space and occupation of dwelling units.

11 San Francisco Planning Department, Transportation Impact Analysis Guidelines for Environmental Review, October 2002. General retail and has an average employment density of 350 gsf per employee. Restaurant use has an average employment density of 240 gsf per employee. (5650/350 gsf of retail = approximately 16 employees, 900/240 gsf of restaurant = approximately four employees. Total new employees of the mixed-use building: 16+4 = approximately 20 employees)

12 San Francisco Planning Department, Transportation Impact Analysis Guidelines for Environmental Review, October 2002. General retail and has an average employment density of 350 gsf per employee. Restaurant use has an average employment density of 240 gsf per employee. (7,400 6,300/350 gsf of retail = approximately 18 employees, 7,500-7,200/240 gsf of restaurant = approximately 30 employees, 14,600 gsf/350 gsf - approximately 42 employees) and theater uses have an employment density of 0.023 employees per seat (250-221 seats * 0.023 = approximately 6 employees). The office/box office space in the theater building would be associated with theater uses. Total new employees of the Alexandria Theatre = 30+18+6 = approximately 54 employees.
Impact PH-2: The proposed project would not displace substantial numbers of people or existing housing units or create demand for additional housing, necessitating the construction of replacement housing. (Less than Significant)

The project site is currently in non-residential use; no residents would be displaced as a result of the proposed project. As noted above, the six existing employees on-site would be retained. Since there would be no project-level impacts related to displacement, there would be no cumulative-level impacts.

In June 2008, the ABAG projected regional needs in its Regional Housing Needs Determination (RHND) 2007-2014 allocation. The projected need of the City and County of San Francisco from 2007 to 2014 is 31,193 new dwelling units, or an average annual need of 4,456 net new dwelling units. The proposed project would add 46 new residential condominium units to the City's housing stock towards meeting this need. It can be anticipated that residents at the proposed project would include both current San Francisco residents, as well as new residents of the City.

While the proposed project would increase population and employment at the site compared to existing conditions, the project effects would not be significant relative to the amount of residents and employees within the project vicinity, nor would it be significant with regard to expected increases in the population and employment of San Francisco. The addition of 68-74 net new employees would not significantly affect the overall housing conditions in the region. Therefore, a less-than-significant housing demand impact would occur.

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

As described above, the proposed project and the duplex proposed for Lot 7, would not have significant cumulative population effects. Population and housing impacts, for the reasons described above, would be less than significant.

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### 4. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:

<table>
<thead>
<tr>
<th>Topics:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5, including those resources listed in Article 10 or Article 11 of the San Francisco Planning Code?</td>
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<tr>
<td>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</td>
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<td>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</td>
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<td>d) Disturb any human remains, including those interred outside of formal cemeteries?</td>
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**Impact CP-I:** The proposed project would involve the adaptive reuse of the Alexandria Theatre building at 5400 Geary Boulevard, which would have a less-than-significant impact on historic architectural resources. (Less than Significant with Mitigation)

The Alexandria Theatre opened in 1923 by Samuel Theatre Levin, a San Francisco movie entrepreneur and his brothers Alex and Joseph. The Alexandria Theatre, opened in 1923, was built by Samuel Levin, a prolific San Francisco theatre developer with his brothers Alex and Joseph. The Alexandria was built in a boom time for theaters and in particular, was part of the development of neighborhood facilities throughout the United States in the 1920s. Of the dozens of neighborhood theaters built throughout San Francisco in the 1920s, approximately 20 theaters still exist, and only approximately half are still in use as movie houses. At the time of the theater’s opening in 1923, it made news as the first theater in the area to use a sloped floor. The building stands out within the Richmond district due to its large physical presence and unique Egyptian Architecture (see Figure 3, 1923 and Present Alexandria Theatre Facades, p. 4). Capitalizing on the discovery of King Tutankhamen’s tomb, the architects for the building, the Reid Brothers, designed the Alexandria Theatre with a stylized Egyptian theme, mixing elements of ancient Egypt, Minoan culture, and classical detailing. The building was constructed with a steel frame and poured concrete foundation, walls, and fireproofing around the steel structure. The building emulates the massiveness of Egyptian tombs through battered, slab-like walls along Geary Boulevard and 18th Avenue. The simple ornamental schemes found in ancient buildings like the pylons of the Temple of Luxor are echoed in rhythmic bays along both steel facades and the unornamented outward curving entablature-like cap elements. The
building features a 70-foot-tall tower with an Art Deco blade sign on its Geary Boulevard façade, above the theater entrance and box office.

A two-bay, angled addition was added to the rear of the building in 1942; this addition was designed by noted San Francisco Architect A.A. Cantin. A marquee with Art Deco geometric curves and ribbing (typical of others in the 1930s and 1940s) was added at this time. This marquee has since been modified from its original design. Also in 1942, the interior was remodeled, the floor reshaped, and many Art Deco features were added. The Alexandria remained a single-screen theater until 1976 when it was split into three auditoria. George K. Raad Architects of San Francisco designed the remodel. The lower portion was sectioned off, and two smaller theaters were created on bleacher-like stadium seating area. All of the elements of the 1942 remodel were left intact during the 1976 modification.14

The Alexandria is not currently listed as a local or State landmark, and has not been the subject of any prior surveys, ratings, or studies.

Historical Significance of the Alexandria Theatre. Under CEQA, a property is determined to be an historic resource if it meets the criteria for listing on the California Register of Historic Resources under one or more of the following four criteria: Criterion 1: Events, Criterion 2: Persons, Criterion 3: Architecture/Design, or Criterion 4: Information potential. A building must also have integrity to be eligible for the California Register. Specifically, historical resources must meet one of the significance criteria and retain enough of their historic character to convey the reason for their significance.

An Historical Resources Report was prepared for the Alexandria Theater by Elevation Architects in 2006. This report determined that the Alexandria Theater meets the definition of an historical resource under CEQA, as the building has integrity under seven categories (location, design, materials, workmanship, setting, feeling, and association) and because it falls under CEQA Category 2: Properties Requiring Further Consultation and Review, due to its association with the Reid Brothers.15

Also, the San Francisco Planning Department prepared a Historic Resource Evaluation Response (HRER) for the theater building in 2006\(^{16}\) and 2010.\(^{17}\) Both HRERs determined that the Alexandria Theatre is a historic resource under CEQA. Information from the 2010 HRER is summarized below.

_Eligibility Criterion._ The Alexandria Theatre building was determined by the San Francisco Planning Department to be a historic resource under CEQA by satisfying two criteria:

- **Criterion 1:** Event, Movie Theater, because it was built and used as a single-screen movie theater during the period of significance for Neighborhood Movie Palaces (1915 to 1930), and exhibits all or most of the character defining features of a Neighborhood Movie Palaces, which are significant because they embody the optimism and affluence of the post-World War I era.

- **Criterion 3:** Architecture/Design, because the theater was the work of master architects (the Reid Brothers [1923] and A.A. Cantin [1942]) during the theater's period of significance (1923 and 1942), and because the theater's design satisfied the architecture criteria. The Reid Brothers designed many important buildings in California, including the Hotel Del Coronado in San Diego, the Fairmont Hotel in San Francisco, and many others. The Reid Brothers designed 20 theaters during the 1920s and 30s; many of these theater buildings in San Francisco remain (although in some cases are not operating as theaters), such as the Balboa, Metro, York, Avenue, and New Mission. A.A. Cantin was a prominent San Francisco architect who worked on the marquees of the Castro, Alhambra, and Royal theaters.

_Integrity._ Integrity is judged based on the period of significance, and changes made after 1942. The Alexandria Theatre has two periods of significance: 1923 and 1942. The feeling of a single-screen theater was partly lost in 1976, with the introduction of dividing walls at the top of the balcony rail to the ceiling, partitioning of the balcony into two smaller auditoriums, and installation of a projection tunnel for the main auditorium. However, a significant amount of original material and design was not significantly compromised. The interior retains sufficient integrity to convey its periods of significance. As such, the Planning Department determined


that the building, including its interior, has retained integrity from the period of significance, including location, design, materials, workmanship, setting, feeling, and association.

Analysis of Project Impacts on the Historic Integrity of the Alexandria Theatre\(^{18}\) A project would not have a significant impact on a historically significant resource if the project would be consistent with the Secretary of the Interior’s Standards for the treatment of historic properties.\(^{12}\) As indicated in the HRER, the proposed project would remove the non-contributory divisions in the auditorium made in 1976. The entry foyer, lobby area, stairs to the upper theaters and upper lobby would be retained in accordance with the Secretary of the Interior’s Standards. Significant portions of the steel and concrete sloped floor of the upper auditoriums would be removed. The recessed bowl floor would be leveled and the main theater spaces would be divided into two levels. The proposed plan would place the new theatre in the center of the second floor. Surrounding the theatre box, the new floor platform would be built to align with the current center aisle of the existing upper theatres, allowing access into the theatre from the elevator. The proposed project would reconfigure the theatre space to allow for the full views of the existing ceiling dome and central light fixture and would remove the 1970s non-historic interior partitions, stairs, and sloped floors to reveal historic decorative plaques and architectural details and allow for better accessibility between floors. The ground-floor would be partitioned into four retail spaces.

While the proposed changes to the auditorium would alter its spatial volume and would remove historic material, the original theater space has already been compromised so that the proposed project would not alter the building to the point where it can no longer convey its significance. The proposed configuration of the second floor would convey building’s the original theater use and significant decorative features. Significant decorative features such as the central ceiling dome and chandelier and murals would be maintained under the proposed project.

The proposed project would include openings on the 18th Avenue façade of the theater building to create new retail space. While this would remove historic material and create new openings, this would not alter the building such that it would no longer convey its significance. The openings would not impact significant interior decorative features, such as murals in the

\(^{18}\) San Francisco Planning Department, Historic Resource Evaluation Response, Memorandum from Aaron Starr, Preservation Technical Specialist, to Leigh Kienker, Major Environmental Analysis Unit, January 29, 2010.

\(^{19}\) San Francisco Planning Department, “Revised Plans for the Alexandria Theatre by Jonathan Pearlman, Elevation Architects, dated January 11, 2011.” Memorandum from Tina Tam, Senior Preservation Planner, to Chelsea Fordham, Major Environmental Analysis Unit, February 15, 2011.
auditorium space. Further, all character-defining features in the exterior, such as the building's bulk and massing, 1942 marquee, entry and blade sign, terrazzo flooring, pylon-like wall with trim and moldings, curved corner colonnade, and main recessed entrance, would be preserved and/or restored. The original marquee would be rebuilt to its original height of 60 feet, as substantiated by documentary and physical evidence. See Figure 3, p. 4, and Figure 8, p. 12, for illustrations of the existing and proposed rebuilt previous 1923 marquees.

The proposed project would also include a new elevator and new elevator lobby to provide ADA access to the second floor. To maintain the historic integrity of the building, the elevator would be constructed in the existing west exit alley. The west elevation of the building does not have character-defining features and is mostly blocked by the adjacent building at 5418 Geary Boulevard. As such, views of the new elevator space from Geary Boulevard would be mostly blocked. In addition, access to the elevator lobby would be through existing doors, thereby minimizing the impact to the interior of the building. The first floor has exit doors to the alley in the lobby and the second floor has doors that open to an exterior exit balcony, which would be removed as part of the proposed project. Therefore, the new elevator would not affect the ornamental features and the murals in the main auditorium.

Additionally, the Planning Department found that the removal of the existing parking lot and construction of the new mixed-use building would not have an adverse impact on the Alexandria Theatre building, as long as appropriate safeguards are incorporated to insure the structure of the building is not physically damaged by construction activities.

Therefore, the Planning Department found that the proposed project would be consistent with the Secretary's Standards, contingent on the adoption of certain measures. These measures are identified as Mitigation Measure M-CP-1, p. 50, which would ensure that the proposed project alter, restore, and re-use portions of the Alexandria Theatre in a manner consistent with the Secretary of the Interior's Standards. With the inclusion of Mitigation Measure M-CP-1, the proposed project would have a less-than-significant impact on historic architectural resources.

Mitigation Measure M-CP-1, below, has been incorporated to address potential effects on architectural resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

Mitigation Measure M-CP-1: Architectural Resources

The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor
shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.

Documentation/Recordation

Before an alteration permit is issued for interior work within the Alexandria Theatre, the project sponsor shall create a catalog of all the significant interior features, including but not limited to those identified in the HRER dated February 2006 and prepared by Jonathan Pearlman of Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.

Documentary photography shall meet the following standards:

A. Readily Reproducible: Prints shall accompany all negatives.

B. Durable: Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.

C. Standard Sized: Sizes 4"x5", 5"x7" or 8"x10".

One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the Planning Department.

Floor

The recessed bowl floor was built in 1923 and altered in 1942, and is a significant feature in the development of the theater as a property type. It shall be partly preserved in situ by inserting a new frame floor suspended over the bowl to match with the exterior grade level.

The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.

The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.
Blade Sign and Marquee

The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.

Lobby & Stair

The building's main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.

Mezzanine

The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).

Exterior Openings

On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18th Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, and appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

General Historic Preservation and Monitoring

Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.
The project sponsor shall retain the services of a preservation architect or architectural historian who meets the Secretary of the Interior’s Standards Professional Qualifications Standards to oversee the preservation and restoration of significant features of the building and to review all proposed changes to ensure that they would not denigrate or destroy significant architectural or decorative features.

Construction Measures

The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements:

- Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required.
- If there is gross failure in the attempt to move historic materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.

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

Factors considered in order to determine the potential for encountering archaeological resources include location, depth, and amount of excavation proposed, as well as any existing information about known resources in the area. Development of the proposed project would include construction of a new mixed-use building with a two-level underground parking garage. According to the project sponsor, the new mixed-use building would be supported by a mat slab foundation and the maximum depth of excavation would be 23 feet. An archaeological evaluation memorandum was prepared for the proposed project. The archeological memorandum noted that the proposed project could disturb the upper areas of the Colma formation, which represents the cultural basement from the Pleistocene era, and in some cases contains sensitive prehistoric deposits. Because the project site may be a location for both below-ground historic and prehistoric archeological features and deposit, disturbance of these resources would be a potential adverse effect to archeological resources if not mitigated.

Preliminary Archeological Evaluation by Randall Dean/Don Lewis, San Francisco Planning Department, for 5400 Geary Street, April 7, 2010. This document is available for public review at the Planning Department 1650 Mission Street, Suite 400, San Francisco, CA, as part of Case File No. 2004.0482E.
Therefore, in order to reduce the impact to any CEQA-significant archeological resources resulting from soils disturbance from the proposed project, Mitigation Measure M-CP-2, p. 50, would reduce any potentially significant disturbance, damage, or loss of archaeological resources to a less than significant level.

**Mitigation Measure M-CP-2: Archeological Resources**

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

**Archeological monitoring program (AMP).** The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading, utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context;

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in
consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

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

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.
The scope of the ADRP shall include the following elements:

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

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

**Final Archeological Resources Report.** The archeological consultant shall submit a Draft Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the draft final report.
Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Major Environmental Analysis division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

Impact CP-3: The proposed project would result in a less-than-significant impact to unique geologic features. (Less than Significant)

No unique geologic features exist on the project site, thus there would be no impact to such features as a result of the proposed project.

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

Impacts on Native American burials are considered under Public Resources Code (PRC) Section 15064.5(d)(1). When an Initial Study identifies the existence of, or the probable likelihood of, Native American human remains within the project, the lead agency is required to work with the appropriate tribal entity, as identified by the California Native American Heritage Commission (NAHC). The CEQA lead agency may develop an agreement with the appropriate tribal entity for testing or disposing of, with appropriate dignity, the human remains and any items associated with Native American burials. By implementing such an agreement, the project becomes exempt from the general prohibition on disinterring, disturbing, or removing human remains from any location other than the dedicated cemetery (Health and Safety Code Section 7050.5) and the requirements of CEQA pertaining to Native American human remains. The project’s treatment of human remains and of associated or unassociated funerary objects discovered during any soils-disturbing activity would comply with applicable state laws, including immediate notification of the City and County of San Francisco (CCSF) Coroner. If the Coroner were to determine that the remains are Native American, the NAHC would be notified and would appoint a Most Likely Descendant (PRC Section 5097.98). The archeological sensitivity analysis, discussed above did not identify the project site as a site of potential Native
American burials. As such the project is not anticipated to disturb any human remains, including Native American burials, and the project would have no impact on human remains.

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

As described above, the proposed project would have no impact on paleontological resources, unique geologic features, or human remains; therefore, no cumulative impact on these resources would occur. Development of a duplex on Lot 7 would not contribute to cumulative effects. However, without mitigation, there would be cumulative impacts associated with archeological and historic architectural resources, as described below.

As described above, Mitigation Measure M-CP-2 would reduce the proposed project's potential impact to archaeological resources. As such, the proposed project would not contribute to any cumulative impact to archaeological resources. Mitigation Measure M-CP-2, below, has been incorporated to address potential effects on archeological resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

<table>
<thead>
<tr>
<th>Topics:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>5. TRANSPORTATION AND CIRCULATION—Would the project:</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, or mass transit?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
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<tr>
<td>b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</td>
<td>☐</td>
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<tr>
<td>c) Result in a change in air traffic patterns, including either an increase in traffic levels, obstructions to flight, or a change in location, that results in substantial safety risks?</td>
<td>☐</td>
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<tr>
<td>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?</td>
<td>☐</td>
<td>☐</td>
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<td>☒</td>
<td>☐</td>
</tr>
</tbody>
</table>
Under the direction of the Planning Department, the 5400 Geary Boulevard Transportation Study (Transportation Study) was prepared by LCW Consulting in April 2007 to evaluate the transportation impacts of the proposed project. Since then, the building program of the proposed project has been modified. However, as explained under Impacts, the trip generation with the revised building program would be lower than that analyzed in the April 2007 Transportation Study. As such, the Transportation Study provides a conservative analysis of the proposed project’s transportation impacts. In addition, minor modifications have been made to the interior of the Alexandria Theatre building, to the proposed configuration of the theatre, and to add the elevator, which would slightly change the floor areas of the retail, restaurant, and theatre components. Nonetheless, this reconfiguration of floor areas would be less than those analyzed in the April 2007 Transportation Study. The analysis and conclusions from the Transportation Study are thus still appropriate for the proposed project and are summarized below. The Transportation Study analyzed three scenarios: Existing, Existing Plus Project, and Cumulative conditions.

**Setting**

**Existing Street Network.** The project site fronts Geary Boulevard and 18th Avenue. The existing Alexandria Theatre is on the corner of Geary Boulevard and 18th Avenue. The existing parking lot, the site of the proposed mixed-use building, is on 18th Avenue adjacent to the Alexandria Theatre.

Geary Boulevard is an east-west direction major thoroughfare, linking downtown with the Richmond District. Within the vicinity of the proposed project, Geary Boulevard has two travel lanes and on-street metered parking along both curbs. A No Parking Anytime regulation is in

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LCW Consulting, 5400 Geary Boulevard Transportation Study, Case No. 2004.0482E, April 2007. A copy of this report is available for public review at the Planning Department, 1660 Mission Street, Suite 500, as part of the file Case No. 2004.0852E.

Greg Riessen, San Francisco Planning, Major Environmental Analysis Division, email correspondence to Chelsea Fordham, San Francisco Planning, Major Environmental Analysis Division, February 11, 2011.
effect between 6:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 7:00 p.m. The San Francisco General Plan identifies Geary Boulevard as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (transit-important), and a Neighborhood Pedestrian (neighborhood commercial) Street.

18th Avenue is a north-south roadway that extends north of Golden Gate Park between Fulton Street and Lake Street. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

Other major streets in the project vicinity include Clement Street, on the north side of the project block; Anza Street, one block south of Geary Boulevard; 19th Avenue, on the west side of the project block; and Park Presidio Boulevard, five blocks east of the project site (see Figure 1, Project Location, p. 2).

Clement Street is an east-west direction roadway that extends from Arguello Boulevard to the east and ends at 45th Avenue. Clement Street is a two-way roadway with one lane in each direction, and sidewalks and on-street parking on both sides of the street. The San Francisco General Plan identifies Clement Street as a Transit Preferential Street, between Park Presidio Boulevard and Arguello Boulevard, and as a Neighborhood Pedestrian (neighborhood commercial) Street between Park Presidio and Arguello Boulevard.

Anza Street is an east-west arterial that extends from Masonic Avenue to the east and ends at 48th Avenue to the west. Anza Street is discontinuous between 32nd and 30th Avenues. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

19th Avenue is a north-south roadway that extends north of Golden Gate Park between Fulton Street and Lake Street. It has one travel lane in each direction, and sidewalks and on-street parking on both sides of the street.

Park Presidio Boulevard is part of State Route (SR) 1 and is a north-south arterial that extends north from Golden Gate Park to The Presidio. South of the Park via Crossover Drive, Park Presidio Boulevard connects with and continues as 19th Avenue (SR 1). Park Presidio Boulevard has three travel lanes in each direction, and left-turns are prohibited to the cross-streets. On-street parking and sidewalks are not provided on either side of the street. The San Francisco General Plan identifies Park Presidio Boulevard as a Major Arterial in the CMP Network and an MTS Street.
Impact TR-1: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. (Less than Significant)

The intensification of the project site would include the adaptive reuse of the Alexandria Theatre and construction of a new mixed-use building on the adjacent surface parking lot. The adaptive reuse of the Alexandria would include a 250-seat theater and associated space, 7,480 gsf of retail space, and 7,500 gsf of restaurant space. The proposed mixed-use building would total 52,337-gross-square-feet and would contain two underground levels of parking with 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The proposed project would result in less-than-significant transportation impacts.

Impacts TR-2: The proposed project would result in a less-than-significant impact with regard to any conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, established by the county congestion management agency for designated roads or highways. (Less than Significant)

The intensification of the project site would include the adaptive reuse of the Alexandria Theatre and construction of a new mixed-use building on the adjacent surface parking lot. The adaptive reuse of the Alexandria would include a 250-seat theater and associated space, 7,480 gsf of retail space, and 7,500 gsf of restaurant space. The proposed mixed-use building would total 52,337-gross-square-feet and would contain two underground levels of parking with 137 parking spaces, 5,650 gsf of ground-floor retail, and 46 residential units. The proposed project would result in less-than-significant transportation impacts with regard to any conflict with an applicable congestion management plan.

Impact TR-3: The proposed project would not result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses. (No Impact)

The proposed project does not include any design features that would substantially increase traffic hazards (e.g., creating a new sharp curve or dangerous intersections), and would not include any incompatible uses, as discussed above in Topic 1, Land Use and Land Use Planning; therefore, there would be no impacts associated with traffic hazards for the proposed
The proposed project would include closing an existing curb cut and creating a new curb cut, both along 18th Avenue. This curb cut would be utilized to access the off-street parking garage for the project. A new curb cut accessing the project's proposed garage would be the project's only transportation-related design feature, and would not be out of character or present a substantial increased hazard.

Impact TR-4: The proposed project would result in a less-than-significant impact with regard to inadequate emergency access. (Less than Significant)

The proposed project would not result in a significant impact with regard to emergency access, as the project site is accessible from major streets, including Geary Boulevard and 18th Avenue. The proposed project would not interfere with existing traffic circulation or cause major traffic hazards, nor have a significant effect on traffic-related hazards or emergency access provisions. Proposed buildings are required to meet the standards contained in the Building and Fire Codes, and the San Francisco Building and Fire Departments would review the final building plans to ensure sufficient access and safety. The proposed project would therefore not impact emergency access conditions in the vicinity of the project site.

Impact TR-5: The proposed project would result in a less-than-significant impact with regard to any conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, or cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity or alternative travel modes. (Less than Significant)

Existing Conditions

Intersections. Existing intersection operating conditions were evaluated for the weekday PM peak hour (generally between 5:00 p.m. and 6:00 p.m.) of the PM peak period (4:00 p.m. to 6:00 p.m.). Intersection turning movement volumes at the eight study intersections were counted in March 2005 (Tuesday, March 15th and Wednesday, March 16th). Of the eight study intersections, only the four study intersections along Geary Boulevard are signalized.

The operating characteristics of both signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection levels of service range from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. In San Francisco, LOS A through D are considered excellent to satisfactory service levels, and LOS E and LOS F
are considered unsatisfactory service levels. Unsignalized intersections are considered to operate at unsatisfactory conditions if one approach operates at LOS E or LOS F, and Caltrans signal warrants are met.

During the weekday PM peak hour, all of the study intersections currently operate with acceptable conditions (LOS D or better), with the exception of the Geary Boulevard/Park Presidio intersection, which operates at LOS E conditions.

**Transit.** The project site is well-served by public transit. Local service is provided by the San Francisco Municipal Railway (MUNI). Service to and from the East Bay and the Peninsula is provided by BART along Market Street and AC Transit buses from the Transbay Terminal. Service to and from the North Bay is provided by Golden Gate Transit at the Transbay Terminal and along Van Ness Avenue, and ferry service from the Ferry Building. Service to and from the Peninsula and South Bay is provided by Caltrain at its terminal located at Fourth and Townsend Streets, and by the San Mateo County Transit District (SamTrans) at the Transbay Terminal.

The Montgomery Street BART station is located four miles southeast of the project site (accessed via the 38-Geary MUNI line), the Embarcadero BART station is located 4.5 miles east of the site (accessed via the 1-California MUNI line), the Caltrain terminal is located approximately five miles southeast of the project site (accessed via the 38-Geary MUNI line and transfer to the 30-Stockton MUNI line), and the Transbay Terminal is located approximately 4.5 miles east of the project site (accessed via the 1-California or the 38-Geary MUNI lines).

In 2007, the San Francisco County Transportation Authority approved the *Geary Corridor Bus Rapid Transit Study*. The study was initiated in late 2004 and has identified and assessed five alternatives for bus improvements along Geary Boulevard, including dedicated bus lanes, distinctive boarding stations, real-time bus arrival information, and urban design treatments. The study completed preliminary design and assessment of the five alternatives for segments of Geary Boulevard. Implementation of Bus Rapid Transit (BRT) may result in the reconfiguration of the travel lanes and curb parking on Geary Boulevard, and the extent of the changes would depend on the service option selected for implementation (e.g., curbside and center BRT with one median would remove some on-street parking spaces, while center BRT with two medians would result in an increase in on-street parking spaces). With approval of the *Geary Corridor Bus Rapid Transit Study*, environmental review of BRT on Geary Boulevard is being conducted.
Once the project scope is refined through the environmental review, the engineering and construction phases can proceed, with the goal of opening service in 2015.23

**Parking.** The existing parking conditions were examined within a study area generally bounded by 16th Avenue, Balboa Street, 20th Avenue, and California Street. LCW Consulting assessed parking conditions for the weekday midday period (1:00 p.m. to 3:00 p.m.) and the weekday evening period (6:30 p.m. to 8:00 p.m.).

There are approximately 1,440 on-street parking spaces within the study area. In general, the on-street parking within the immediate vicinity of the project site is comprised of one-hour metered spaces (from 9:00 a.m. to 6:00 p.m., Monday through Saturday). In addition, there are several yellow loading zones located near businesses. Further from the project site, on-street parking is unrestricted, except for street cleaning regulations. On Geary Boulevard adjacent to the project site, there is one handicapped-accessible parking space and three metered parking spaces. On 18th Avenue adjacent to the project site there are 11 metered parking spaces and six unrestricted spaces. Overall, during the weekday midday, the on-street parking spaces within the study area are about 74 percent occupied, and during the weekday evening, about 89 percent occupied.

During the weekday midday period, parking occupancy is higher on Geary Boulevard and Anza Street than on nearby side streets, due primarily to activity associated with the retail uses on both streets. Highest parking occupancy is along Geary Boulevard, at about 98 percent. Since there is one-hour metered parking along Geary Boulevard, parking turnover is greater than along the side streets, where parking is generally unrestricted. Parking occupancy on the side streets during the midday period is lower, ranging between 64 and 76 percent. During the weekday evening period, parking occupancy on both Geary Boulevard and nearby side streets is generally close to full (89 percent overall parking occupancy).

The existing surface parking lot on the project site formerly served the Alexandria Theatre and currently accommodates about 50 parking spaces. The lot is a self-pay public parking facility that is not staffed. During weekday and weekend midday surveys, about 15 to 25 of the 50 parking spaces were occupied by various vehicles, including five of the Richmond YMCA's shuttle vans. The shuttle vans were observed parked overnight. The Richmond YMCA is located on 18th Avenue across the street from the project site.

As indicated above, the parking lot is available for paid public parking and the YMCA directs customers to the lot. It should be noted that the previous owners of the project site permitted YMCA employees to park without paying a fee. The parking lot is also used during services at nearby churches.

Loading. There are no loading spaces at the project site.

Pedestrians. A qualitative evaluation of existing conditions was conducted during field visits to the project site on weekday and weekends. Adjacent to the project site, the sidewalks are 13 feet wide on Geary Boulevard and 15 feet wide on 18th Avenue, and crosswalks and pedestrian countdown signals are provided at the signalized intersections on Geary Boulevard adjacent to the project block. In the vicinity of the proposed project, pedestrian volumes throughout the day are low to moderate, averaging less than 300 pedestrians per hour. Overall, the sidewalks and crosswalks were observed to be operating under satisfactory conditions, with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.

Bicycles. There are four bicycle routes in the vicinity of the proposed project, including Bicycle Route #10 on Lake Street, Bicycle Route #20 on Cabrillo Street, Bicycle Route #75 on 23rd Avenue, and Bicycle Route #69 on 15th Avenue. Routes #20, #69 and #75 are Class III facilities (bikes and cars share the same travel lanes). In the vicinity of the project site, Bicycle Route #10 runs as a Class II facility (dedicated bicycle lane). During field surveys very few bicyclists were observed in the vicinity of the proposed project. No substantial safety or right-of-way issues were observed. As part of the 2009 San Francisco Bicycle Plan, undefined minor improvements to Route #69 have been proposed, in addition to an undefined long-term bicycle improvement project on Geary Boulevard between 25th Avenue and Divisadero Street, which currently is not part of the Bicycle Route Network.

Impacts

The April 2007 Transportation Study assumed that the adaptively reused Alexandria Theater building would include an approximately 250-seat theater, 9,862 gsf of retail space, and 8,294 gsf of restaurant space. The Transportation Study also assumed that the new mixed-use building would include 39 two-bedroom residential units, and 15,120 gsf of retail space. As indicated in “A. Project Description,” the proposed project would now include, in the Alexandria Theater building, an approximately 200-221 seat theater, 6,000-6,300 gsf of retail space, and 7,500-7,200 gsf of restaurant space. The mixed-use building would now include 46 residential units, 5,650 gsf of retail space, and 900 gsf of food service uses (considered in this analysis to be restaurant space). Comparatively, the total retail component has been reduced from 24,982 gsf to 12,830...
13,130 gsf; the restaurant component has been increased from 8,294 gsf to 8,400 gsf; the residential component has been increased from 39 to 46 units, and the theater component remains the same. has been reduced from 250 seats to 221 seats.

As a result of the above changes to the building program and the overall decrease in retail by 12,152-11,852 gsf, the trip generation for the proposed project would decrease from 6,081 daily trips to 4,348 daily trips, as explained under Trip Generation, below. Given the decrease in trip generation, the Transportation Study provides a conservative analysis of the proposed project's transportation impacts. The impact analysis and conclusions from the Transportation Study are thus still appropriate for the proposed project and are summarized below.

**Trip Generation.** Trip generation rates were developed using the Planning Department's Transportation Impact Analysis Guidelines for Environmental Review, October 2002 (SF Guidelines), and from information provided by the Planning Department and the project sponsor. The guidelines are published by the City and County of San Francisco, and provide person trip generation rates, mode split, and vehicle occupancy information for each land use. The person-trip generation for the proposed residential and retail uses includes trips made by residents, employees, and visitors to the proposed project. Person-trip generation is based on daily and weekday PM peak hour trip generation rates (number of trips per unit, number of trips per 1,000 gsf of use, and number of trips per theater seat) provided in the SF Guidelines.

The trip generation per the April 2007 Transportation Study is shown in Table 2, Person – Trip Generation (per 2007 Transportation Study), p. 66. As shown in Table 2, the proposed project would generate about 6,081 person-trips (inbound and outbound) on a weekday daily basis, and 693 person-trips during the weekday PM peak hour.

**TABLE 2**
PERSON – TRIP GENERATION (PER 2007 TRANSPORTATION STUDY)

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>Daily Trip Rate</th>
<th>PM Peak Hour as % of Daily</th>
<th>Person-Trips</th>
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<tr>
<td>Residential</td>
<td>39 units</td>
<td>10.0 per unit</td>
<td>17.3%</td>
<td>390</td>
</tr>
<tr>
<td>Retail</td>
<td>24,982 gsf</td>
<td>150 per 1,000 gsf</td>
<td>9.0%</td>
<td>3,747</td>
</tr>
<tr>
<td>Restaurant</td>
<td>8,294 gsf</td>
<td>200 per 1,000 gsf</td>
<td>13.5%</td>
<td>1,659</td>
</tr>
<tr>
<td>Theater</td>
<td>252 seats</td>
<td>1.13 trips per seat</td>
<td>23.0%</td>
<td>285</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>6,081</td>
</tr>
</tbody>
</table>

The trip generation from the current building program is shown in Table 3, below. As shown, the current building program would generate about 4,348 4,300 person-trips (inbound and outbound) on a weekday daily basis, and 545-533 person-trips during the weekday PM peak hour. Comparatively, the 6,081 daily person trips in the 2007 Transportation Study is greater than the 4,348 4,300 daily person trips under the current site plan by about 29.29 percent. The 693 PM peak hour trips in the Transportation Study is greater than the 545-533 PM peak hour trips person trips under the current site plan by about 24.22 percent. As such, the subsequent discussions are based on the 2007 Transportation Study, which provides a conservative analysis of the proposed project’s transportation impacts.

### TABLE 3
PERSON – TRIP GENERATION (PER CURRENT PLANS)

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Size</th>
<th>Daily Trip Rate</th>
<th>PM Peak Hour as % of Daily</th>
<th>Person-Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Daily PM</td>
</tr>
<tr>
<td>Residential</td>
<td>46 units</td>
<td>10.0 per unit</td>
<td>17.3%</td>
<td>460 80</td>
</tr>
<tr>
<td>Retail</td>
<td>42,830 13,130 gsf</td>
<td>150 per 1,000 gsf</td>
<td>9.0%</td>
<td>4,925 1,970 173 177</td>
</tr>
<tr>
<td>Restaurant</td>
<td>8,490 8,100 gsf</td>
<td>200 per 1,000 gsf</td>
<td>13.5%</td>
<td>4,690 1,620 227 219</td>
</tr>
<tr>
<td>Theater</td>
<td>269-221 seats</td>
<td>1.13 trips per seat</td>
<td>23.0%</td>
<td>283250 6657</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td>4,348 4,300 545 533</td>
</tr>
</tbody>
</table>

Note:
a. The total trip generation is conservative since the plans have been revised to reflect a less intensive building program.

The reduction in trip generation due to the changes to the land use mix with the proposed project would translate into fewer vehicle trips to/from the project site than the 2007 transportation study analyzed. In addition, as indicated under the Mode Splits discussion below, during the weekday PM peak hour, the proposed project would result in approximately 34 net-new vehicle trips to the site, as compared to the 65 net-new vehicle trips reported in the 2007 Transportation Study. Overall, the impact of the vehicle trips generated by the proposed project on the local transportation network would be lower than what was reported in the 2007 Transportation Study. As with the original Transportation Study, there would be no significant and unavoidable traffic impacts at nearby intersections. A credit for the recently discontinued theater use was applied to the PM peak hour trip generation calculations. Taking into account this credit, the proposed project would generate 34 net-new vehicle trips (20 inbound and 14 outbound vehicle-trips) during the weekday PM peak hour.
Mode Splits. The project-generated person-trips in the Transportation Study were assigned to travel modes in order to determine the number of auto, transit and “other” trips (walk, bicycle, motorcycle, taxi, and additional modes). Mode split information for the residential uses was based on the 2000 U.S. Census journey to work data for census tract 426, in which the project site is located. Mode split information for the retail, restaurant, and theater uses was based on information contained in the SF Guidelines. An average vehicle occupancy rate, as obtained from the U.S. Census (for the residential uses) and from the SF Guidelines (for the retail, restaurant, and theater uses) was applied to the number of auto person-trips to determine the number of vehicle-trips generated by the project.

The trips generated by the existing ground-floor retail uses in the Alexandria Theatre are included in the Existing conditions. Typically, when a project site is occupied by existing land uses, the number of trips generated by the uses is subtracted or credited from the trips generated by the proposed uses in order to determine the number of net-new trips. However, since the number of trips generated by these retail uses during the PM peak hour is limited, as a conservative analysis, the vehicle-trips associated with the existing uses were not subtracted neither from the project travel demand estimates, nor from the existing traffic volumes at the study intersections. (The 2007 Transportation Study, p. 17, notes that the number of trips generated by the existing retail uses is limited, and, as a conservative analysis, those trips were not subtracted from the total project trips.)

However, a credit to the PM peak-hour travel demand calculations was taken for the discontinued theater land uses. The closed theater contained 1,133 seats in three auditoriums and the project would contain one screening room with 250–221 seats. The credit for the discontinued use was based on trip rates derived from traffic counts conducted at a similar theater during the PM peak hour.

Also, an internal linked trip factor of five percent was applied to the PM peak hour trip generation calculations for the retail, restaurant, and theater uses to take into account that some individuals would visit two or more of the proposed land uses (e.g., restaurant and theater, or restaurant and retail) without leaving the site. In other words, trips for the commercial uses were reduced five percent from the total trips for individual uses.

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24 The total 13,130 gsf of retail space with the project includes the existing 1,180 gsf of retail space that would be retained. See Table 1, p. 7.

25 The 2007 Transportation Study, Appendix F describes that the discontinued theater uses generated about 623 PM peak-hour person-trips, or 169 vehicle trips, and that those trips were subtracted from the total project trips to provide net trips.
As reported in the *Transportation Study*, the proposed project would generate 38 net-new person trips in the weekday PM peak hour, and 65 net-new vehicle trips in the weekday PM peak hour. Of these 65 PM peak hour vehicle trips, 38 (59 percent) would be in-bound to the site and 27 (27 percent) would be outbound. (Comparatively, applying similar credits to the current site plan, the current plan would generate 783 net-new daily vehicle trips and 17 net-new vehicle trips in the weekday PM peak hour.)

**Intersections.** According to the significance criteria used by the Planning Department, the operational impact on signalized intersections is considered significant if project-related traffic causes the intersection level of service to deteriorate from LOS D or better to LOS E or LOS F, or from LOS E to LOS F. The operational impacts on unsignalized intersections are considered potentially significant if project-related traffic causes the level of service at the worst approach to deteriorate from LOS D or better to LOS E or LOS F, and Caltrans signal warrants would be met; or would cause Caltrans signal warrants to be met when the worst approach is already operating at LOS E or LOS F.

A proposed project may result in significant adverse impacts at intersections that operate at LOS E or LOS F under existing conditions depending upon the magnitude of the proposed project’s contribution to the worsening of the average delay per vehicle. In addition, a proposed project would have a significant adverse impact if it would cause major traffic hazards or contribute considerably to cumulative traffic increases that would cause deterioration in levels of service to unacceptable levels.

The 2007 *Transportation Study* evaluated the effects of the weekday PM peak-hour vehicle trips at eight intersections in the project vicinity: Geary Boulevard/Park Presidio; Clement Street/18th Avenue; Geary Boulevard/18th Avenue; Anza Street/18th Avenue; Clement Street/19th Avenue; Geary Boulevard/19th Avenue; Anza Street/19th Avenue; and Geary Boulevard/25th Avenue. During the PM peak hour all of these intersections currently operate at LOS C or better (acceptable conditions), with the exception of the Geary Boulevard/Park Presidio intersection which operates at LOS E conditions.

Under the Existing-Plus-Project conditions, all eight study intersections would operate at the same LOS as with existing conditions with relatively small changes to the delays at any of the intersections (see Table 4, Intersection Level of Service Analysis, below). The intersection of

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26 LCW Consulting, *5400 Geary Boulevard Transportation Study, Case No. 2004.0482E, April 2007*. A copy of this report is available for public review at the Planning Department, 1660 Mission Street, Suite 500, as part of the file Case No. 2004.0852E.
Geary Boulevard/Park Presidio would continue to operate at LOS E (unacceptable conditions) with an average delay of 74.2 seconds. The proposed project would contribute 15 vehicles during the weekday PM peak hour to the westbound movement, which would represent 1.4 percent of the total westbound approach volumes.

### TABLE 4
INTERSECTION LEVEL OF SERVICE ANALYSIS

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Existing LOS</th>
<th>Existing Avg. Delay (Sec./Veh)</th>
<th>Existing-plus-Project LOS</th>
<th>Existing-plus-Project Avg. Delay (Sec./Veh)</th>
<th>Cumulative LOS</th>
<th>Cumulative Avg. Delay (Sec./Veh)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geary Blvd/Park Presidio</td>
<td>E</td>
<td>73.0</td>
<td>E</td>
<td>74.2</td>
<td>F</td>
<td>&gt;80</td>
</tr>
<tr>
<td>Geary Blvd/18th Ave</td>
<td>B</td>
<td>16.8</td>
<td>B</td>
<td>17.5</td>
<td>C</td>
<td>20.9</td>
</tr>
<tr>
<td>Geary Blvd/19th Ave</td>
<td>B</td>
<td>17.3</td>
<td>B</td>
<td>17.4</td>
<td>C</td>
<td>25.5</td>
</tr>
<tr>
<td>Geary Blvd/25th Ave</td>
<td>C</td>
<td>24.3</td>
<td>C</td>
<td>24.3</td>
<td>D</td>
<td>42.3</td>
</tr>
<tr>
<td>Clement St/18th Ave*</td>
<td>B</td>
<td>11.3</td>
<td>B</td>
<td>11.6</td>
<td>B</td>
<td>13.4</td>
</tr>
<tr>
<td>Clement St/19th Ave*</td>
<td>B</td>
<td>10.7</td>
<td>B</td>
<td>10.8</td>
<td>B</td>
<td>12.1</td>
</tr>
<tr>
<td>Anza St/18th Ave*</td>
<td>A</td>
<td>9.2</td>
<td>A</td>
<td>9.3</td>
<td>A</td>
<td>9.9</td>
</tr>
<tr>
<td>Anza St/19th Ave*</td>
<td>A</td>
<td>9.6</td>
<td>A</td>
<td>9.6</td>
<td>B</td>
<td>10.5</td>
</tr>
</tbody>
</table>

**Source:** LCW Consulting, 2007.

**Note:**
* Worst minor street movement LOS and delay are reported for two-way stop controlled (unsignalized) intersections.

The proposed project's traffic contribution to the intersection of Geary Boulevard/Park Presidio would not be considered significant based on an examination of the traffic volumes for the traffic movements which determine LOS performance at this intersection. The proposed project would generally add traffic to movements which would continue to operate satisfactorily. Where the proposed project would add a few vehicles to movements which operate poorly under the existing conditions, the proposed project's contributions to these movements would be small and would not materially affect overall LOS performance. Thus, proposed project traffic would not result in a considerable contribution to traffic conditions, and would not result in a significant impact on intersection level of service.

**Transit Impacts.** A proposed project would have a significant effect on transit if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in delays or operating costs such that significant adverse impacts in transit service levels could result.
The 2007 Transportation Study analyzed public transit demand that would be generated by the proposed project. Transit trips to and from the project site would utilize the nearby MUNI lines and transfer to other MUNI bus and light rail lines, or to regional transit providers including Caltrain, SamTrans, AC Transit, Golden Gate Transit, and BART. Due to the credit for the trip generation from the discontinued theater, the proposed project would result in a net reduction in transit trips to the site. The existing 1,113-seat theater generated more peak-hour transit trips than would the proposed project. The retail, restaurant, theater, and residential uses would generate an estimated reduction of 61 total in-bound and outbound transit trips during the PM peak hour compared to conditions when the theater was in full operation. Because the proposed project would result in a net reduction in transit trips, transit impacts would be less than significant.

Since the proposed project's vehicular access would be on 18th Avenue where there are no bus lines or bus stops, it is not anticipated that vehicle trips to or from the project site would conflict with MUNI bus operations. Vehicles turning onto 18th Avenue would not conflict with the 38 Geary bus stops at 17th and 20th Avenues. As indicated above, the San Francisco County Transportation Authority is currently studying options for bus rapid transit on Geary Boulevard. The proposed project would not conflict with or preclude implementation of BRT in the project vicinity; however, implementation of BRT could potentially result in the elimination or reduction of the diagonal curb parking on Geary Boulevard. This impact would not be a result of the proposed project.

**Pedestrians.** A proposed project would have a significant effect on the pedestrian environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Pedestrian trips would include walk trips to and from the residential, restaurant, theater, and retail uses, plus walk trips to and from the MUNI bus stops on Geary Boulevard. The proposed project would generate 172 pedestrian trips during the PM peak hour. With an existing credit of 133 trips and nine linked trips, the proposed project would have resulted in a net increase of approximately 30 trips (pedestrian trips could include bicycle, motorcycle, and taxi trips) during the PM peak hour.

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27 The 2007 Transportation Study, Appendix F describes that the discontinued theater uses generated about 149 PM peak-hour transit trips, and that those trips were subtracted from the total project transit trips to provide net trips. In this case, there would be a net reduction in transit trips compared to conditions when the theater was in full operation.
These new pedestrian trips could be accommodated on the existing sidewalks and crosswalks adjacent to the project site and would not substantially affect the current pedestrian conditions along Geary Boulevard or 18th Avenue. As the adjacent sidewalks are 13 to 15 feet wide and currently have moderate pedestrian activity during the weekday PM peak hour, pedestrian conditions would continue to remain acceptable.

The adjacent intersections of Geary Boulevard/18th Avenue and Geary Boulevard/19th Avenue are signalized, and pedestrian crosswalks and pedestrian countdown signals are provided. The new pedestrian trips could be accommodated within the existing crosswalks without affecting pedestrian circulation. Therefore, both the proposed project would have a less-than-significant impact on the pedestrian environment.

Bicycles. A proposed project would have a significant effect if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

It is anticipated that a portion of the 30 "walk/bicycle/other" trips generated by the proposed project would be bicycle trips. There are four bicycle routes in the vicinity of the project site, including Bicycle Route 10 on Lake Street, Bicycle Route 20 on Cabrillo Street, Bicycle Route 75 on 23rd Avenue, and Bicycle Route 69 on 15th Avenue. Routes 20, 69, and 75 are Class III facilities; bicyclists and cars must share the same travel lanes. Route 10 is a Class II facility, providing a dedicated bicycle lane.

Although the proposed project would result in an increase in the number of vehicles in the vicinity of the project site, this increase would not be substantial enough to affect bicycle travel in the area.

The Planning Code requires the proposed project to include 23 bicycle spaces. The Planning Code would not require the provision of shower/locker facilities because the 5,650-square-foot retail component of the new mixed-use building would be less than 25,000 square feet (Section 155.3(d)). Per Section 155.3(d) of the Planning Code, since the proposed project would provide less than 10,000 gsf of retail in the new mixed-use building, it would not be required to provide showers or lockers.

Based on the current site plans, the proposed project would include 32 bicycle lockers to be located on basement level of the mixed use building. The proposed project would provide 32 bicycle spaces, or 9 spaces more than the code requirement. As such, the proposed project would comply with Planning Code bicycle requirements.
Parking. San Francisco does not consider parking supply as part of the permanent physical environment. Parking conditions are not static, as parking supply and demand varies from day to day, from day to night, from month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel.

Parking deficits are considered to be social effects, rather than impacts on the physical environment as defined by CEQA. Under CEQA, a project’s social impacts need not be treated as significant impacts on the environment. Environmental documents should, however, address the secondary physical impacts that could be triggered by a social impact. (CEQA Guidelines § 15131(a).) The social inconvenience of parking deficits, such as having to hunt for scarce parking spaces, is not an environmental impact, but there may be secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality impacts, safety impacts, or noise impacts caused by congestion. In the experience of San Francisco transportation planners, however, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit service, taxis, bicycles or travel by foot) and a relatively dense pattern of urban development, induces many drivers to seek and find alternative parking facilities, shift to other modes of travel, or change their overall travel habits. Any such resulting shifts to transit service in particular, would be in keeping with the City’s “Transit First” policy. The City’s Transit First Policy, established in the City’s Charter Section 16.102 provides that “parking policies for areas well served by public transit shall be designed to encourage travel by public transportation and alternative transportation.”

The 2007 Transportation Study accounted for potential secondary effects, such as cars circling and looking for a parking space in areas of limited parking supply, by assuming that all drivers would attempt to find parking at or near the project site and then seek parking farther away if convenient parking is unavailable. Moreover, the secondary effects of drivers searching for parking is typically offset by a reduction in vehicle-trips due to others who are aware of constrained parking conditions in a given area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the project site would be minor, and the traffic assignments used in the 2007 Transportation Analysis, as well as in the associated air quality, noise and pedestrian safety analyses, reasonably addresses potential secondary effects.

As noted previously, weekday midday (1:00 p.m. to 3:00 p.m.) and evening (6:30 p.m. to 8:00 p.m.) on-street parking conditions were evaluated for a study area bounded by 16th Avenue, Balboa Street, 20th Avenue and California Street.
Based on the current plans, the proposed project would have a total of 136 standard parking spaces and five handicapped-accessible parking spaces within the mixed-use building. 84 standard spaces and two handicapped-accessible spaces would be on the basement level for the commercial uses (via the use of parking lifts which allow two cars to stack in each parking stall), and 50 standard spaces and three handicapped-accessible spaces would be independently-accessible parking spaces provided on the sub-basement level, for the residential uses. Five handicapped-accessible parking spaces would be included.

As shown in Table 5, below, the residential component would have a long-term demand of 69 spaces. The long-term residential demand generally occurs during the evening and overnight hours, and the residential demand of 69 spaces would not be fully accommodated within the residential parking supply of 50 parking spaces, resulting in a shortfall of 49 spaces. This shortfall would be accommodated on-street (on-street parking spaces are not time-limited overnight) or in the first level of the parking garage. Since the evening on-street parking occupancy in the study area is 89 percent, on-street supply is available to accommodate the additional demand from the proposed project.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Demand</th>
<th>Planning Code Section 151 Minimum</th>
<th>Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential (Proposed)</td>
<td>69</td>
<td>46</td>
<td>66.48</td>
</tr>
<tr>
<td>Retail, restaurant, theater</td>
<td>68</td>
<td>99</td>
<td>86</td>
</tr>
<tr>
<td>Total (New)</td>
<td>137</td>
<td>145</td>
<td>136.137</td>
</tr>
</tbody>
</table>

Notes: 1 The retail, restaurant and theater parking demand includes the credit for the discontinued theater use of 74 spaces, as discussed in the 2007 Transportation Study, Appendix F.

During the weekday midday, the residential parking demand is estimated to be about 55 spaces, which is 80 percent of the overnight parking demand described in the previous paragraph. In addition, the retail, restaurant, and theater uses would generate a net-new parking demand (taking into account the credit for parking demand associated with the recently discontinued theater use) of 67-68 spaces, for a total demand of 137 spaces. Since the proposed project would provide 136 parking spaces, there would be a deficit of one space during the weekday midday the parking demand would be met on-site.
It should also be noted that the existing surface parking lot on the project site contains about 50 spaces and is a public parking facility. Vehicles currently using the lot would be displaced and could be accommodated on-street. During weekday midday field surveys, between 15 and 25 of the parking spaces were observed to be occupied. Vehicles parked in the existing surface lot would need to be accommodated on-street, which would result in an increase in the overall midday occupancy to 74 percent.

The driveway for the garage would eliminate one on-street parking space. However, since the existing driveway to the surface parking lot on the site would be eliminated, there would not be any net reduction in the number of on-street parking spaces on 18th Avenue.

**Parking Requirements.** For the proposed project, *Planning Code* Section 151 would require 46 independently-accessible parking spaces for the residential uses (one space per unit) and 26 spaces for the retail use (one for each 500 sf of occupied floor area where the occupied floor area exceeds 5,000 sf), 42 spaces for the restaurant use (one for each 200 sf of occupied floor area, where the occupied floor area exceeds 5,000 sf), and 42 spaces for the theater use (one for each eight seats where the number of seats exceeds 50 seats). In total, *Planning Code* Section 151 would require the proposed project to provide 145 parking spaces; the proposed project would provide 137 spaces. As such, there would be a *Planning Code* deficit of nine spaces.

*Planning Code* Article 1.5, Section 155 (i) requires one of every 25 off-street parking spaces to be designed and designated for handicapped persons. Based on this requirement, the proposed project would be required to provide five handicapped spaces and the proposed project would provide five handicapped spaces. The ceiling height of 12 feet for the first and second below-grade garage levels would meet the design requirements for van-accessible parking spaces.

As noted above, San Francisco does not consider parking supply as part of the permanent physical environment. Furthermore, because the proposed project would provide an adequate amount of parking spaces, consistent with *Planning Code* requirements, this would be a less-than-significant impact. Although not required, the proposed project would implement Improvement Measure I-TR-1, p. 78, to reduce the proposed project's parking demand.

**Loading.** According to the significance criteria used by the Planning Department, a project would have a significant effect on the environment if it would result in a loading demand during the peak hour of loading activities that could not be accommodated within proposed on-site loading facilities or within convenient on-street loading zones, and created potentially hazardous conditions or significant delays affecting traffic, transit, bicycles or pedestrians.
The delivery/service vehicle demand is estimated based on the methodology and truck trip generation rates presented in the SF Guidelines. Delivery/service vehicle demand is based on the types and amount of land uses. Based on the 2007 Transportation Study, the proposed project would generate about 37 truck trips per day, which would result in a demand for about two loading spaces during both the average and the peak hour of loading activities. About 80 percent of the truck trips and demand for two loading spaces during the average and peak hours of loading activities would be generated by the proposed restaurant uses.

It is anticipated that most of the delivery/service vehicles that would be generated by the proposed project would consist of small trucks and vans for the new retail and restaurant uses. In addition, the residential uses would generate an occasional demand for large and small moving vans.

**Loading Requirements.** The San Francisco Planning Code does not require a loading space for the proposed project because the retail and restaurant component of the new mixed-use building would be less than 10,000 gsf.

The uses within the renovated theater would be served from existing on-street metered commercial loading spaces on Geary Boulevard or from the proposed commercial vehicle loading spaces on 18th Avenue. Deliveries to the proposed restaurant, retail, and theater uses would need to be carted from the proposed on-street loading spaces on either 18th Avenue or the existing Geary Boulevard space to the renovated theater building entrance on Geary Boulevard. As noted above, about 80 percent of the demand for two loading spaces during the average and peak hours of loading activities would be generated by the proposed restaurant uses.

Overall, the proposed project would have adequate loading space to meet demand, and therefore, would not have a significant adverse effect on loading conditions.

Residential move-in and move-out activities are anticipated to occur from the curb on 18th Avenue. Curb parking on 18th Avenue could be reserved through the local station of the San Francisco Police Department.

Waste and recycling materials would be carted to the gated waste storage area located within the rear yard of the new building. A 7.5-foot access pathway would be provided between the new building and the renovated theater building for access between the waste storage area and 18th Avenue. Waste and recycling from the renovated theater building would need to be carted along 18th Avenue to the storage area, while waste and recycling would be carted from the new building to the storage area.
Construction. According the significance criteria used by the Planning Department, construction-related impacts generally would not be considered significant due to their temporary and limited duration.

Potential construction impacts for the project analyzed in the 2007 Transportation Study and the proposed project would be very similar. Impacts would be associated with the delivery of construction materials and equipment, removal of construction debris, and parking for construction workers. Detailed information on the construction program for the proposed project is not currently available from the project sponsor, and was estimated based on information on similar projects. It is anticipated that construction would take approximately 24 months. Detailed plans for construction activities have not yet been finalized; however, there would be four primary construction phases, which would partially overlap: Phase 1, Demolition; Phase 2, Excavation and Shoring; Phase 3, Building Construction; and Phase 4, Interior and exterior finishes.

Construction related activities would typically occur Monday through Friday (7:00 a.m. to 5:30 p.m.) and Saturday (8:00 a.m. to 2:00 p.m.). Construction staging would occur primarily on-site. It is anticipated that all or a portion of the sidewalk along the project site (on Geary Boulevard and 18th Avenue) would be closed during construction and, if necessary, a temporary pedestrian walkway would be constructed in the adjacent curb lane. It is not anticipated that the temporary pedestrian walkway would substantially affect pedestrian flows on Geary Boulevard or 18th Avenue. No regular traffic lanes are expected to be closed during construction. However, if it is determined that temporary lane closures would be needed, they would be coordinated with the City in order to minimize impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT). Since there are no MUNI bus stops along the project site frontage, it is not anticipated that any bus stops would need to be relocated during construction.

Throughout the construction period, there would be a flow of construction-related trucks in and out of the site. Also, construction workers would be traveling to and from the project site. The impact of construction truck traffic would be a temporary decrease in the capacities of local streets due to the slower movement and larger turning radii of trucks, which may affect traffic
operations. The peak number of truck trips is anticipated to occur during the building construction phase, likely during the concrete pour. It is anticipated that a majority of the construction-related truck traffic would use Geary Boulevard for access to and from the site. However, it is anticipated that the addition of these trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed project.

Construction workers who drive to the site would cause a temporary parking demand and would park on-site or on-street. However, it is anticipated that the addition of the worker-related vehicle- or transit-trips would not substantially affect transportation conditions, as any impacts on local intersections or the transit network would be similar to, or less than, those associated with the proposed construction. Construction workers who drive to the site would cause a temporary parking demand, and would park on-site or on-street.

Although not required, the project sponsor would implement Improvement Measure I-TR-3, described on p. 79, to further reduce construction-related impacts.

Prior to construction, the project contractor would coordinate with MUNI's Street Operations and Special Events Office to coordinate construction activities and reduce any impacts to transit operations.

Improvement Measure I-TR-5a, I-TR-5b, and I-TR-5c, below, have been incorporated to address potential parking, loading, and construction effects related to construction of the proposed project. Implementation of these improvement measures would improve the less-than-significant impacts to parking, loading, and construction effects.

Improvement Measure I-TR-5a: Parking

As improvement measures to reduce the proposed project's parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor would provide a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules, and fares), information on where Fast Passes could be purchased, and information and an application for the Bay Area's RIDES carpooling program.

Improvement Measure I-TR-5b: Loading

The project sponsor shall request that two of the 11 metered parking spaces adjacent to the project site on 18th Avenue be converted to commercial vehicle loading/unloading spaces for a limited duration (e.g., from 8:00 a.m. to 3:00 p.m.).
This change to the existing curb parking regulation would need to be approved at a public hearing through the Department of Parking and Traffic.

**Improvement Measure I-TR-5c: Construction Traffic**

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times if approved by the Traffic Engineering Department of Parking and Traffic (DPT)) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor(s) shall meet with the DPT, the Fire Department, MUNI, the Planning Department, and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the proposed project. The temporary parking demand by construction workers shall be met on-site, on-street, or within other off-street parking facilities.

**Impact TR-6: The proposed project, in combination of past, present, and reasonably foreseeable future projects, would have less-than-significant transportation cumulative impacts. (Less than Significant)**

To develop 2020 cumulative traffic volumes, the 2007 Transportation Study assumed an annual growth rate of 1.0 percent per year (total growth rate of 16.1 percent for 15-year period between 2005 and 2020). These future traffic volumes were used to forecast the LOS conditions at the eight study intersections under 2020 cumulative conditions during the PM peak hour. As shown in Table 4, Intersection Level of Service Analysis, p. 70, all study intersections would continue to operate at LOS D or better (acceptable conditions), with the exception of the Geary Boulevard/Park Presidio intersection, which would operate at LOS F with an average delay of more than 80 seconds.

Based on the 2007 Transportation Study, the proposed project would contribute minimally to the total 2020 cumulative traffic volumes at the study intersections, between 0.4 and 3.3 percent, based on the net traffic generation for the project, discussed on p. 66. The proposed project's contribution to the growth in traffic volumes between existing and 2020 cumulative conditions would be between 2.5 and 22.6 percent. The proposed project's traffic would not represent a considerable contribution to the adverse cumulative conditions, and the proposed project...
would not have a significant traffic impact at the intersection of Geary Boulevard/Park Presidio. No mitigation would be required.

As mentioned in the Project Description a duplex is proposed separately on the adjacent Lot 7. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects.

The proposed project would not contribute to significant adverse cumulative effects on transit, pedestrian, or parking conditions.

<table>
<thead>
<tr>
<th>Topics:</th>
<th>Potentially Significant Impact</th>
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<th>No Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>6. NOISE—Would the project:</td>
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<tr>
<td>a) Result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</td>
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<tr>
<td>b) Result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?</td>
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<tr>
<td>c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☑</td>
<td>☑</td>
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<tr>
<td>d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</td>
<td>☑</td>
<td>☑</td>
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<tr>
<td>e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?</td>
<td>☑</td>
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<tr>
<td>f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?</td>
<td>☑</td>
<td>☑</td>
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<tr>
<td>g) Be substantially affected by existing noise levels?</td>
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</table>

Impact NO-1: The proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity, nor would not expose persons to noise levels in excess of standards established in the local general plan or noise ordinance. (Less than Significant)

The Environmental Protection Element of the General Plan contains Land Use Compatibility Guidelines for Community Noise. These guidelines, which are similar to, but differ somewhat from, state guidelines promulgated by the Governor’s Office of Planning and Research, indicate
maximum acceptable exterior noise levels for various newly developed land uses. For residential uses, the maximum “satisfactory” exterior noise level without incorporating noise insulation into a project is 60 dBA (Ldn), while the guidelines indicate that residential development should be discouraged at exterior noise levels above 65 dBA (Ldn). Where exterior noise levels exceed 65 dBA, a detailed analysis of noise reduction requirements would be necessary prior to final review and approval, and new construction or development of residential uses will require that noise insulation features be included in the design. In addition, Title 24 of the California Code of Regulations establishes uniform noise insulation standards for residential projects. Title 24’s requirements for interior noise levels is that with windows closed, exterior noise sources shall not exceed 45 decibels in any habitable room (Title 24 requirements for residential structures other than detached single-family dwellings).

The existing noise environment in the project area is typical of noise levels in San Francisco, with primary sources of noise being the project site’s proximity to traffic on Geary Boulevard, including its MUNI bus lines and other local street traffic in the vicinity. The intersection of 18th and Geary is signal-controlled and thus traffic-related noise coming from that intersection would vary from stopped traffic to moving vehicles. Based on modeling of traffic noise volumes conducted by the San Francisco Department of Public Health (DPH), the project site has ambient traffic noise levels within the ranges to discourage such uses, with some near-road portions of the proposed project having ambient conditions that range from 65 - 70 dBA. Therefore, the proposed project would locate new residential units, considered to be sensitive receptors, in an environment with noise levels above those considered normally acceptable for residential uses, and the project sponsor would be required by the Department of Building Inspection and Title 24 to incorporate noise insulation features in the project to maintain an interior noise level of 45 dBA. It is anticipated that, at a minimum, sound-rated windows and/or doors would be installed as part of the proposed project. The DBI would review project plans for compliance with Title 24 noise standards. Compliance with Title 24 standards and with the General Plan would ensure that effects from exposure to ambient noise would not result in significant impacts, either individually or cumulatively.

The occupancy and operation of the proposed project would generate noise from ventilators, the restaurant exhaust and HVAC (heating, ventilation, and air conditioning) system, and other mechanical equipment. The proposed project would comply with the San Francisco Noise Ordinance, San Francisco Police Code Section 2909, Fixed Source Levels, which regulates

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mechanical equipment noise. At the project location, operational noise would not be expected
to be noticeable, given background noise levels along Geary Boulevard.

Vehicular traffic makes the greatest contribution to ambient noise levels throughout most of San
Francisco. Traffic noise created by the proposed project would be due to additional automobiles
and truck deliveries, and trips to and from the site generated by the residential and commercial
uses. Peaks in noise would correspond to visitation of the retail uses and restaurant, as well as
the daily commuting of some residents. The residential uses in the neighborhood are sensitive
receptors. An approximate doubling of traffic volumes in the project area would be necessary
to produce an increase in ambient noise levels noticeable to most people, including these
sensitive receptors. As discussed above in Checklist Item 4, Transportation/Circulation, the
proposed project would increase vehicle trips to the project site, but would not cause a doubling
in traffic volumes in the project area. This increase in vehicle trips would not have a noticeable
effect on ambient noise levels in the project vicinity, nor would the project contribute to any
potential cumulative traffic noise effects.

In summary, the operational noise from the proposed project, including traffic-related noise,
would not significantly increase the ambient noise levels in the project vicinity.

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

Demolition, excavation, and project construction would temporarily increase noise in the
project vicinity. During the majority of construction activity, noise levels would be above
existing levels in the project area. Construction noise would fluctuate depending on the
construction phase, equipment type and duration of use, distance between noise source and
listener, and presence or absence of barriers. Pile driving is not anticipated for the proposed
project.29 There would be times when noise could interfere with indoor activities in nearby
retail, residential, and recreational uses. Construction noise would be intermittent and limited
to the period of construction.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police
Code). The ordinance requires that noise levels from individual pieces of construction

equipment, other than impact tools, not exceed 80 decibels (dBA) at a distance of 100 feet from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Directors of the Department of Public Works (DPW) or Department of Building Inspection (DBI). Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the proposed project property line, unless a special permit is authorized by the Director of the DPW or DBI. Compliance with the Noise Ordinance would reduce most potential construction noise impacts to a less than significant level, including noise effects for residential uses in the immediate vicinity, considered sensitive receptors. However, in the case that construction would require pile-driving, the project sponsor would be required to implement Mitigation Measure M-NO-2, to ensure project construction noise would not substantially increase the ambient noise level of the surrounding area, or result in ground-borne noise or vibration effects.

Construction noise is a localized effect and it is unlikely that construction would occur for another project at the same time as and close enough to the proposed project to result in cumulative impacts. Therefore, construction-related project impacts would not contribute to an adverse cumulative noise impact.

Mitigation Measure M-NO-2: Construction Noise

If pile-driving were required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.

A decibel (dB) is the unit of measurement used to express the intensity of loudness of sound. A decibel is one-tenth of a unit called a bel. Sound is composed of various frequencies. The human ear does not hear all sound frequencies. Normal hearing is within the range of 20 to 20,000 vibrations per second. As a result, an adjustment of weighting of sound frequencies is made to approximate the way that the average person hears sounds. This weighting system assigns a weight that is related to how sensitive the human ear is to each sound frequency. Frequencies that are less sensitive to the human ear are weighted less than those for which the ear is more sensitive. The adjusted sounds are called A-weighted levels (dBA).
Impact NO-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative noise impacts. (Less than Significant)

Construction activities typically occur on a given project site on a similarly temporary basis. Because (1) project construction activities would be temporary and intermittent in nature; (2) project construction-related noise would not substantially increase ambient noise levels at locations greater than a few hundred feet from the project site; and (3) as stated above, required construction noise reduction measures would be implemented as required by the City's Noise Ordinance, the contribution of project construction noise in the project site vicinity, would not be considered cumulatively significant.

As noted above under Cumulative Conditions, p. 79, based on trip generation identified in the addendum to the Transportation Study, the proposed project would contribute minimally to the total 2020 cumulative traffic volumes at the study intersections, between 0.4 and 3.3 percent, and the proposed project's contribution to the growth in traffic volumes between existing and 2020 cumulative conditions would be between 2.5 and 22.6 percent. The above mentioned traffic volumes reflect the more conservative trip generation numbers from the Transportation Study and not the addendum to the Transportation Study. See Transportation, p. 58, for more information. Even with the conservative cumulative trip generation, project traffic would not represent a considerable contribution to adverse cumulative traffic conditions; thus, the proposed project would not represent a considerable contribution to adverse traffic-related noise conditions.

Localized traffic noise would increase as a result of cumulative growth in the project vicinity. However, cumulative traffic noise along local streets in the project vicinity would be less than one dBA. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Therefore, sensitive receptors such as adjacent occupants, including residences located in close proximity to these intersections, would not be exposed to substantially greater ambient noise levels, and the traffic noise impact of cumulative development would not be significant.

While the proposed project would contribute operational noise to the project area, which could cumulate with other projects, all projects would be required to adhere to existing regulations

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A 100 percent increase in traffic volume is needed produce a 3 dBA increase at receptors along a road. Based on the projected cumulative traffic volumes in the traffic study, volumes on the streets surrounding the project block would not increase by more than 20 percent. Therefore, the maximum cumulative traffic noise increase would be less than 1 dBA.
regarding operational noise. Therefore, there would be less than significant cumulative impacts related to operational noise.

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<tr>
<td>7. AIR QUALITY – Would the project:</td>
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<tr>
<td>a) Conflict with or obstruct implementation of the applicable air quality plan?</td>
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<td>□</td>
<td>☒</td>
<td>□</td>
<td>□</td>
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<tr>
<td>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</td>
<td>□</td>
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<td>□</td>
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<tr>
<td>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</td>
<td>□</td>
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<td>□</td>
<td>□</td>
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<tr>
<td>d) Expose sensitive receptors to substantial pollutant concentrations?</td>
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<tr>
<td>e) Create objectionable odors affecting a substantial number of people?</td>
<td>□</td>
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Impact AQ-1: Implementation of the proposed project would not result in conflict or obstruct of the local applicable air quality plan or violate an air quality standard. (Less than Significant)

The purpose of the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines is to assist lead agencies in evaluating air quality impacts of projects and plans proposed in the San Francisco Bay Area Air Basin. The Guidelines provide procedures for evaluating potential air quality impacts during the environmental review process consistent with CEQA requirements. The BAAQMD recently issued revised Guidelines that supersede the 1999 BAAQMD CEQA Guidelines.32

According to the BAAQMD, the recently adopted thresholds of significance for criteria air pollutants, greenhouse gas (GHG) emissions, and health risks from new sources emissions are intended to apply to environmental analyses that have begun on or after adoption of the revised CEQA thresholds. Thresholds pertaining to the health risk impacts of sources upon sensitive receptors are intended to apply to environmental analyses begun on or after January 1, 2011. Therefore, the proposed project would be subject to the thresholds identified in the BAAQMD

32 Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, June 2010. p. 3-1.
1999 CEQA Guidelines. However, the following discussion addresses the BAAQMD’s recently adopted CEQA thresholds of significance.

The BAAQMD 2010 CEQA Guidelines notes that the first step in determining the significance of criteria air pollutants and precursors related to project operation and from exhaust during project construction is to compare the attributes of the proposed project with the applicable screening criteria. The purpose of this comparison is to provide a conservative indication of whether construction or operation of the proposed project would result in the generation of criteria air pollutants and/or precursors that exceed the Guidelines’ thresholds of significance. If all of the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment of the project’s air pollutant emissions, and construction or operation of the proposed project would result in a less-than-significant impact on air quality. If the proposed project does not meet all the screening criteria, then project emissions need to be quantified.17

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

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

Construction-Period Exhaust Emissions. The BAAQMD 2010 CEQA Guidelines provides thresholds of significance for construction-related criteria air pollutant and precursor emissions from vehicle exhaust. Based on a review of construction-related criteria for, the proposed project would be below the screening level for construction-related criteria air pollutants and precursors.33 The proposed project would not exceed any of the BAAQMD thresholds of significance; thus, the project would result in a less-than-significant air quality impact related to construction exhaust emissions.

33 Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, June 2010. Table 3-1.
Construction-Period Fugitive Dust Control. Project-related excavation and grading and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing ambient particulate matter from 1998–2000 levels to natural background concentrations in San Francisco would prevent over 200 premature deaths.

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

For fugitive dust emissions, BAAQMD 2010 CEQA Guidelines recommend following the current best management practices approach, which has been a pragmatic and effective approach to the control of fugitive dust emissions. The Guidelines note that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent and conclude that projects that implement construction best management practices will reduce fugitive dust emissions to a less-than-significant level.34

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

The Dust Control Ordinance requires that all site preparation work, demolition, or other construction activities within San Francisco that have the potential to create dust or to expose or disturb more than 10 cubic yards or 500 square feet of soil comply with specified dust control measures whether or not the activity requires a permit from DBI. The Director of DBI may

34 Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, June 2010. Section 4.2.1.
waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

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

- Water all active construction areas at least twice daily;
- Cover all trucks hauling soil, sand, and other loose materials, or require such trucks to maintain at least 2 feet of freeboard;
- Pave, apply water at a minimum three times daily in dry weather, or apply non-toxic soil stabilizers to all unpaved access roads, parking areas, and staging areas;
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas;
- Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public street areas;
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more);
- Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 miles per hour;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways;
- Replant vegetation in disturbed areas as quickly as possible;
- Install wheel washers for all exiting trucks, or wash off the tires of all trucks and equipment prior to leaving the site;
- Install wind breaks, or plant trees/vegetative wind breaks at windward side(s) of construction areas;
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph; and
- Limit the area subject to excavation, grading, and other construction activity at any one time.

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

Operational Air Quality Emissions. For a mid-rise apartment building, the BAAQMD 2010 CEQA Guidelines screening level for operational-related criteria air pollutant and precursor screening level is 494 dwelling units. For restaurant, the screening level is 47,000 sf. For retail, the screening level is
99,000 sf. The proposed project includes 46 dwelling units, 8,400 gsf of restaurant space, and 12,830 sf of retail space and thus is well below the screening level that requires a detailed air quality assessment of air pollutant emissions. The project would not result in the generation of operational-related criteria air pollutants and/or precursors that exceed the BAAQMD’s thresholds of significance. Operation of the proposed project would therefore result in a less-than-significant impact to air quality from criteria air pollutant and precursor emissions.

Impact AQ-2: Implementation of the proposed project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant)

The San Francisco Department of Public Health (DPH) has issued guidance for the identification and assessment of potential air quality hazards and methods for assessing the associated health risks. Consistent with CARB guidance, DPH has identified that a potential public health hazard for sensitive land uses exists when such uses are located within a 150-meter (approximately 500-foot) radius of any boundary of a project site that experiences 100,000 vehicles per day. To this end, San Francisco added Article 38 of the San Francisco Health Code, approved November 25, 2008, which requires that, for new residential projects of 10 or more units located in proximity to high-traffic roadways, as mapped by DPH, an Air Quality Assessment be prepared to determine whether residents would be exposed to potentially unhealthful levels of PM2.5. Through air quality modeling, an assessment is conducted to determine if the annual average concentration of PM2.5 from the roadway sources would exceed a concentration of 0.2 micrograms per cubic meter (annual average). If this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8–10 percent of the range of ambient PM2.5 concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM2.5. Twenty excess deaths per million based on San Francisco’s non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco’s population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.

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35 Bay Area Air Quality Management District (BAAQMD), California Environmental Quality Act Air Quality Guidelines, June 2010. Table 3-1.
37 According to DPH, this threshold, or action level, of 0.2 micrograms per cubic meter represents about 8–10 percent of the range of ambient PM2.5 concentrations in San Francisco based on monitoring data, and is based on epidemiological research that indicates that such a concentration can result in an approximately 0.28 percent increase in non-injury mortality, or an increased mortality at a rate of approximately 20 “excess deaths” per year per one million population in San Francisco. “Excess deaths” (also referred to as premature mortality) refer to deaths that occur sooner than otherwise expected, absent the specific condition under evaluation; in this case, exposure to PM2.5. (San Francisco Department of Public Health, Occupational and Environmental Health Section, Program on Health, Equity, and Sustainability, “Assessment and Mitigation of Air Pollutant Health Effects from Intra-urban Roadways: Guidance for Land Use Planning and Environmental Review, May 6, 2008. Twenty excess deaths per million based on San Francisco’s non-injury, non-homicide, non-suicide mortality rate of approximately 714 per 100,000. Although San Francisco’s population is less than one million, the presentation of excess deaths is commonly given as a rate per million population.)
standard is exceeded, the project sponsor must install a filtered air supply system, with high-efficiency filters, designed to remove at least 80 percent of ambient PM2.5 from habitable areas of residential units.

The project site at 5400 Geary Boulevard is located within the Potential Roadway Exposure Zone, as mapped by DPH. Therefore, pursuant to Article 38 of the San Francisco Health Code, the project sponsor is required to prepare an Air Quality Assessment consistent with DPH guidance. The Air Quality Assessment must be submitted to the Director of DPH. Should the Air Quality Assessment conclude that the PM2.5 concentration at the site is greater than 0.2 micrograms per cubic meter, the project shall be designed and constructed such that ventilation systems remove at least 80 percent of the PM2.5 pollutants from habitable areas. The proposed project would be required to comply with Article 38 of the San Francisco Health Code and therefore, the proposed project would not result in a significant impact from exposure of sensitive receptors to high concentrations of roadway-related pollutants.

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

The proposed project would not result in a perceptible increase or change in odors on the project site or in the vicinity of the project, as it would not include uses prone to generation of odors. For the proposed restaurant use, odor control would be implemented through the permitting process for the use. Observation indicates that surrounding land uses are not sources of noticeable odors, and therefore would not adversely affect project residents, and this impact would be less than significant.

Impact AQ-4: Implementation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment, or, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative air quality impacts. (Less than Significant)

The proposed project would be generally consistent with the General Plan and air quality management plans such as the *Bay Area 2000 Clean Air Plan*, and the *Bay Area 2005 Ozone Strategy*. Additionally, the General Plan, Planning Code, and the City Charter implement various transportation control measures identified in the City's Transit First Program, bicycle parking regulations, transit development fees, and other actions. Accordingly, the proposed project would not contribute considerably to cumulative air quality impacts; nor would it interfere with implementation of the *Bay Area 2005 Ozone Strategy* or the *2001 Ozone Attainment Case No. 2004.0482E*

Final Mitigated Negative Declaration

JUNE 8, 2011
Plan, which are the applicable regional air quality plans developed to improve air quality towards attaining the state and federal air quality standards.

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

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<tr>
<td>8. GREENHOUSE GAS EMISSIONS— Would the project:</td>
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<td>a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</td>
<td>☐</td>
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</tr>
<tr>
<td>b) Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?</td>
<td>☐</td>
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</table>

Environmental Setting

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

While the presence of the primary GHGs in the atmosphere are naturally occurring, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) are largely emitted from human activities, accelerating the rate at which these compounds occur within earth’s atmosphere. Emissions of carbon dioxide are largely by-products of fossil fuel combustion, whereas methane results from off-gassing associated with agricultural practices and landfills. Other GHGs include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, and are generated in
certain industrial processes. Greenhouse gases are typically reported in "carbon dioxide-equivalent" measures (CO₂E).³⁸

There is international scientific consensus that human-caused increases in GHGs have and will continue to contribute to global warming. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity.³⁹

The California Air Resources Board (ARB) estimated that in 2006 California produced about 484 million gross metric tons of CO₂E (MMTCO₂E), or about 535 million U.S. tons.⁴⁰ The ARB found that transportation is the source of 38 percent of the State’s GHG emissions, followed by electricity generation (both in-state and out-of-state) at 22 percent and industrial sources at 20 percent. Commercial and residential fuel use (primarily for heating) accounted for 9 percent of GHG emissions.⁴¹ In the Bay Area, fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) and the industrial and commercial sectors are the two largest sources of GHG emissions, each accounting for approximately 36 percent of the Bay Area’s 96 MMTCO₂E emitted in 2007.⁴² Electricity generation accounts for approximately 16 percent of the Bay Area’s GHG emissions followed by residential fuel usage at 7 percent, off-road equipment at 3 percent and agriculture at 1 percent.⁴³

³⁸ Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in “carbon dioxide-equivalents,” which present a weighted average based on each gas’s heat absorption (or “global warming”) potential.
⁴¹ Ibid.
⁴³ Ibid.
Regulatory Setting

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

Pursuant to AB 32, ARB adopted a Scoping Plan in December 2008, outlining measures to meet the 2020 GHG reduction limits. In order to meet these goals, California must reduce its GHG emissions by 30 percent below projected 2020 business as usual emissions levels, or about 15 percent from today’s levels. The Scoping Plan estimates a reduction of 174 million metric tons of CO2E (MMTCO2E) (about 191 million U.S. tons) from the transportation, energy, agriculture, forestry, and high global warming potential sectors, see Table 6, GHG Reductions from the AB 32 Scoping Plan Sectors, p. 94. ARB has identified an implementation timeline for the GHG reduction strategies in the Scoping Plan. Some measures may require new legislation to implement, some will require subsidies, some have already been developed, and some will require additional effort to evaluate and quantify. Additionally, some emissions reductions strategies may require their own environmental review under CEQA or the National Environmental Policy Act (NEPA).

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

TABLE 6
GHG REDUCTIONS FROM THE AB 32 SCOPING PLAN SECTORS

<table>
<thead>
<tr>
<th>GHG Reduction Measures By Sector</th>
<th>GHG Reductions (MMT CO2E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Sector</td>
<td>62.3</td>
</tr>
<tr>
<td>Electricity and Natural Gas</td>
<td>49.7</td>
</tr>
<tr>
<td>Industry</td>
<td>1.4</td>
</tr>
<tr>
<td>Landfill Methane Control Measure (Discrete Early Action)</td>
<td>1</td>
</tr>
<tr>
<td>Forestry</td>
<td>5</td>
</tr>
<tr>
<td>High Global Warming Potential GHGs</td>
<td>20.2</td>
</tr>
<tr>
<td>Additional Reductions Needed to Achieve the GHG Cap</td>
<td>34.4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>174</strong></td>
</tr>
</tbody>
</table>

Other Recommended Measures

<table>
<thead>
<tr>
<th>Measure</th>
<th>GHG Reductions (MMT CO2E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Operations</td>
<td>1.2</td>
</tr>
<tr>
<td>Agriculture- Methane Capture at Large Dairies</td>
<td>1</td>
</tr>
<tr>
<td>Methane Capture at Large Dairies</td>
<td>1</td>
</tr>
<tr>
<td>Additional GHG Reduction Measures</td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>4.8</td>
</tr>
<tr>
<td>Green Buildings</td>
<td>26</td>
</tr>
<tr>
<td>High Recycling/ Zero Waste</td>
<td></td>
</tr>
<tr>
<td>Commercial Recycling</td>
<td></td>
</tr>
<tr>
<td>Composting</td>
<td>9</td>
</tr>
<tr>
<td>Anaerobic Digestion</td>
<td></td>
</tr>
<tr>
<td>Extended Producer Responsibility</td>
<td></td>
</tr>
<tr>
<td>Environmentally Preferable Purchasing</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>42.8-43.8</strong></td>
</tr>
</tbody>
</table>


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

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

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

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

The most common GHGs resulting from human activity are CO₂, CH₄, and N₂O.⁴⁶ State law defines GHGs to also include hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride. These latter GHG compounds are usually emitted in industrial processes, and therefore not applicable to the proposed project. The GHG calculations presented in this analysis includes an estimate of emissions from CO₂, N₂O, and CH₄. Individual projects contribute to the cumulative effects of climate change by emitting GHGs during construction and operational phases. Both direct and indirect GHG emissions are generated by project operations. Operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with landfill operations.

The proposed project would increase the activity onsite by adaptively reusing the exiting Alexandria Theatre for theatre, retail, and restaurant use, and constructing a new mixed-use building on the adjacent surface parking lot with retail and residential uses. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and commercial operations associated with energy use, water use and wastewater treatment, and solid waste disposal. Construction activities would also result in an increase in GHG emissions.

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

San Francisco’s GHG reduction strategy identifies a number of mandatory requirements and incentives that have measurably reduced greenhouse gas emissions including, but not limited to, increasing the energy efficiency of new and existing buildings, installation of solar panels on building roofs, implementation of a green building strategy, adoption of a zero waste strategy, a construction and demolition debris recovery ordinance, a solar energy generation subsidy, incorporation of alternative fuel vehicles in the City’s transportation fleet (including buses and taxis), and a mandatory composting ordinance. The strategy also identifies 42 specific regulations for new development that would reduce a project’s GHG emissions.

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

- By 2008, determine the City’s 1990 GHG emissions, the baseline level with reference to which target reductions are set;
- Reduce GHG emissions by 25 percent below 1990 levels by 2017;

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• Reduce GHG emissions by 40 percent below 1990 levels by 2025; and
• Reduce GHG emissions by 80 percent below 1990 levels by 2050.

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

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

Based on the BAAQMD’s 2010 CEQA Air Quality Guidelines, projects that are consistent with San Francisco’s Strategies to Address Greenhouse Gas Emissions would result in a less than significant impact with respect to GHG emissions. Furthermore, because San Francisco’s strategy is consistent with AB 32 goals, projects that are consistent with San Francisco’s strategy would also not conflict with the State’s plan for reducing GHG emissions. As discussed in San Francisco’s Strategies to Address Greenhouse Gas Emissions, new development and renovations/alterations for private projects and municipal projects are required to comply with San Francisco’s ordinances that reduce greenhouse gas emissions. Applicable requirements are shown below in Table 7, San Francisco Regulations Applicable to the Proposed Project, p. 98.

Depending on a proposed project’s size, use, and location, a variety of controls are in place to ensure that a proposed project would not impair the State’s ability to meet statewide GHG reduction targets outlined in AB 32, nor impact the City’s ability to meet San Francisco’s local GHG reduction targets. Given that: (1) San Francisco has implemented regulations to reduce greenhouse gas emissions specific to new construction and renovations of private developments and municipal projects; (2) San Francisco’s sustainable policies have resulted in the measured

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success of reduced greenhouse gas emissions levels; (3) San Francisco has met and exceeded AB 32 greenhouse gas reduction goals for the year 2020; (4) current and probable future state and local greenhouse gas reduction measures will continue to reduce a project's contribution to climate change; and (5) San Francisco's Strategies to Address Greenhouse Gas Emissions meet BAAQMD's requirements for a Qualified GHG Reduction Strategy, projects that are consistent with San Francisco's regulations would not contribute significantly to global climate change. The proposed project would be required to comply with these requirements, and was determined to be consistent with San Francisco's Strategies to Address Greenhouse Gas Emissions. As such, the proposed project would result in a less than significant impact with respect to GHG emissions.

TABLE 7
SAN FRANCISCO REGULATIONS APPLICABLE TO THE PROPOSED PROJECT

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Project Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commuter Benefits Ordinance (Environment Code, Section 421)</td>
<td>All employers with more than 20 employees must provide at least one of the following benefit programs: 1. A Pre-Tax Election consistent with 26 U.S.C. § 132(f), allowing employees to elect to exclude from taxable wages and compensation, employee commuting costs incurred for transit passes or vanpool charges, or 2. Employer Paid Benefit whereby the employer supplies a transit pass for the public transit system requested by each Covered Employee or reimbursement for equivalent vanpool charges at least equal in value to the purchase price of the appropriate benefit, or 3. Employer Provided Transit furnished by the employer at no cost to the employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.</td>
</tr>
</tbody>
</table>
| Transit Impact Development Fee (Administrative Code, Chapter 38) | Establishes the following fees for all commercial developments. Fees are paid to the SFMTA to improve local transit services.  
| Economic Activity Category | TIDF/GSF |
| Office Space in New Development in the Downtown Area | $5.00 |
| Cultural/Institution/Education | $10.00 |
| Management, Information and Professional Services | $10.00 |
| Medical and Health Services | $10.00 |
| Production/Distribution/Repair | $8.00 |
| Retail/Entertainment | $10.00 |
| Visitor Services | $8.00 |
| Bicycle Parking (Planning Code, Sections 155.2, 155.4, and 155.5) | The proposed project would include 32 bicycle lockers to be located on basement level of the mixed use building. With 46137 vehicle spaces, the 32 bicycle spaces equates to approximately 1 bicycle space for every 4.26 4.28 vehicle spaces. |
| Car Sharing Requirements (Planning Code, Section 166) | The proposed project would have no spaces dedicated for car sharing as the proposed project parking is of a dual nature for both the commercial and residential occupants. |

49 Chelsea Fordham, San Francisco Planning Department, November 18, 2010, MEA’s GHG Analysis Compliance Checklist for 5400 Geary Blvd.

50 The Commuter Benefits Ordinance applies to all employers with 20 or more employees.
**TABLE 7**

SAN FRANCISCO REGULATIONS APPLICABLE TO THE PROPOSED PROJECT

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Project Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Francisco Green Building Requirements for Energy Efficiency (SF Building Code, Chapter 13C)</td>
<td>The proposed project, in compliance with the Green Building Ordinance, would increase energy efficiency by a minimum of 15% beyond the 2005 Title 24 energy efficiency requirements.</td>
</tr>
<tr>
<td>San Francisco Green Building Requirements for Stormwater Management (Building Code, Chapter 13C)</td>
<td>All projects in San Francisco are required to comply with the SFPUC's stormwater design guidelines, which emphasize low impact development using a variety of Best Management Practices for managing stormwater runoff and reducing impervious surfaces, thereby reducing the volume of combined stormwater and sanitary sewage requiring treatment.</td>
</tr>
<tr>
<td>San Francisco Green Building Requirements for water reduction (Building Code, Chapter 13C)</td>
<td>In compliance with AB-93, the proposed project would reduce potable water for landscaping by 50% and would reduce the amount of potable water used for the commercial portions of the building by 30%.</td>
</tr>
<tr>
<td>San Francisco Green Building Requirements for renewable energy (Building Code, Chapter 13C)</td>
<td>Pursuant to AB-93, the commercial aspects of the new Mixed Use development portion of the proposed project, would be required to meet the enhanced commissioning standard as indicated in LEED credit EA3, assuming construction is completed in 2011. Should construction of the new mixed use development be completed in 2010, the development would be required to provide on-site renewable energy or purchase renewable energy credits pursuant to LEED® Energy and Atmosphere Credits 2 or 6.</td>
</tr>
<tr>
<td>Commercial and Residential Water Conservation Ordinances (Building Code, Chapters 13A and Housing Code, Chapter 12A)</td>
<td>Pursuant to Building Code Chapters 13A and Housing Code Chapter 12A, the following would be included in both the commercial and residential portions of the project: 1. All showerheads have a maximum flow of 2.5 gallons per minute (gpm) 2. All showers have no more than one showerhead per valve 3. All faucets and faucet aerators have a maximum flow rate of 2.2 gpm 4. All Water Closets (toilets) have a maximum rated water consumption of 1.6 gallons per flush (gpf) 5. All urinals have a maximum flow rate of 1.0 gpf 6. All water leaks have been repaired.</td>
</tr>
<tr>
<td>San Francisco Green Building Requirements for solid waste (SF Building Code, Chapter 13C)</td>
<td>Pursuant to Section 1304C.0.4 of the Green Building Ordinance, all new construction, renovation and alterations subject to the ordinance are required to provide recycling, composting and trash storage, collection, and loading that is convenient for all users of the building.</td>
</tr>
<tr>
<td>San Francisco Green Building Requirements for construction and demolition debris recycling (SF Building Code, Chapter 13C)</td>
<td>Pursuant to AB-093, demolition debris in association with the project and with the removal of asphalt in the existing parking lot would meet or exceed the 75% recycling requirements.</td>
</tr>
<tr>
<td>Construction Demolition and Debris Recovery Ordinance (Environment Code, Chapter 14)</td>
<td>The proposed project would be required, pursuant to AB-93, to recycle a minimum of 75% of the demolition and construction debris. The requirements of the Green Building Requirements supersede the Construction Demolition and Debris Recovery Ordinance.</td>
</tr>
<tr>
<td>Street Tree Planting Requirements for New Construction (Planning Code Section 143)</td>
<td>Pursuant to the Street Tree Planting Requirements for New Construction, the proposed project would plant a minimum of eighteen 24-inch box trees along the southern and eastern project boundary. This complies with the requirement of planting one 24-inch box tree for every 20 feet of property that fronts a street.</td>
</tr>
</tbody>
</table>

9. WIND AND SHADOW—Would the project:

a) Alter wind in a manner that substantially affects public areas? □ □ ☒ □ □

b) Create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas? □ □ □ ☒ □

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

In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of wind generation associated with large buildings in certain areas of the City. The proposed mixed-use building would be 40 feet tall and would not extend above the surrounding buildings so substantial wind effects would occur. Typically, in San Francisco, buildings of 80 feet in height or less would not create adverse pedestrian wind conditions. Therefore, the proposed project would have a less-than-significant adverse impact on wind conditions.

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

Section 295 of the Planning Code was adopted to protect certain public open spaces from additional shadowing by new structures. Section 295 restricts new shadow upon public parks and open spaces under the jurisdiction of the Recreation and Park Commission by any structure exceeding 40 feet in height. The only new construction associated with the proposed project would result in a 40-foot, four-story building; because the new structure would not exceed the stated height limitations, the proposed project would not be subject to Section 295. In addition, the nearest park, Argonne Playground, would not be affected. The proposed project would thus result in no impact from shadows.

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

The proposed project, as discussed above, would not substantially impact shadow or wind levels at or near the project site. Development of a duplex on Lot 7 would not contribute
substantially to cumulative effects because the duplex would not exceed 40 feet. Therefore, a cumulative impact would not occur.

<table>
<thead>
<tr>
<th>Topics:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
<th>Not Applicable</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. RECREATION—Would the project:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
</tr>
<tr>
<td>c) Physically degrade existing recreational resources?</td>
<td>☐</td>
<td>☐</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

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

The addition of about 105 residents from the proposed project would likely increase the demand for park and recreation services and facilities. The nearest public recreational facilities include Argonne Playground, The Presidio, and Golden Gate Park. Argonne Playground is approximately one-half block south of the project site, and the Presidio and Golden Gate Park are four blocks north and four blocks south of the project site, respectively. The Presidio, spanning 1,480 acres, and Golden Gate Park, at 1,013 acres, provide vast open spaces and numerous recreational facilities and would be able to accommodate demand from the additional 105 residents at the proposed mixed-use building. Adaptive reuse of the closed Alexandria Theatre would add employees that may visit parks. The existing park facilities would also meet this demand. In addition, the proposed project would provide approximately 5,360 gsf of private open space and 17,860 gsf of common open space for its residents, which would partially offset project-induced demand on nearby recreational facilities. The proposed open space exceeds the amount required by Planning Code Section 135(d). Hence, the proposed project would not require construction of additional parks or recreational facilities, nor result in substantial deterioration of recreational facilities and would result in a less-than-significant impact.
Impact RE-2: The proposed project would include some limited outdoor recreational facilities. No expansion of recreational facilities would be required by the project; therefore, the proposed project would have less-than-adverse physical effects on the environment. (No Impact)

As discussed above, the proposed project would provide some open space on site for the residents, in the form of a rear deck and private decks for some units.

Residents at the project site would be within walking distance of the above-noted parks and open spaces. Although the proposed project would introduce a new permanent population to the project site, the number of new residents projected would not substantially increase demand for or use of either neighborhood parks and recreational facilities (discussed above) or citywide facilities such as Golden Gate Park such that any increased user demand would require the construction of new recreational facilities or the expansion of existing facilities. The project would have no impact on existing recreational facilities.

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

The project site has no recreational resources that would be affected by the proposed project and construction of the proposed project would not physically degrade existing recreational facilities.

Impact RE-4: The proposed project in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in cumulative recreational impact. (Less than Significant)

While cumulative development could generate additional park demand, future developments would also be subject to Planning Code open space requirements. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Considering the capacity of existing parks near the project site and the provision of private and common open space on the project site, the proposed project would not result in a cumulatively considerable impact.
Impact UT-1: Implementation of the proposed project would result in a less-than-significant impact to wastewater collection and treatment facilities and would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities. (Less than Significant)

The adaptive reuse portion of the proposed project would increase the amount of wastewater generated at the Alexandria Theatre building; however, this building previously operated at full capacity and the proposed adaptive reuse, which would include new restaurant operations and bathrooms, would likely return wastewater generation to approximately the same level as during original operation. The addition of the new mixed-use building would generate additional wastewater, which would enter the City's system. Project-related wastewater and stormwater would flow to the City's combined stormwater and sewer system and would be treated to standards contained in City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southwest Water Pollution Control Plant prior to discharge into the ocean. Additionally, in accordance with the Stormwater Management Ordinance (SMO), the
project site will be designed with Low Impact Design (LID) approaches and stormwater management systems to comply with the Stormwater Design Guidelines (SDGs). In compliance with the SMO, the project would implement and install appropriate stormwater management systems that limit both the volume and rate of stormwater runoff entering the combined sewer system from the project site, thereby limiting additional discharge to the existing collection systems and wastewater facilities, and minimizing potential for upsizing or constructing new facilities.

The proposed project is accounted for in the growth projection for the City; therefore, the proposed project would not require expansion of wastewater treatment facilities or an extension of a sewer trunk line. During project occupancy and operations, the proposed project would comply with all local wastewater discharge requirements. The proposed project would have no impact related to expansion or extension of a sewer trunk line.

**Impact UT-2: The SFPUC has sufficient water supply and entitlements to serve the proposed project, and implementation of the proposed project would not require expansion or construction of new water treatment facilities. (Less than Significant)**

All proposed large-size projects in California subject to CEQA are required to obtain an assessment from a regional or local jurisdiction water agency to determine the availability of a long-term water supply sufficient to satisfy project-generated water demand. In May 2002, the San Francisco Public Utilities Commission (SFPUC) adopted a resolution finding that the SFPUC’s Urban Water Management Plan (UWMP) adequately fulfills the requirements of the water assessment for water quality and wastewater treatment and capacity as long as a proposed project is covered by the demand projections identified in the UWMP, which included all known or expected development projects in San Francisco at that time through 2020. The residential component of proposed project would result in a water demand of 5,290 gallons per day. Although the proposed project would incrementally increase the demand for water in San Francisco, the estimated increase would be accommodated within the City’s anticipated water use and supply projections. Additionally, the new building would be designed to incorporate water-conserving measures, such as low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). The proposed project is consistent

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51 City and County of San Francisco, Public Utilities Commission, Resolution No. 02-0084, May 14, 2002.
52 Based on an estimate of 115 gallons per day per household, consistent with the water use assumption incorporated within the SFPUC’s UWMP. Daniel Steiner, Consulting Engineer, *Estimated Water Use by 500 Dwellings*, February 26, 2002. Demand calculation: proposed 46 units x 115 gallons per day = 5,290 gallons per day.
with the adopted zoning for the site, and therefore was considered in the UWMP and could be served by existing water facilities. Thus, the proposed project would not require the expansion of water facilities, resulting in a less-than-significant impact.

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

The portion of San Francisco’s waste that is not recycled is disposed of in the Altamont Landfill. The landfill is expected to remain operational for another 19 to 28 years, with an increase of 250 acres of fill area under an expansion plan. With the City’s plan to increase recycling to 75 percent of the waste stream by 2010 and the Altamont Landfill expansion, the City’s solid waste disposal demand could be met through at least 2026, once expansion of the Altamont Landfill occurs.

Disposal bins would be located at ground level between the Alexandria Theatre building and the mixed use building (see Figure 10, Mixed-Use Building Ground Floor, p. 16). Bins would be separated by commercial and residential use. Residents of the mixed-use building would be responsible for taking their trash to the ground level trash room.

The proposed restaurant would have about 200 seats. The project site is within the Geary Fast-Food Subdistrict, which does not permit restaurant uses that involve the sale of pre-prepared, ready-to-eat food for consumption on- or off-site. Such businesses can be notable sources of litter. The proposed project would include a traditional, cook-to-order restaurant. Therefore, the proposed project would not generate litter typical of fast-food restaurants.

Given the existing and anticipated increase in solid waste recycling and the proposed landfill expansion in size and capacity, the proposed project and cumulative development would not require the expansion of solid waste facilities, resulting in a less-than-significant impact.

Impact UT-4: The construction and operation of the proposed project would follow all applicable statutes and regulations related to solid waste. (No Impact)

The California Integrated Waste Management Act of 1989 (AB 939) requires municipalities to adopt an Integrated Waste Management Plan (IWMP) to establish objectives, policies, and programs relative to waste disposal, management, source reduction, and recycling. Reports filed by the San Francisco Department of the Environment showed the City generated 1.88 million tons of waste material in 2002. Approximately 63 percent (1.18 million tons) was diverted through recycling, composting, reuse, and other efforts while 700,000 tons went to a
landfill. San Francisco residents currently divert approximately 72 percent of their solid waste to recycling and composting, bringing the City's residents closer to their goal of 75 percent diversion by 2010 and 100 percent by 2020. The solid waste associated with the proposed project's construction would be required to divert 65 percent of all non-hazardous construction waste for recycling and reuse, as required by the Construction, Demolition and Debris Ordinance.

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

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

Impact UT-5: In combination with past, present, and reasonably foreseeable future development in the project site vicinity, the proposed project would have a less-than-significant cumulative impact on utilities and service systems. (Less than Significant)

The proposed project would not substantially impact utility provision or service in the project area. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Given that existing service management plans address anticipated growth in the region, the proposed project would not have a significant cumulative effect on utility service provision or facilities.

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12. PUBLIC SERVICES—Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any public services such as fire protection, police protection, schools, parks, or other services?

### Impact PS-1: The proposed project would increase demand for fire protection, but not to an extent that would result substantial adverse impacts associated with the provision of such service. (Less than Significant)

The proposed project would increase the demand for fire protection services within the project area. The Richmond District is served by Division Two of the San Francisco Fire Department (SFFD). One of the most important criteria for effective firefighting is the response time needed to reach the site of the fire. Stations are strategically located to ensure adequate response times within the Richmond District. The project site is located between two fire stations, each approximately one-half mile from the site (Station 14, 551 26th Avenue, and Station 31, 441 12th Avenue). The proposed project would not require the expansion of fire protection facilities.

As noted above, under Checklist Item 3, Population and Housing, the proposed project would add about 105 residents and approximately 68-74 net new employees to the project site. This would be an increase of approximately 0.01 percent in the City, and 1.5 percent within the area near the project site; the proposed project would increase the number of jobs by less than 0.02 percent. Since the additional approximately 173-179 persons on site with the proposed project would not be significant relative to the number of residents and employees within the project vicinity, nor with regard to the expected increases in the population and employment of San Francisco, the proposed project would not be expected to result in significant project-level or cumulative impacts on fire protection and emergency services. In addition, the proposed project would be required to comply with all regulations of the California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems.
Impact PS-2: The proposed project would increase demand for police protection, but not to an extent that would result substantial adverse impacts associated with the provision of such service. (Less than Significant)

Development of the proposed project would add residential and retail uses to the project area. This increased intensity of uses could potentially increase the service calls to the San Francisco Police Department (SFPD). However, the increase in service calls associated with the proposed project would not likely be substantial in light of the existing demand for police services area-wide. Any illegal activities that occur presently in or around the parking lot would effectively be eliminated with the project. The Richmond Station, less than one mile from the project site, would be able to provide the necessary police services and crime prevention programs for the project area. The proposed project service demand would not require the expansion of police facilities.

The proposed project would not be expected to result in significant project-level or cumulative-level impacts on police services.

Impact PS-3: The proposed project would indirectly generate school students, but these new students would be accommodated within existing school facilities, and would not require new or physically altered school facilities, therefore, the impact to schools would be less than significant. (Less than Significant)

The proposed 46 residential units would result in a number of school-aged children living at the project site. The San Francisco Unified School District (SFUSD) provides school services to the Richmond District. There are a number of SFUSD elementary schools near the project site, the nearest being Alamo and Sutro. The nearest middle schools are Roosevelt and Presidio, and Washington is the nearest high school.55 In the last decade, overall SFUSD enrollment has gradually declined. The decline stopped in the fall of 2008, when kindergarten enrollments began to increase, reflecting a growth in birth rates five years earlier. SFUSD projections indicate that elementary enrollment will continue to grow.56 The number of elementary school students will eventually rise from 25,000 students in 2008 to 27,600 in 2013, representing an 11 percent increase in five years. After a slight decline in 2009 and 2010, middle school enrollment

will increase again. However, in 2013 it will still stand below current enrollment (at 11,640 compared with 11,816 in 2008). High school enrollment will experience a continuous decline over the next five years, from 19,696 students in 2008 to 18,396 in 2013. District-wide enrollment as of Fall 2008 was 55,272. SFUSD has adopted a new student assignment policy to manage the projected growth in students. An increase in students associated with the proposed project would not substantially change the demand for schools, and no new facilities are expected to be needed to accommodate the students. The proposed project would thus result in a less-than-significant impact on schools.

Impact PS-4: The proposed project would increase demand for government services, but not to the extent that would result in significant physical impacts. (Less than Significant)

The addition of residents from the proposed project would increase the demand for library services and facilities and community centers. The Richmond/Senator Milton Marks library branch, less than one mile east of the project site, is among a list of existing San Francisco library facilities that would be upgraded (under the Branch Improvement Library Program, voter-approved as Proposition A in 2000) and would be able to accommodate the increase in demand for library services from the proposed project. Proposed project residents would have a variety of community centers/facilities open to them at the project site and in its vicinity. The Argonne Playground and Clubhouse provides athletic and social activities for people of all ages. The Richmond Recreation Center, approximately 1.5 blocks north of the project site, offers a wide variety of educational, arts and crafts, athletic, and social activities for all ages, including specialized activities for pre-schoolers, youths, and teens. The YMCA, though not a public facility, is also a neighborhood center for recreation and social activities. Since the upgraded library and various community facilities in the area would adequately serve the proposed project and existing population in the vicinity, the proposed project would not require the expansion of community facilities, resulting in a less-than-significant impact to library services and community centers.

These community facilities may use the parking lot that would be displaced by the proposed project. Parking is discussed under Checklist Item 5, Transportation and Circulation, p. 58.

The proposed project would not be expected to result in project-level or cumulative impacts on library services and community centers.
Impact PS-5: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would result in less-than-significant cumulative impacts to public services. (Less than Significant)

Public service providers accommodate growth within their service areas by responding to forecasted population growth and land use changes. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. The proposed project would not exceed growth projections for the area, would generally be consistent with the General Plan, and as such, would be accommodated in the projected cumulative demand for services.

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<th>Topics:</th>
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<th>Not Applicable</th>
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<td><strong>13. BIOLOGICAL RESOURCES—</strong> Would the project:</td>
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<td>a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
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<td>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</td>
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<td>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</td>
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<td>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</td>
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<td>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</td>
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<td>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</td>
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</table>
Impact BIO-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special status species, sensitive natural community, protected wetlands, or conflict with an adopted conservation plan, or interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (No Impact)

The project site is in a densely built urban environment. The project site includes the closed Alexandria Theatre building and a surface parking lot, and does not support or provide habitat for any rare or endangered wildlife or plant species. No special-status bird species are known to nest in the area. The project vicinity is an urban environment and experiences high levels of human activities, and only common bird species are likely to nest in the trees along Geary Boulevard. The proposed project would not substantially affect any rare or endangered animal or plant species or the habitat of such species, nor substantially diminish habitat for fish, wildlife or plants, or substantially interfere with the movement of migratory fish or wildlife species. The site does not contain or support wetlands; therefore there would be no impact to wetlands.

Impact BIO-2: Implementation of the proposed project would not conflict with local tree protection regulations. (Less than Impact)

The San Francisco Planning Department, Department of Building Inspection (DBI), and Department of Public Works (DPW) have established guidelines to ensure that legislation adopted by the Board of Supervisors governing the protection of trees, including street trees, is implemented. Public Works Code Section 8.02-8.11 requires disclosure and protection of Landmark, Significant and Street trees, collectively known as “protected trees,” located on private and public property. A landmark tree has the highest level of protection and must meet certain criteria for age, size, shape, species location, historical association, visual quality, or other contribution to the City’s character and has been found worthy of Landmark status after public hearings at both the Urban Forestry Council and the Board of Supervisors. A significant tree is either on property under the jurisdiction of the DPW, or on privately owned land within ten feet of the public right-of-way which satisfies certain criteria. Removal of a landmark, significant, or a street tree requires a permit from DPW. There are no trees within the project site, and no street trees would be removed as part of the proposed project. There are two street trees along Geary Boulevard, adjacent to the Alexandria Theatre frontage. The trees are approximately 10 feet from the edge of the theater. The proposed project would not require removal of these trees.
DPW requires adjacent trees to be protected during construction and additional trees to be added as feasible along certain streets. The proposed project would install streets trees along Geary Boulevard and 18th Avenue. The final number and placement requirement of such street trees would be subject to review and approval by DPW. The project would therefore not conflict with San Francisco’s local tree preservation ordinance. In light of the above, the proposed project’s conflict, if any, with local policies protecting biological resources such as trees would be an impact that is less than significant.

Impact BIO-3: The proposed project, combined with past, present, and reasonably foreseeable future projects in the vicinity, would make no contribution to cumulative biological impacts. (No Impact)

The proposed project would not have a significant impact on biological resources. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. The proposed project would not contribute to any potential significant cumulative effects on biological resources.

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<tr>
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<tr>
<td>14. GEOLOGY AND SOILS—</td>
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<td>Would the project:</td>
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<td>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:</td>
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<td>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Prinolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)</td>
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<td>ii) Strong seismic ground shaking?</td>
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<td>iii) Seismic-related ground failure, including liquefaction?</td>
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<td>iv) Landslides?</td>
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<td>b) Result in substantial soil erosion or the loss of topsoil?</td>
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<td>c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</td>
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<td>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?</td>
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</table>
Impact GE-1: The proposed project would result in exposure of people and structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, expansive soils, seismic ground-shaking, liquefaction, lateral spreading, or landslides; however, the impact would be less-than-significant. (Less than Significant)

The project sponsor has provided a Phase 1 Environmental Site Assessment prepared by AEI Consultants. The proposed foundation for the mixed-use building is concrete and steel.

According to the report, the project site and vicinity slope down to the northwest, and the soil beneath the site consists of Holocene era beach and dune sand (characterized by yellowish-brown, yellow, or light-gray, well-sorted, fine- to medium- grained arkosic sand). Based on the site topography and nearby investigations, the local groundwater flow direction follows the natural site slope to the northwest. Excavation for the proposed new building could reach groundwater in order to construct the two below-ground parking levels; subsequently, perched groundwater may be encountered on-site and dewatering activities may be necessary. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City’s Industrial Waste Ordinance (Ordinance No. 199.77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. Furthermore, Mitigation Measure M-HY-1, p. 118, addresses dewatering. The Bureau of Systems Planning, Environment, and Compliance of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require water analysis before discharge. At the time of the building permit application process, the Department of Building Inspection (DBI) would require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The geotechnical

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AEI Consultants, Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, prepared for EastWest Bank, January 14, 2004. This study is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor.
report would determine if dewatering would be necessary and address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the report would contain a recommendation as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring.

The Community Safety Element of the San Francisco General Plan contains maps that show areas subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward Faults and other faults in the San Francisco Bay Area (Maps 2 and 3 in the Community Safety Element), but no major faults are located within one mile of the subject property. The Community Safety Element estimates that the groundshaking associated with an earthquake event up to a magnitude of 7.1 on the San Andreas or Hayward Faults would not cause structural damage in the project area. ABAG groundshaking maps indicate that an earthquake event between a magnitude of 7.2 and 7.9 on the San Andreas Fault would cause moderate structural damage at the project site.\footnote{ABAG Shaking Intensity Maps and Information, http://www.abag.ca.gov/bayarea/eqmaps/mapsba.html, accessed May 23, 2007.}

The project site is not within an area of liquefaction potential (Map 4 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. As previously stated, at the time of the building permit application process, the DBI would require the project sponsor to prepare a geotechnical report pursuant to the State Seismic Hazards Mapping Act. The report would assess the nature and severity of the hazard(s) on the site and recommend project design and construction features that would reduce the hazard(s). To ensure compliance with all San Francisco Building Code provisions regarding structural safety, when the DBI reviews the geotechnical report and building plans for the proposed project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the Building Code. As these procedures are required under existing DBI rules, no geotechnical mitigation measures are needed to avoid significant environmental impacts through the environmental review process. In addition, any changes incorporated into the foundation design required to meet the San Francisco Building Code.
Standards that are identified as a result of the DBI review process would constitute minor modifications of the proposed project and would not require additional environmental analysis. Compliance with existing regulations would ensure the proposed project has less than significant impact from geologic hazards, including groundshaking or liquefaction.

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

The proposed project would not substantially change the topography of the site or any unique geologic or physical features of the site. The majority of the project site would require 23 feet of excavation. Because the project sponsor is required to implement construction Best Management Practices listed on the Stormwater Pollution Prevention Program “Checklist for Construction Requirements,” implementation of erosion and sedimentation control measures, as required by the City and/or resources agencies, would minimize short-term construction-related erosion impacts to less-than-significant.

Impact GE-3: The proposed project would not use septic tanks or alternative wastewater disposal systems, which would have soils incapable of adequately supporting them. (No Impact)

The proposed project would be connected to the existing sewer system and would not require use of septic systems. Therefore, this impact is not be applicable to the proposed project.

Impact GE-5: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to geology and soils. (Less than Significant)

Geology impacts are generally site-specific and do not have cumulative effects with other projects. The proposed project would not have a significant impact on geology or soil resources. Development of a duplex on Lot 7 would not contribute substantially to cumulative effects. Thus, the project would not contribute to any potential significant cumulative effects on geology or soils.
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<tr>
<td>15. HYDROLOGY AND WATER QUALITY— Would the project:</td>
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<td>a) Violate any water quality standards or waste discharge requirements?</td>
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<td>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</td>
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<td>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?</td>
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<td>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?</td>
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<td>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</td>
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<td>f) Otherwise substantially degrade water quality?</td>
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<td>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?</td>
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<td>h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?</td>
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<td>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</td>
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<td>j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?</td>
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Impact HY-1: The proposed project would not violate water quality standards or otherwise substantially degrade water quality. (Less than Significant)

The project site is completely covered with impervious surfaces. The proposed project would not substantially affect the area of impervious surface at the site, and thus would not create additional surface runoff. All wastewater from the proposed project building, and storm water runoff from the project site, would flow into the city’s combined sewer system to be treated at the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. Treatment would be provided pursuant to the effluent discharge standards contained in the City's National Pollutant Discharge Elimination System (NPDES) permit for the plant. Additionally, compliance with the SMO in general will require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site. To achieve this, the project would implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit site discharges before entering the combined sewer collection system.

During construction, requirements to protect water quality would be implemented pursuant to San Francisco Building Code Chapter 33, Site Work, Demolition and Construction and the California Building Code Chapter 33, Excavation and Grading. These erosion reduction measures would ensure protection of water quality. As discussed above, stormwater runoff from project construction would drain to the combined sewer and stormwater system and be treated at the Southeast Water Pollution Control Plant. Additionally, the project sponsor has agreed to implement Mitigation Measure M-HY-1, which addresses construction-related water impacts. Furthermore, groundwater is not used as a drinking water supply in the City and County of San Francisco. Thus, the proposed project would not affect a public water supply. With implementation of Mitigation Measure M-HY-1, the proposed project would have a less-than-significant impact on water quality during and after construction.

Dewatering may be required in some areas of the project site. Any groundwater encountered during construction of the proposed project would be subject to requirements of the City’s Industrial Waste Ordinance (Ordinance Number 199 77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Systems Planning, Environment and Compliance of the SFPUC must be notified of projects necessitating dewatering, and may require water analysis before discharge. Should dewatering be necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based upon this analysis, the report would contain a determination as to whether or not a lateral movement and settlement survey should be done to
monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, DPW would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. These measures would ensure protection of water quality during construction of the proposed project. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not substantially interfere with groundwater recharge.

Mitigation Measure M-HY-1 would ensure that the project impacts to water quality remain less than significant at the cumulative level.

**Mitigation Measure M-HY-1: Water**

a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

**Impact HY-2:** The proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. (Less than Significant)

Groundwater is not used at the site and would not be used by the proposed project. No recharge areas or designated aquifers exist in the vicinity of the project site. Therefore, groundwater resources would not be substantially degraded or depleted, and the proposed project would not substantially interfere with groundwater recharge. Additionally, Mitigation Measure M-HY-1, below, addresses treatment of groundwater in the case of dewatering. With implementation of Mitigation Measure M-HY-1, the proposed project would not adversely affect groundwater resources.
Implementation of Mitigation Measure M-HY-1 would also ensure that the project impacts remain less than significant at the cumulative level.

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

The project site is completely covered with impervious surfaces and natural groundwater flow would continue under and around the site. Construction of the proposed project would not increase impervious surface coverage on the site nor reduce infiltration and groundwater recharge. Additionally, compliance with the SMO will require the project to maintain or reduce the existing volume and rate of stormwater runoff at the site by retaining runoff onsite, promoting stormwater reuse, and limiting site discharges before entering the combined sewer collection system. Therefore, the proposed project would not substantially alter existing groundwater quality or surface flow conditions.

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

Given that the project site is not located within a 100-year Flood Hazard Boundary, nor is it located in an area subject to inundation by seiche, tsunami or mudflow, there would be no project or cumulative impacts with regard to flooding.

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

The project site is not on the San Francisco 20-foot Tsunami Runup Map; therefore, no significant tsunami hazards exist at the site. A seiche is an oscillation of a water body, such as a bay, which may cause local flooding. A seiche could occur on the San Francisco Bay due to seismic or atmospheric activity. However, based on the historical record, seiches are rare and there is no significant seiche hazard at the site. There is no mudslide hazard at the project site because the site and vicinity are fully-developed with no erosion-prone slopes. Thus, there would be no project-related significant impacts from seiche, tsunami or mudflow hazard.
Impact HY-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to hydrology and water quality. (Less than Significant)

The proposed project would not have a significant impact on hydrology or water quality. Development of Lot 7 would not contribute to cumulative effects. Thus, the project would not contribute to any potential significant cumulative effects on hydrology or water quality.

Mitigation Measure M-HY-1, below, has been incorporated to address potential effects of sediment entering the sewer system related to dewatering from construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

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<tr>
<th>Topics:</th>
<th>Potentially Significant Impact</th>
<th>Less Than Significant with Mitigation Incorporated</th>
<th>Less Than Significant Impact</th>
<th>No Impact</th>
<th>Not Applicable</th>
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<tr>
<td>16. HAZARDS AND HAZARDOUS MATERIALS— Would the project:</td>
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<td>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</td>
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<td>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?</td>
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<td>c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?</td>
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<td>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?</td>
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<td>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?</td>
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<td>f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?</td>
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<td>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</td>
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<td>h) Expose people or structures to a significant risk of loss, injury or death involving fires?</td>
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Case No. 2004-0482E
5400 GEARY BOULEVARD

Final Mitigated Negative Declaration
JUNE 8, 2011
Impact HZ-1: The proposed project would not create a significant hazard through routine transport, use, disposal, handling or emission of hazardous materials. (Less than Significant)

The proposed project would involve the adaptive reuse of the closed Alexandria Theatre building, resulting in additional retail use, a return to active theater use, and a full-service restaurant. The proposed project would also construct a new mixed-use building, with ground floor retail uses. The proposed project would result in the onsite use of common types of hazardous materials, such as cleaners and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use during project operation would not pose any substantial public health or safety hazards related to hazardous materials and no impacts would be less than significant.

Impact HZ-2: The proposed residential use 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)

A Phase I Environmental Site Assessment (ESA) was prepared for the project site in January 2004 by AEI Consultants. The Phase I ESA report lists current and past operations, reviews environmental agency databases and records, identifies site reconnaissance observations, and summarizes potential contamination issues regarding the project site, including both the existing Alexandria Theatre site and its adjacent parking lot.

The Phase 1 ESA, which included a search of all regulatory databases, concluded that there are no known on-site environmental conditions requiring remediation. The Alexandria Theatre building was constructed in 1923; the project site was formerly developed with a smaller two-story building occupied by a kindergarten and day school. As is typical of structures of that age, the building contains hazardous asbestos containing materials and lead-based paint. The demolition of the interior walls and construction activities could release hazardous building materials into the environment without proper handling. These issues are discussed below.

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59 AEI Consultants, *Phase 1 Environmental Site Assessment, 5400 Geary Boulevard, San Francisco, California, prepared for EastWest Bank*, January 14, 2004. This study is on file and available for public review at the Planning Department, 1650 Mission Street, 4th Floor.
Asbestos. Asbestos-containing materials were found within the closed Alexandria Theatre. The Phase 1 ESA determined that all asbestos-containing materials were in good condition and are not expected to pose a health and safety concern to the occupants of the theater at this time. Potential asbestos-containing materials include the drywall, ceramic tiles, ceiling tiles, and roofing materials. Section 19827.5 of the California Health and Safety Code, adopted January 1, 1991, precludes local agencies from issuing demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. Because the proposed project would alter the building, it would be subject to the applicable federal regulations. The BAAQMD, vested by the California legislature with authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement must be notified ten days in advance of any proposed demolition or abatement work in accordance with state regulations.

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

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

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

**Lead-Based Paint.** Since the closed Alexandria Theatre was built in 1923, lead-based paint may be found in the theater. The Phase 1 ESA determined that both interior and exterior paint are in good condition and do not pose a health and safety concern at this time. The proposed adaptive reuse must comply with Chapter 36 of the San Francisco Building Code, Work Practices for Exterior Lead-Based Paint. Where there is any work that may disturb or remove lead-based paint on the exterior of any building built prior to December 31, 1978, Chapter 36 requires specific notification and work standards, and identifies prohibited work methods and penalties.

Chapter 36 applies to buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces), where more than a total of 10 square feet of lead-based paint would be disturbed or removed. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the US Department of Housing and Urban Development Guidelines (the most recent guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbance or removal of lead-based paint. Any person performing work subject to the ordinance shall make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work, and any person performing regulated work shall make all reasonable efforts to remove all visible lead paint contaminants from all regulated areas of the property prior to completion of the work.

The ordinance also includes notification requirements, contents of notice, and requirements for signs. Notification includes notifying bidders for the work of any paint-inspection reports verifying the presence or absence of lead-based paint in the regulated area of the proposed project. Prior to commencement of work, the responsible party must provide written notice to the Director of the DBI of the location of the proposed project; the nature and approximate square footage of the painted surface being disturbed and/or removed; the anticipated start and completion dates for the work; whether the responsible party has reason to know or presume that lead-based paint is present; whether the building is residential or nonresidential, owner-occupied or rental property and the approximate number of dwelling units, if any; the dates by

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which the responsible party has or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. (Further notice requirements include Sign When Containment is Required, Notice by Landlord, Required Notice to Tenants, Availability of Pamphlet related to protection from lead in the home, Notice by Contractor, Early Commencement of Work [by Owner, Requested by Tenant], and Notice of Lead Contaminated Dust or Soil, if applicable.) The ordinance contains provisions regarding inspection and sampling for compliance by DBI, and enforcement, and describes penalties for non-compliance with the requirements of the ordinance. Compliance with these San Francisco Building Code regulations and procedures would ensure that potential impacts of demolition, due to lead-based paint, would be reduced to a less than significant level.

*Hydrocarbons.* The asphalt parking lot would be removed with the proposed project. The asphalt would be broken up and removed from the site. The removal of the parking lot would not heat the asphalt and volatize its organic components. Demolition of the parking lot would not result in release of hazardous materials from the asphalt.

**Impact HZ-3:** The project site is not located within one-quarter mile of an existing school and therefore would not emit hazardous emissions or handle hazardous material within the vicinity of a school (Less than Significant)

There are no schools within one quarter-mile of the site. Therefore the proposed project would not emit hazardous emissions or materials within one-quarter mile of a school, and this impact would be less than significant.

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

The project site is not on the Hazardous Waste and Substances Sites List, commonly called the “Cortese List,” compiled by the California Department of Toxic Substances Control (DTSC) pursuant to Government Code Section 65962.5. The project site is not listed in database reports from State and federal regulatory agencies that identify businesses and properties that handle or have released hazardous materials or waste. The project site is not located on the list of hazardous materials sites, therefore no impact would occur.
Impact HZ-5: The proposed project would not expose people or structures to a significant risk of loss, injury or death involving fires, nor interfere with the implementation of an emergency response plan. (Less than Significant)

San Francisco ensures fire safety and emergency accessibility within new and existing developments through provisions of its Building and Fire Codes. The proposed project would conform to these standards, which may include development of an emergency procedure manual and an exit drill plan for the proposed development. Potential fire hazards (including those associated with hydrant water pressure and blocking of emergency access points) would be addressed during the permit review process. Conformance with these standards would ensure appropriate life safety protections for the residential structures. Consequently, the proposed project would not create a substantial fire hazard or interfere with emergency access plans. Compliance with existing codes and regulations would ensure that the proposed project has no impact related to emergency access.

Impact HZ-6: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant impacts related to hazards and hazardous materials. (Less than Significant)

Impacts from hazards are generally site-specific, and typically do not result in cumulative impacts. The proposed project would not have a significant impact on hazardous material conditions on the project site or vicinity. Development of Lot 7 is similarly expected to be subject to the same requirements as the proposed project. Thus, cumulative impacts would be less than significant.

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<tr>
<th>Topics: MINERAL AND ENERGY RESOURCES—Would the project:</th>
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<th>Not Applicable</th>
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<tbody>
<tr>
<td>a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?</td>
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<td>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?</td>
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<td>c) Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?</td>
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Impact ME-1: The proposed project would not result in the loss of availability of a known mineral resource or a locally-important mineral resource recovery site. (No Impact)

All land in San Francisco, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology (CDMG) under the Surface Mining and Reclamation Act of 1975 (CDMG, Open File Report 96-03 and Special Report 146 Parts I and II). This designation indicates that there is inadequate information available for assignment to any other MRZ and thus the site is not a designated area of significant mineral deposits. Since the project site is already developed, future evaluation or designation of the site would not affect or be affected by the proposed project.

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

New buildings in San Francisco are required to conform to energy conservation standards specified by the San Francisco Green Building Ordinance (SFGBO), which would require the project to meet various conservation standards. Specifically, the project would be required to achieve 25 GreenPoints, including meeting an energy standard of 15 percent more energy efficient than that required by Title 24, the California Building Code. Documentation showing compliance with the SFGBO standards is submitted with the application for the building permit. The SFGBO and Title 24 are enforced by the Department of Building Inspection. Other than natural gas and coal fuel used to generate the electricity for the proposed project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. For this reason, the proposed project would not cause a wasteful use of energy and would have a less than significant effect on energy or natural resources.

While the proposed project would increase energy demand, which could cumulate with other projects, all projects would be required to adhere to existing regulations regarding energy. Therefore, there would be less than significant cumulative impacts related to energy. See also the discussion of electricity use under Checklist Item 10, Utilities and Service Systems, p. 103 and Checklist Item 11, Public Services, p. 107.
Impact ME-3: The proposed project, in combination with past, present, and reasonably foreseeable future projects in the site vicinity, would result in less-than-significant cumulative impacts to energy and minerals. (Less than Significant)

San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem may be that the state does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the state. These facilities could supply additional energy to the power supply “grid” within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project-generated demand for electricity would be negligible in the context of overall demand within San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Development of Lot 7 would not contribute to cumulative effects. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect or contribute to a cumulative impact.

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18. AGRICULTURE AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to the information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

—Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220 (g)) or timberland (as defined by Public Resources Code Section 4526)?

d) Result in the loss of forest land or conversion of forest land to non-forest land?
Impact AF-1: The proposed project would not result in the conversion of farmland or forest land to non-farm or non-forest use, nor would it conflict with existing agricultural or forest use or zoning. (No Impact)

The project site is located in an urban area, and therefore not agricultural in nature. The California Department of Conservation designates no land within the City boundaries as Williamson Act properties or important farmland. The proposed project would not convert farmland to a non-agricultural use, would not conflict with agricultural zoning or Williamson Act contracts, nor cause other changes that would lead to the conversion of Farmlands of Statewide Importance to nonagricultural use.

The project site is located in an urban area without forest lands. In addition, no trees are located on the project site. Therefore, the proposed project would not conflict with existing zoning for forest lands and would not result in the loss or conversion of current forest lands into non-forest lands.

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b) Have impacts that would be individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?

The topics described above indicated that the proposed project would not result in a substantial adverse effect to human beings, either directly or indirectly.

Cumulative Impacts are addressed, where applicable, under the specific topics above. No potentially significant cumulative impacts would result from the proposed project.

F. MITIGATION MEASURES AND IMPROVEMENT MEASURES

MITIGATION MEASURES

Cultural and Paleontological Resources

Mitigation Measure M-CP-1, below, has been incorporated to address potential effects on archeological resources related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

Mitigation Measure M-CP-1: Architectural Resources

The Planning Department identified the following character-defining features of the building to be retained and respected in order to avoid a significant adverse effect. The project sponsor shall retain a preservation architect, pursuant to Secretary of Interiors Standards of professional qualification, to implement this measure. Furthermore, the project sponsor shall also submit a detailed drawing of the project plans for review by Planning Department and Preservation Staff.

Documentation/Recordation

Before an alteration permit is issued for interior work within the Alexandria Theatre, the project sponsor shall create a catalog of all the significant interior features, including but not limited to those identified in the HRER dated February 2006 and prepared by Jonathan Pearlman of...
Elevation Architects. The catalogue shall include photographs of the significant interior features and written descriptions to include materials, dimensions of such features (plaster ornamentation and metalwork on walls and ceiling, murals, fixtures and furnishings), and locational/positional information.

Documentary photography shall meet the following standards:

A. Readily Reproducible: Prints shall accompany all negatives.

B. Durable: Photography must be archivally-processed and stored. Negatives are required on safety film only. Resin coated paper is not accepted. Color photography should also be taken but may not be substituted.

C. Standard Sized: Sizes 4”x5”, 5”x7” or 8”x10”.

One copy of this catalog shall be given to the San Francisco History Center at the Main Public Library, and a second will be given to the Planning Department.

Floor

The recessed bowl floor was built in 1923 and altered in 1942, and is a significant feature in the development of the theater as a property type. It shall be partly preserved in situ by inserting a new frame floor suspended over the bowl to match with the exterior grade level.

The new floor within the main auditorium shall be set within this volume. The new floor shall not extend to the full interior width, nor be fully affixed to the exterior perimeter walls, so that from within the building a feeling of a former volume can be discerned and so that significant interior fixtures, such as murals, would not be altered, damaged, or destroyed.

The terrazzo floor connecting the sidewalk with the lobby, installed after the initial construction of the theater but during the period of significance, shall be retained.

Blade Sign and Marquee

The existing 1942 blade sign and marquee shall be preserved and restored. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials, shall not be used.
Lobby & Stair

The building’s main lobby shall be maintained as it was remodeled in 1942, and the main staircase shall continue to serve the tenants of the second floor. The main interior finishes of the lobby as well as the bulk of its shape and dimensions shall be maintained.

Mezzanine

The former mezzanine shall be remodeled to contain one theater space and a lounge, café, restaurant, or other use. (The final uses are to be determined).

Exterior Openings

On the exterior, no new openings shall be incorporated along the Geary Boulevard elevation. New openings shall be opened on the secondary façade on 18th Avenue, and shall be designed similarly to the storefronts on Geary Boulevard, with plate glass storefronts and storefront transoms. The main walls above the storefront assemblies shall have a minimum of new openings not to exceed those found on the Geary Boulevard elevation. These measures would preserve the feeling of mass that is important to the Egyptian revival architecture of the building. The proposed new openings on the east side façade shall not in any way alter or damage the murals or other significant features on the inside of the auditorium space or on the exterior of the building.

The northernmost two building bays that were added to the building in 1942 and are set on a slightly angled plane from 18th Avenue can, at the option of the project sponsor, be opened to a greater degree with glass windows. However, an appropriate amount of solid-to-void ratio shall be maintained so as not to significantly alter the character of the building.

General Historic Preservation and Monitoring

Related new construction shall not destroy historic materials that characterize the property and its environment. The new work shall be differentiated from the old to protect the historic integrity of the property and shall be compatible with the massing, size, scale, and architectural details to protect the historic integrity of the property and its environment.

The project sponsor shall retain the services of a preservation architect or architectural historian who meets the Secretary of the Interior's Standards Professional Qualifications Standards to oversee the preservation and restoration of significant features of the building and to review all
proposed changes to ensure that they would not denigrate or destroy significant architectural or decorative features.

Construction Measures

The project shall incorporate construction-phase measures to provide protection and avoid impacts on the historic theater, as proposed by the project sponsor. These construction measures shall include the following elements:

a. Before the floors of the auditorium are under construction, plywood paneling shall be put in place to provide protection to the interior walls and ceiling as required.

If there is gross failure in the attempt to move historic materials, reconstruction as needed of damaged or destroyed materials shall be based on the documentation prepared as a condition of the project.

Mitigation Measure M-CP-2: Archeological Resources

Based on the reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effect from the proposed project on buried or submerged historical resources. The project sponsor shall retain the services of a qualified archeological consultant having expertise in California prehistoric and urban historical archeology. The archeological consultant shall undertake an archeological monitoring program. All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment, and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).

Archeological monitoring program (AMP). The archeological monitoring program shall minimally include the following provisions:

- The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the AMP reasonably prior to any project-related soils disturbing activities commencing. The ERO in consultation with the project archeologist shall determine what project activities shall be archeologically monitored. In most cases, any soils disturbing activities, such as demolition, foundation removal, excavation, grading,
utilities installation, foundation work, driving of piles (foundation, shoring, etc.), site remediation, etc., shall require archeological monitoring because of the potential risk these activities pose to archaeological resources and to their depositional context:

- The archeological consultant shall advise all project contractors to be on the alert for evidence of the presence of the expected resource(s), of how to identify the evidence of the expected resource(s), and of the appropriate protocol in the event of apparent discovery of an archeological resource;

- The archaeological monitor(s) shall be present on the project site according to a schedule agreed upon by the archeological consultant and the ERO until the ERO has, in consultation with the archeological consultant, determined that project construction activities could have no effects on significant archeological deposits;

- The archeological monitor shall record and be authorized to collect soil samples and artifactual/ecofactual material as warranted for analysis;

- If an intact archeological deposit is encountered, all soils disturbing activities in the vicinity of the deposit shall cease. The archeological monitor shall be empowered to temporarily redirect demolition/excavation/pile driving/construction crews and heavy equipment until the deposit is evaluated. If in the case of pile driving activity (foundation, shoring, etc.), the archeological monitor has cause to believe that the pile driving activity may affect an archeological resource, the pile driving activity shall be terminated until an appropriate evaluation of the resource has been made in consultation with the ERO. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall, after making a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, present the findings of this assessment to the ERO.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, at the discretion of the project sponsor either:

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

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

If an archeological data recovery program is required by the ERO, the archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall
be submitted to the ERO for review and approval. The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

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

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

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

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

**Noise**

Mitigation Measure M-NO-2, below, has been incorporated to address potential noise effects related to construction of the proposed project. Implementation of this mitigation measure would reduce this potential effect to a less than significant level.

**Mitigation Measure M-NO-2: Construction Noise**

If pile-driving is required, the project sponsor shall require its construction contractor to use noise-reducing pile driving techniques, if nearby structures are subject to pile driving noise and vibration. These techniques include pre-drilling pile holes (if feasible, based on soils) to the maximum feasible depth, installing intake and exhaust mufflers on pile driving equipment, vibrating piles into place when feasible, and installing shrouds around the pile driving hammer where feasible.

The project sponsor shall require project construction contractor(s) to pre-drill holes to the maximum depth feasible on the basis of soil conditions. Contractors shall be required to use construction equipment with state-of-the-art noise shielding and muffling devices.
Hydrology and Water Quality

Mitigation Measure M-HY-1: Water

a. In the event that dewatering becomes necessary, the project sponsor shall follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the Department of Public Works, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

In the event that dewatering becomes necessary, groundwater pumped from the site shall be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works to reduce the amount of sediment entering the combined sewer system.

b. The project sponsor shall require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the Department of Public Works.

IMPROVEMENT MEASURES

Transportation and Circulation

Improvement Measure I-TR-5a, I-TR-5b, and I-TR-5c, below, have been incorporated to address potential parking, loading, and construction effects related to construction of the proposed project. Implementation of these improvement measures would improve the less-than-significant impacts to parking, loading, and construction effects.

Improvement Measure I-TR-5a: Parking

As improvement measures to reduce the proposed project’s parking demand and parking shortfall and to encourage use of alternative modes, the project sponsor would provide a transportation insert for the move-in packet that would provide information on transit service (MUNI and BART lines, schedules, and fares), information on where Fast Passes could be purchased, and information and an application for the Bay Area’s RIDES carpooling program.

Improvement Measure I-TR-5b: Loading

The project sponsor shall request that two of the 11 metered parking spaces adjacent to the project site on 18th Avenue be converted to commercial vehicle loading/unloading spaces for a limited duration (e.g., from 8:00 a.m. to 3:00 p.m.).
This change to the existing curb parking regulation would need to be approved at a public hearing through the Department of Parking and Traffic.

**Improvement Measure I-TR-5c: Construction Traffic**

Any construction traffic occurring between 7:00 a.m. and 9:00 a.m. or 3:30 p.m. and 6:00 p.m. would coincide with peak hour traffic and could temporarily impede traffic and transit flow, although it would not be considered a significant impact. An improvement measure limiting truck movements to the hours between 9:00 a.m. and 3:30 p.m. (or other times if approved by the Traffic Engineering Department of Parking and Traffic (DPT)) would minimize disruption of the general traffic flow on adjacent streets during the AM and PM peak periods.

The project sponsor and construction contractor(s) shall meet with the DPT, the Fire Department, MUNI, the Planning Department, and other City agencies to determine feasible measures to reduce traffic congestion, including temporary bus stop relocation and other potential transit disruption and pedestrian circulation effects during construction of the proposed project. The temporary parking demand by construction workers shall be met on-site, on-street, or within other off-street parking facilities.
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 November 22, 2010

Bill Wycko
Environmental Review Officer
for
John Rahaim
Director of Planning
H. INITIAL STUDY AUTHORS, CONSULTANTS, AND PROJECT SPONSOR TEAM

INITIAL STUDY AUTHORS

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