



EXECUTIVE SUMMARY CONDITIONAL USE AUTHORIZATION

HEARING DATE: September 10, 2020

Date: September 3, 2020
Record No.: 2016-012135CUA
Project Address: 2214 Cayuga Avenue and 3101 Alemany Boulevard
Zoning: Neighborhood Commercial, Cluster (NC-1)
40-X Height and Bulk District
Block/Lots: 7146 / 001 & 034
Project Sponsor: Jeremy Schaub
1360 9th Avenue, Suite 210
San Francisco, CA 94122
Property Owner: Yin Kwan Tam
San Francisco, CA 94124
Staff Contact: Gabriela Pantoja – (628) 652-7308
Gabriela.Pantoja@sfgov.org

Recommendation: Approval with Conditions

Project Description

The proposal is for the demolition of an existing, two-story single-family residence and one-story, storage structure and the construction of four new, 40-foot, four-story residential buildings for a total of seven dwelling units, approximately 15,179 square feet in area, 41 bedrooms, and seven Class 1 bicycle parking spaces. Three of the proposed four residential buildings will be configured as duplexes, while the remaining residential building will be a single-family residence. Each dwelling unit will be family friendly, contain five bedrooms or more, and have access to a common rear yard and usable open space that spans the width of the development lot. Four of the proposed seven dwelling units will open onto Sickles Avenue (i.e. 201, 205, 209, and 213 Sickles Avenue) via raised, landscaped, entry porches.

Site Description and Present Use.

The subject property is an approximately 5,292 square foot development lot located on the west side of Sickles Avenue and intersection of Cayuga Avenue, Sickles Avenue, and Alemany Boulevard; Lots 001 and 034 of Assessor's Block 7146. The subject property is composed of two parcels, Lot 034 which measures approximately 2,292 square feet and Lot 001 which measures approximately 3,000 square feet in area. Lot 034, located at the intersection of Alemany Boulevard and Sickles Avenue, is developed with a one-story storage structure which

measures approximately 20 feet 5 inches in length and 10 feet 7 inches in width. Lot 001, located at the intersection of Sickles Avenue and Cayuga Avenue, is developed primarily with a two-story, single-family residence which measures approximately 44 feet 10 inches in length and 25 feet in width. The subject building is not considered a historical resource pursuant to the California Environmental Quality Act (CEQA). The existing single-family residence is currently occupied by a total of four tenants.

Required Commission Action

In order for the Project to proceed, the Commission must grant a Conditional Use Authorization pursuant to Planning Code Sections 303, 317, and 710 for the demolition of an existing two-story, single-family residence.

Issues and Other Considerations

- **Design Review Comments:** The project has changed in the following significant ways since the original submittal to the Department:
 - Removal of commercial square footage at the ground floor of the subject buildings, as advised by the Office of Economic Workforce Development;
 - Removal of off-street parking spaces and access to said parking spaces at the subject property;
 - Creation of a common rear yard and usable open space.
- **Public Comment & Outreach.** Prior to the submittal of the listed Conditional Use Authorization Application, the Project Sponsors conducted and complete a Pre-Application Meeting on March 15, 2017. Nine members of the public attended the Pre-Application Meeting and expressed concerns with regards to the formerly proposed commercial tenant spaces, off-street parking, building height, and vehicular circulation and traffic. To date, the Department has not received any letters in support or opposition of the Project.
- **Existing Tenant & Eviction History:** The existing single-family residence is currently occupied by a total of four tenants. According to the Project Sponsor, all tenants will be relocated to another property located within the City and County of San Francisco owned by the listed property owners. Based on the San Francisco Rent Board's available records, there is no known evidence of any evictions at the subject property. See Exhibit F for Eviction History Documentation.

Environmental Review

On July 22, 2020, a Draft Mitigated Negative Declaration (MND) for the Project was prepared and published for public review. The MND was available for public comment until August 22, 2020.

On September 10, 2020 the Planning Department/Planning Commission reviewed and considered the Final Mitigated Negative Declaration (FMND) and find 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 Planning Department/Planning Commission found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning

Commission, and that the summary of comments and responses contained no significant revisions to the Draft MND, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

Basis for Recommendation

The Department finds that the Project is, on balance, consistent with the Objectives and Policies of the General Plan and meets all applicable requirements of the Planning Code. The Project will maximize the use of a currently underutilized development lot and construct four new, 40-foot, residential buildings for a total of seven dwelling units within close proximity to public transportation. Additionally, the Project will increase the City's housing stock by providing a total of seven new family friendly dwelling units. The family friendly units will contain five or more bedrooms, be located near amenities like usable open space, and provide additional family orientated amenities like bicycle parking spaces for the future residential tenants of the subject buildings. Furthermore, the Project will provide a land-use that is compatible with the NC-1 Zoning District and a building that is responsive and compatible with the immediate neighborhood's characteristics given its height, size, and building massing. The Department also finds the project to be necessary, desirable, and compatible with the surrounding neighborhood, and not to be detrimental to persons or adjacent properties in the vicinity.

Attachments:

Draft Motion – Conditional Use Authorization
Exhibit A – Conditions of Approval
Exhibit B – Plans and Renderings
Exhibit C – Environmental Determination
Exhibit D – Maps and Context Photos
Exhibit E – Land Use Data
Exhibit F – Eviction History Documentation
Exhibit G – Project Sponsor Brief



PLANNING COMMISSION DRAFT MOTION

HEARING DATE: SEPTEMBER 10, 2020

Record No.: 2016-012135CUA
Project Address: 2214 Cayuga Avenue and 3101 Alemany Boulevard
Zoning: Neighborhood Commercial, Cluster (NC-1)
40-X Height and Bulk District
Block/Lot: 7146 / 001 & 034
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ADOPTING FINDINGS RELATING TO A CONDITIONAL USE AUTHORIZATION PURSUANT TO PLANNING CODE SECTIONS 303, 317, AND 710 FOR THE DEMOLITION OF AN EXISTING TWO-STORY, SINGLE-FAMILY RESIDENCE AND THE CONSTRUCTION OF FOUR NEW, 40-FOOT, RESIDENTIAL BUILDINGS FOR A TOTAL OF SEVEN DWELLING UNITS, APPROXIMATELY 15, 179 SQUARE FEET IN AREA, AND SEVEN CLASS 1 BICYCLE PARKING SPACES, LOCATED AT 2214 CAYUGA AVENUE AND 3101 ALEMANY BOULEVARD, LOTS 001 AND 034 IN ASSESSOR'S BLOCK 7146, WITHIN THE NC-1 (NEIGHBORHOOD COMMERCIAL, CLUSTER) ZONING DISTRICT AND 40-X HEIGHT AND BULK DISTRICT.

PREAMBLE

On March 30, 2017, Jeremy Schaub of Schaub Ly Architects Inc. (hereinafter "Project Sponsor") filed Application No. 2016-012135CUA (hereinafter "Application") with the Planning Department (hereinafter "Department") for a Conditional Use Authorization for the demolition of an existing two-story, single family residence and the construction of four new, four-story, 40-foot, residential buildings containing a total of seven dwelling units, approximately 15,179 square feet in area, and seven Class 1 bicycle parking spaces (hereinafter "Project") at 2214 Cayuga Avenue and 3101 Alemany Boulevard, Block 7146 Lots 001 and 034 (hereinafter "Project Site").

On July 22, 2020, a Draft Mitigated Negative Declaration (MND) for the Project was prepared and published for public review.

The Draft MND was available for public comment until August 11, 2020.

On September 10, 2020, the Planning Department/Planning Commission reviewed and considered 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 Planning Department/Planning Commission found the FMND was adequate, accurate and objective, reflected the independent analysis and judgment of the Department of City Planning and the Planning Commission, and that the summary of comments and responses contained no significant revisions to the PMND, and approved the FMND for the Project in compliance with CEQA, the CEQA Guidelines and Chapter 31.

The Planning Department staff prepared a Mitigation Monitoring and Reporting program (MMRP), which material was made available to the public and this Commission for this Commission's review, consideration and action.

On September 10, 2020, the Commission conducted a duly noticed public hearing at a regularly scheduled meeting on Conditional Use Authorization Application No. 2016-012135CUA.

The Planning Department Commission Secretary is the custodian of records; the File for Record No. 2016-012135ENVCUA is located at 1650 Mission Street, Suite 400, 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 applicant, Department staff, and other interested parties.

MOVED, that the Commission hereby authorizes the Conditional Use Authorization as requested in Application No. 2016-012135CUA, 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. Project Description.** The proposal is for the demolition of an existing, two-story single-family residence and one-story, storage structure and the construction of four new, 40-foot, four-story residential buildings for a total of seven dwelling units, approximately 15,179 square feet in area, 41 bedrooms, and seven Class 1 bicycle parking spaces. Three of the proposed four residential buildings will be configured as duplexes, while the remaining residential building will be a single-family residence. Each dwelling unit will be family friendly, contain five bedrooms or more, and have access to a common rear yard and usable open space that spans the width of the development lot. Four of the proposed seven dwelling units will open onto Sickles Avenue (i.e. 201, 205, 209, and 213 Sickles Avenue) via raised, landscaped, entry porches.

- 3. Site Description and Present Use.** The subject property is an approximately 5,292 square foot development lot located on the west side of Sickles Avenue and intersection of Cayuga Avenue, Sickles Avenue, and Alemany Boulevard; Lots 001 and 034 of Assessor's Block 7146. The subject property is composed of two parcels, Lot 034 which measures approximately 2,292 square feet and Lot 001 which measures approximately 3,000 square feet in area. Lot 034, located at the intersection of Alemany Boulevard and Sickles Avenue, is developed with a one-story storage structure which measures approximately 20 feet 5 inches in length and 10 feet 7 inches in width. Lot 001, located at the intersection of Sickles Avenue and Cayuga Avenue, is developed with a two-story, single-family residence which measures approximately 44 feet 10 inches in length and 25 feet in width. The subject building is not considered a historical resource pursuant to the California Environmental Quality Act (CEQA). The existing single-family residence is currently occupied by a total of four tenants. According to the Project Sponsor, all tenants will be relocated to another property located within the City and County of San Francisco owned by the listed property owners.
- 4. Surrounding Properties and Neighborhood.** The subject property is located within the NC-1 (Neighborhood Commercial, Cluster) Zoning District, the 40-X Height and Bulk District, and the Outer Mission neighborhood, adjacent to the Ocean View and Crocker Amazon neighborhoods. The NC-1 Zoning District is located immediately to east, the RH-1 (Residential-House, One-Family) and RH-2 (Residential-House, Two-Family) Zoning Districts are located to the south and west, and the P (Public) Zoning District is located to the north of the subject property. The immediate neighborhood includes two-to-four story residential buildings. No retail uses are located within the immediate neighborhood. Directly to the east and south of the subject building are multi-unit residential buildings. Directly to the west of the subject building are two-story, single-family residences.
- 5. Public Outreach and Comments.** Prior to the submittal of the listed Conditional Use Authorization Application, the Project Sponsors conducted and complete a Pre-Application Meeting on March 15, 2017. Nine members of the public attended the Pre-Application Meeting and expressed concerns with regards to the formerly proposed commercial tenant spaces, off-street parking, building height, and vehicular circulation and traffic. To date, the Department has not received any letters in support or opposition of the Project.
- 6. Planning Code Compliance.** The Commission finds that the Project is consistent with the relevant provisions of the Planning Code in the following manner:

 - A. Residential Demolition.** Pursuant to Planning Code Section 317(c)(1), any application for a permit that would result in the removal of one or more Residential Units or Unauthorized Units is required to obtain Conditional Use Authorization. "Removal" shall mean, with reference to a Residential or Unauthorized Unit, its Conversion, Demolition, or Merger. Section 317(g)(6) establishes the criteria which the Planning Commission shall consider in the review of applications for Residential Demolition.

The Project will demolish an existing two-story, single-family dwelling unit, and therefore requires the issuance of the listed Conditional Use Authorization pursuant to Planning Code Sections 303 and 317. The additional criteria specified in Section 317(g)(6) have been incorporated as findings of this motion. See Item No. 8, "Residential Demolition Findings."

- B. **Dwelling Unit Density.** Pursuant to Planning Code Sections 207 and 710 properties within the NC-1 Zoning District are principally permitted to contain one dwelling unit per 800 square feet of lot area or the density permitted in the nearest Residential District, whichever is greater.

The Project will construct four new residential buildings for a total of seven dwelling units on an approximately 5,292 square foot development lot, and therefore complies with this requirement.

- C. **Rear Yard.** Planning Code Section 134 requires that properties within the NC-1 Zoning District maintain a minimum rear yard equal to 25 percent of the lot's depth, but in no case less than 15 feet, at the grade level and any other succeeding levels of the subject building.

The Project complies with this requirement. The subject property is required to maintain a rear yard equal to 15 feet and the proposed new residential buildings will not encroach into the subject property's required rear yard setback at all floor levels.

- D. **Dwelling Unit Exposure.** Pursuant to Planning Code Section 140, each dwelling unit shall contain a room measuring at minimum 120 square feet in area with required windows (as defined by the Section 504 of the San Francisco Housing Code) that face directly onto one of the following open areas: a public street; a public alley of at least 20 feet in width; a side yard of at least 25 feet in width; or a rear yard meeting the requirements of the Planning Code.

All proposed dwelling units will contain a room measuring at minimum 120 square feet in area with required windows facing onto Sickles Ave., Cayuga Ave., or Alemany Blvd. (public streets), and therefore the Project complies with this requirement.

- E. **Usable Open Space.** Planning Code Section 135 requires that each dwelling unit within the NC-1 Zoning District contain access to at minimum 100 square feet of private usable open space or at minimum 133 square feet of common usable open space.

The Project will comply with this requirement. Each dwelling unit will contain access to at minimum 133 square feet of common usable open space.

- F. **Residential Bicycle Parking.** Planning Code Section 155.2 requires that one Class 1 bicycle parking space be provided for each dwelling unit. The Class 1 bicycle parking space shall be located in a secure and weather protected location meeting dimensions set in Zoning Administrator Bulletin No. 9 and shall be easily accessible to its residents and not otherwise used for automobile parking or other purposes.

The subject building will contain a maximum of seven Class 1 bicycle parking spaces, each dwelling unit will have access to one bicycle parking space. Therefore, the Project complies with this requirement.

- G. **Building Height.** Pursuant to Planning Code Section 260, the subject property is limited to a building height of 40 feet.

The Project will comply with this requirement. The proposed residential buildings will measure no more than 40 feet in height and contain stair penthouses no greater than 5 feet in height, as except from

building height limit pursuant to Planning Code Section 260(b).

- H. **Street Frontage in Neighborhood Commercial Districts.** Section 145.1 of the Planning Code requires that within NC Districts space for active uses shall be provided within the first 25 feet of building depth on the ground floor and 15 feet on floors above from any facade facing a street at least 30 feet in width. In addition, the floors of street-fronting interior spaces housing non-residential active uses and lobbies shall be as close as possible to the level of the adjacent sidewalk at the principal entrance to these spaces. Frontages with active uses that must be fenestrated with transparent windows and doorways for no less than 60 percent of the street frontage at the ground level and 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 grillwork, other than wire mesh, which is placed in front of or behind ground floor windows, shall be at least 75 percent open to perpendicular view. Rolling or sliding security gates shall consist of open grillwork rather than solid material, so as to provide visual interest to pedestrians when the gates are closed, and to permit light to pass through mostly unobstructed. Gates, when both open and folded or rolled as well as the gate mechanism, shall be recessed within, or laid flush with, the building facade.

The Project will comply with this requirement. The Project will construct four new, four-story, residential buildings that will contain an active use at the ground floor of each respective building. In particular, each respective building will provide ground level walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk and are consistent with the Ground Floor Residential Design Guidelines.

- I. **Child Care Fee.** Planning Code Section 414A requires payment of a child care impact fee for a project that results in one net new dwelling unit.

The Project will construct seven new dwelling units and therefore is subject to the Child Care Fee. The fee will be paid for prior to the issuance of the first construction document.

7. **Conditional Use Findings.** Planning Code Section 303 establishes criteria for the Planning Commission to consider when reviewing applications for Conditional Use authorization. On balance, the project complies with said criteria in that:

- A. The proposed new 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 Project will provide a development that is necessary, desirable, and compatible with the immediate neighborhood. The Project will maximize the use of a currently underutilized building and will provide six additional dwelling units to the City's housing stock. Furthermore, the Project will provide a use compatible with the NC-1 Zoning District and construct a building that is compatible with the size, density, height, and architectural characteristics of the immediate neighborhood. Most of surrounding buildings are modest-sized single to multi-family buildings, under 40 feet in height, similar to the proposed residential buildings in the listed Project.

- 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:

- (1) Nature of proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The Project will not be detrimental to the health, safety, convenience, or general welfare of persons residing or working in the vicinity. The proposed demolition of an existing single-family residence and construction of four new, 40-foot, residential buildings for a total of seven new dwelling units will be compatible to the development pattern, density, and height of the immediate neighborhood. The proposed new residential buildings will have features similar to that of other residential buildings within the immediate neighborhood. In particular, the buildings will contain an active use at the ground floor of each respective building that provides ground level walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk and are consistent with the Ground Floor Residential Design Guidelines.

- (2) 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 is not expected to impede public transportation, vehicle traffic patterns, or overburden the immediate neighborhood's existing on-street parking availability; the Project site is well served by public transportation. The subject property is located approximately a quarter of a mile from the intersection of Plymouth Ave. and Broad St. which is served by the 54-bus line and M-Muni line and three blocks from the intersection of Mission St. and Acton St. which is served by the 88, 14, and 14-R bus lines. Additionally, the Project will restore approximately 12 feet 7 inches of curb cut and add one additional on-street parking space to the immediate neighborhood. Seven Class 1 bicycle parking spaces, one for each respective dwelling unit, will also be provided. No off-street parking or loading spaces are proposed as part of the Project.

- (3) The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor;

The Project will comply with the City's requirements to minimize noise, glare, dust, odors, or other harmful emissions.

- (4) Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs;

The proposed Project will provide adequate usable open space, landscaping, and bicycle parking spaces for each dwelling unit. Additionally, the Project will preserve the walkability of the sidewalk directly adjacent to the subject property.

- 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 all 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 NC-1 Zoning District is characterized by their location in residential neighborhoods, often in outlying areas of the City, and the commercial intensity of these districts varies. The proposed Project is consistent with the stated purposed of NC-1 (Neighborhood Commercial, Custer) Zoning District in that the intended use is a residential use within a neighborhood dominated by residential uses and no commercial land- uses.

- 8. Residential Demolition Findings.** Planning Code Section 317(g)(6) establishes criteria for the Planning Commission to consider when reviewing applications for the demolition of a residential unit. On balance, the project complies with said criteria in that:

- A. Whether the property is free of a history of serious, continuing Code violations;

Based on a review of the Department of Building Inspection's and Planning Department's databases, no code violations or open code enforcement cases are present at the subject property.

- B. Whether the housing has been maintained in a decent, safe, and sanitary condition;

Based on the information available to the Department, the existing subject building and property have been maintained in decent, safe, and sanitary conditions.

- C. Whether the property is an "historical resource" under CEQA;

The subject building and property are not identified as a historical resource. Pursuant to CEQA, a Historic Resource Evaluation (HRE) was prepared to evaluate the existing subject building, constructed between 1915 and 1917, whether it would meet CEQA section 15064.5 criteria for listing on the California Register or in an adopted local historic register. As indicated in the Final Mitigated Negative Declaration (FMND), the subject building and property are determined to not be eligible for listing in the California Register under any criteria, individually or as part of a historic district.

- D. Whether the removal of the resource will have a substantial adverse impact under CEQA;

Given the historical resource determination, the demolition of the subject building will not create significant impacts to a historical resource, as indicated in the Final Mitigated Negative Declaration (FMND).

- E. Whether the project converts rental housing to other forms of tenure or occupancy;

The Project will not convert rental housing to other forms of tenure or occupancy.

- F. Whether the project removes rental units subject to the Residential Rent Stabilization and Arbitration Ordinance or affordable housing;

The Project will not remove deed-restricted, tax-credit funded affordable housing. However, the Planning Department may not make a determination on the applicability of the Rent Stabilization and Arbitration Ordinance to the subject existing residential building.

- G. Whether the project conserves existing housing to preserve cultural and economic neighborhood diversity;

Although the Project will demolish an existing dwelling unit, the Project will enhance and reinforce the existing cultural and economic diversity of the immediate neighborhood by providing six additional dwelling units. In particular, the proposed residential buildings will be compatible with the size, density, height, and architectural characteristics of the immediate neighborhood.

- H. Whether the project conserves neighborhood character to preserve neighborhood cultural and economic diversity;

The Project will conserve the existing neighborhood character, including the cultural and economic diversity of the neighborhood. The Project will demolish an existing two-story, single-family residential building and a one-story storage structure and construct a total of four new residential buildings for a total of seven new dwelling units. All proposed dwelling units will be family friendly dwelling units with five or more bedrooms and be located in close proximity to amenities (i.e. usable open space, bicycle parking) within a neighborhood characterized by residential uses.

- I. Whether the project protects the relative affordability of existing housing;

The Project will demolish an aged, existing, single-family dwelling unit which is generally considered more affordable than new dwelling units, and therefore the Project will not preserve the relative affordability of existing housing.

- J. Whether the project increases the number of permanently affordable units as governed by Section [415](#);

The Project is not subject to Planning Code Section 415, as the Project will construct less than ten dwelling units.

- K. Whether the project locates in-fill housing on appropriate sites in established neighborhoods;

The Project will develop an underutilized property within close proximity to public transportation and provide six additional dwelling units to the City's housing stock.

- L. Whether the project increases the number of family-sized units on-site;

The Project will provide six additional family-sized dwelling units to the City's housing stock.

- M. Whether the project creates new supportive housing;

The Project will not create supportive housing.

- N. Whether the project is of superb architectural and urban design, meeting all relevant design guidelines, to enhance existing neighborhood character;

The Project will construct four new, 40-foot, residential buildings for a total of seven new dwelling units that will be compatible with the development pattern, density, and height of the immediate neighborhood. The proposed new residential buildings will have features similar to that of other residential buildings within the immediate neighborhood. In particular, the buildings will contain an active use at the ground floor of each respective building that provides ground level walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk and are consistent with the Ground Floor Residential Design Guidelines.

- O. Whether the project increases the number of on-site Dwelling Units;

The Project will increase the number of on-site dwelling units at the subject property from one to seven dwelling units, for a net gain of six dwelling units.

- P. Whether the project increases the number of on-site bedrooms;

The Project will increase the number of on-site bedrooms at the subject property from 2 to 41 bedrooms, for a net gain of 39 bedrooms.

- Q. Whether or not the replacement project would maximize density on the subject lot; and

The Project will maximize the density of the subject property by providing seven dwelling units. The subject property measures approximately 5,292 square feet in area and is located within the NC-1 Zoning District which permits one residential unit per 800 square feet of lot area. Therefore, the subject property is principally permitted seven dwelling units.

- R. If replacing a building not subject to the Residential Rent Stabilization and Arbitration Ordinance, whether the new project replaces all of the existing units with new Dwelling Units of a similar size and with the same number of bedrooms.

The Project will demolish a two-story, two-bedroom, approximately 1,546 single-family residence and construct four new, 40-foot, residential buildings for a total of seven dwelling units, 41 bedrooms, and approximately 15, 179 square feet.

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 DEVELOPMENT 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 1.10

Support new housing projects, especially affordable housing, where households can easily rely on public transportation, walking and bicycling for the majority of daily trips.

OBJECTIVE 4:

FOSTER A HOUSING STOCK THAT MEETS THE NEEDS OF ALL RESIDENTS ACROSS LIFECYCLES.

Policy 4.1

Develop new housing, and encourage the remodeling of existing housing, for families with children.

Policy 4.4

Encourage sufficient and suitable rental housing opportunities, emphasizing permanently affordable rental units wherever possible.

Policy 4.5

Ensure that new permanently affordable housing is located in all of the City's neighborhoods, and encourage integrated neighborhoods, with a diversity of unit types provided at a range of income levels.

Policy 4.6

Encourage an equitable distribution of growth according to infrastructure and site capacity.

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 11.2

Ensure implementation of accepted design standards in project approvals.

Policy 11.3

Ensure growth is accommodated without substantially and adversely impacting existing residential neighborhood character.

Policy 11.4:

Continue to utilize zoning districts which conform to a generalized residential land use and density plan and the General Plan.

Policy 11.6

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

Policy 11.8

Consider a neighborhood's character when integrating new uses, and minimize disruption caused by expansion of institutions into residential areas.

OBJECTIVE 12:

BALANCE HOUSING GROWTH WITH ADEQUATE INFRASTRUCTURE THAT SERVES THE CITY'S GROWING POPULATION.

Policy 12.2

Consider the proximity of quality of life elements such as open space, childcare, and neighborhood services, when developing new housing units.

OBJECTIVE 13:

PRIORITIZE SUSTAINABLE DEVELOPMENT IN PLANNING FOR AND CONSTRUCTING NEW HOUSING.

Policy 13.1

Support "smart" regional growth that locates new housing close to jobs and transit.

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.

COMMERCE AND INDUSTRY ELEMENT

Objectives and Policies

OBJECTIVE 1:

MANAGE ECONOMIC GROWTH AND CHANGE TO ENSURE ENHANCEMENT OF THE TOTAL CITY LIVING AND WORKING ENVIRONMENT.

Policy 1.1

Encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated.

The Project will demolish an existing two-story, single-family residence and construct four new, 40-foot, residential buildings within close proximity to public transportation. The Project will increase the City's housing stock by providing a total of seven new family-friendly, dwelling units. All proposed dwelling units will be family friendly units in that they will contain five or more bedrooms, be located near amenities like usable open space, and provide family orientated amenities like bicycle parking spaces to be made available to the future residential tenants of the subject buildings. Additionally, the Project site is well served by public transportation. The subject property is located approximately a quarter of a mile from the intersection of Plymouth Ave. and Broad St. which is served by the 54-bus line and M-Muni line and three blocks from the intersection of Mission St. and Acton St. which is served by the 88, 14, and 14-R bus lines.

The Project will design a ground floor that enhances the existing pedestrian environment of the immediate neighborhood and reinforces the existing predominate residential character of the neighborhood. In particular, each respective residential building will provide ground level walk-up dwelling units that provide direct, individual pedestrian access to a public sidewalk, and are consistent with the Ground Floor Residential Design Guidelines.

Furthermore, the Project will provide a development that is compatible with the immediate neighborhood and embodies design principles that guide building massing and articulation. The development will respect the existing building massing and articulation of the immediate neighborhood by incorporating three-dimensional building features (i.e. bay windows, recessed windows and doors, awnings) and extending existing neighborhood patterns, utilizing balconies, and landscaping to provide a break in the building massing, and centralizes all rooftop features within the subject property to diminish their visibility from the public-right-of-way and adjacent neighbors.

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 complies 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 Project will not remove or displace existing neighborhood serving retail uses nor will it impact employment and ownership opportunities of such businesses. While the subject property is located

within the Neighborhood Commercial, Cluster (NC-1) Zoning District, the Project site does not contain a neighborhood serving retail use and is currently occupied by a single-family residence and storage structure. Nonetheless, the Project will introduce new patrons to the area, and therefore, strengthen the customer base of existing retail uses and contribute to the demand for new retail uses serving the area.

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

The Project will conserve and protect the existing housing and neighborhood character, including the cultural and economic diversity of the neighborhood. The Project will demolish an existing two-story, single-family residential building and a one-story storage structure and construct a total of four new residential buildings for a total of seven new dwelling units. All proposed dwelling units will be family friendly dwelling units with five or more bedrooms and located in close proximity to amenities (i.e. usable open space, bicycle parking).

- C.** That the City's supply of affordable housing be preserved and enhanced,

The Project will not negatively affect the City's supply of affordable housing; no affordable housing units will be removed. Rather, the Project will provide six net dwelling 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 is not expected to impede public transportation or overburden the immediate neighborhood's existing on-street parking availability; the Project site is well served by public transportation. The subject property is located approximately a quarter of a mile from the intersection of Plymouth Ave. and Broad St. which is served by the 54-bus line and M Muni line and three blocks from the intersection of Mission St. and Acton St. which is served by the 88, 14, and 14-R bus lines. Additionally, the Project will restore approximately 12 feet 7 inches of curb cut and add one additional on-street parking space to the immediate neighborhood. Seven Class 1 bicycle parking spaces, one for each respective dwelling unit, will also be provided.

- 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 sectors due to commercial office and will not affect residents' employment and ownership opportunities of industrial and service sector. The subject building is an existing two-story, residential building and the proposed Project will construct a total of seven new dwelling units.

- F.** That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake.

The Project is designed and will be constructed to conform to the structural and seismic safety requirements of the Building Code. This proposal will not impact the subject property's ability to withstand an earthquake.

- G.** That landmarks and historic buildings be preserved.

Currently, the Project site does not contain any City Landmarks or historic buildings.

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

The Project will not have impacts on existing parks and opens spaces and their access to sunlight and vistas.

- 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 Applicant, 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 Authorization Application No. 2016-012135CUA** subject to the following conditions attached hereto as “EXHIBIT A” in general conformance with plans on file, dated August 26, 2020, and stamped “EXHIBIT B”, which is incorporated herein by reference as though fully set forth.

The Planning Commission has reviewed and considered the MND 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 potentially significant environmental effects associated with the Project, and hereby adopts the FMND.

The Planning Commission hereby adopts the MND and the 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 MND and contained in the MMRP are included as conditions of approval.

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. 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.

Protest of Fee or Exaction: You may protest any fee or exaction subject to Government Code Section 66000 that is imposed as a condition of approval by following the procedures set forth in Government Code Section 66020. The protest must satisfy the requirements of Government Code Section 66020(a) and must be filed within 90 days of the date of the first approval or conditional approval of the development referencing the challenged fee or exaction. For purposes of Government Code Section 66020, the date of imposition of the fee shall be the date of the earliest discretionary approval by the City of the subject development.

If the City has not previously given Notice of an earlier discretionary approval of the project, the Planning Commission’s adoption of this Motion, Resolution, Discretionary Review Action or the Zoning Administrator’s Variance Decision Letter constitutes the approval or conditional approval of the development and the City hereby gives **NOTICE** that the 90-day protest period under Government Code Section 66020 has begun. If the City has already given Notice that the 90-day approval period has begun for the subject development, then this document does not re-commence the 90-day approval period.

I hereby certify that the Planning Commission ADOPTED the foregoing Motion on September 10, 2020.

Jonas P. Ionin
Commission Secretary

AYES:

NAYS:

ABSENT:

ADOPTED: September 10, 2020

EXHIBIT A

Authorization

This authorization is for a conditional use to allow the demolition of an existing two-story, single-family residence and the construction of four new, 40-foot, residential buildings for a total of seven dwelling units located at 2214 Cayuga Ave. and 3101 Alemany Blvd., Lots 001 and 034 of Assessor's Block 7146 pursuant to Planning Code Sections 303, 317, and 710 within the NC-1 (Neighborhood Commercial, Cluster) Zoning District and 40-X Height and Bulk District; in general conformance with plans, dated August 26, 2020, and stamped "EXHIBIT B" included in the docket for Record No. 2016-012135CUA and subject to conditions of approval reviewed and approved by the Commission on September 10, 2020 under Motion No. XXXXXX. 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 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 **September 10, 2020** under Motion No. XXXXXX.

Printing of Conditions of Approval on Plans

The conditions of approval under the 'Exhibit A' of this Planning Commission Motion No. XXXXXX 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. "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.** The authorization and right vested by virtue of this action is valid for three (3) years from the effective date of the Motion. The Department of Building Inspection shall have issued a Building Permit or Site Permit to construct the project and/or commence the approved use within this three-year period.

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

2. **Expiration and Renewal.** Should a Building or Site Permit be sought after the three (3) year period has lapsed, the project sponsor must seek a renewal of this Authorization by filing an application for an amendment to the original Authorization or a new application for Authorization. Should the project sponsor decline to so file, and decline to withdraw the permit application, the Commission shall conduct a public hearing in order to consider the revocation of the Authorization. Should the Commission not revoke the Authorization following the closure of the public hearing, the Commission shall determine the extension of time for the continued validity of the Authorization.

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

3. **Diligent Pursuit.** 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. Failure to do so shall be grounds for the Commission to consider revoking the approval if more than three (3) years have passed since this Authorization was approved.

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

4. **Extension.** All time limits in the preceding three paragraphs may be extended at the discretion of the Zoning Administrator where implementation of the project is delayed by a public agency, an appeal or a legal challenge and only by the length of time for which such public agency, appeal or challenge has caused delay.

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

5. **Conformity with Current Law.** No application for Building Permit, Site Permit, or other entitlement shall be approved unless it complies with all applicable provisions of City Codes in effect at the time of such approval.

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

[planning.org](http://www.sf-planning.org)

6. **Mitigation Measures.** Mitigation measures described in the MMRP 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.

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

Design – Compliance at Plan Stage

7. **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 Department staff review and approval. 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

8. **Garbage, Composting, and Recycling Storage.** 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

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. **Streetscape Plan.** Pursuant to Planning Code Section 138.1, the Project Sponsor shall continue to work with Planning Department staff, in consultation with other City agencies, to refine the design and programming of the Streetscape Plan so that the plan generally meets the standards of the Better Streets Plan and all applicable City standards. The Project Sponsor shall complete final design of all required street improvements, including procurement of relevant City permits, prior to issuance of first architectural addenda, and shall complete construction of all required street improvements prior to issuance of first temporary certificate of occupancy.

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

- 11. Overhead Wiring.** The Property owner will allow MUNI to install eyebolts in the building adjacent to its electric streetcar line to support its overhead wire system if requested by MUNI or MTA.

For information about compliance, contact San Francisco Municipal Railway (Muni), San Francisco Municipal Transit Agency (SFMTA), at 415-701-4500, www.sfmta.org

- 12. Bicycle Parking.** The Project shall provide no fewer than **seven** Class 1 bicycle parking spaces as required by Planning Code Sections 155.1 and 155.2.

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

- 13. 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 effects during construction of the Project.

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

Provisions

- 14. Residential Child Care Impact Fee.** The Project is subject to the Residential Child Care Fee, as applicable, pursuant to Planning Code Section 414A.

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

Monitoring - After Entitlement

- 15. 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

- 16. Monitoring.** The Project requires monitoring of the conditions of approval in this Motion. The Project Sponsor or the subsequent responsible parties for the Project shall pay fees as established under Planning Code Section 351(e) (1) and work with the Planning Department for information about compliance.

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

- 17. 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.

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

Operation

- 18. 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>

- 19. 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 and all registered neighborhood groups for the area with written notice of the name, business address, and telephone number of the community liaison. Should the contact information change, the Zoning Administrator and registered neighborhood groups 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.

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

- 20. Lighting.** All Project lighting shall be directed onto the Project site and immediately surrounding sidewalk area only, and designed and managed so as not to be a nuisance to adjacent residents. Nighttime lighting shall be the minimum necessary to ensure safety, but shall in no case be directed so as to constitute a nuisance to any surrounding property.

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

Exhibit B

ZONING INFORMATION		CODE SECTION
ZONING	NC-1	§710
HEIGHT LIMIT	40-X	§270
RESIDENTIAL DENSITY	1 UNIT PER 800 SQ. FT.	§207
CONDITIONAL USE	RESIDENTIAL DEMOLITION	§317

EXISTING PROPERTY INFORMATION

BLOCK / LOT	7146 / 001	7146 / 034
ADDRESS	2214 CAYUGA AVE	3101 ALEMANY BLVD
LOT WIDTH x DEPTH	50' x 60'	AVERAGE 38'-7" x 60'
LOT AREA	3,000 S.F.	2,292 S.F.
# OF RESIDENTIAL UNITS	1	

PROPOSED PROJECT INFORMATION

BLOCK / LOT	7146 / 001		7146 / 034	
ADDRESS	201 & 203 SICKLES AVE	205 & 207 SICKLES AVE	209 & 211 SICKLES AVE	213 SICKLES AVE
# OF RESIDENTIAL UNITS	2	2	2	1
BUILDING HEIGHT	40'-0"	40'-0"	40'-0"	40'-0"
# OF BIKE PARKING	2	2	2	1
# OF RESIDENTIAL UNITS PER LOT	4		3	
FRONT SET BACK	NONE		NONE	

PROPOSED EXCAVATION

DEPTH OF EXCAVATION	2 FT
TOTAL SOIL DISTURBANCE	300 CUBIC YARD

PROJECT DESCRIPTION

THE PROJECT WOULD DEMOLISH AN EXISTING SINGLE FAMILY DWELLING, WHICH SPANS TWO LOTS. ON LOT 001, WE WOULD CONSTRUCT TWO NEW BUILDINGS, EACH WITH TWO DWELLINGS. ON LOT 034, WE WOULD BUILD A TWO DWELLING BUILDING AND A SINGLE FAMILY DWELLING. THIS TOTALS 7 DWELLINGS ACROSS FOUR BUILDINGS. FOUR UNIT DOORS FRONT ON TO SICKLES AVENUE, WITH WALK-UP ENTRANCES. A CONTINUOUS REAR YARD FROM ALEMANY BOULEVARD TO CAYUGA AVENUE PROVIDES ACCESS FOR THE OTHER THREE DWELLINGS. NO VEHICLE PARKING IS PROPOSED, WITH 7 BICYCLE PARKING SPACES. OPEN SPACE IS PROVIDED IN THE SHARED REAR YARD. NO ROOF DECKS ARE PROPOSED. A CONDITIONAL USE AUTHORIZATION IS REQUIRED FOR THE REMOVAL OF THE EXISTING DWELLING UNIT.

201 & 203 SICKLES AVE

2 UNITS

AREA CALCULATION (IN SQUARE FEET):

	GROUND FLOOR	2 ND FLOOR	3 RD FLOOR	4 TH FLOOR	TOTAL	BED / BATH	
203 SICKLES AVE			1,165	1,165	2,330	6	6
201 SICKLES AVE	873	1,007			1,880	6	6
COMMON AREA	162	177	68	68	475		
TOTAL	1,035	1,184	1,233	1,233	4,685		
OCCUPANT LOAD	4	5	6	6	21		

TOTAL LIVING AREA FOR ALL UNITS =	4,210 S.F.
TOTAL COMMON AREA=	475 S.F.
TOTAL GROSS AREA =	4,685 S.F.

205 & 207 SICKLES AVE

2 UNITS

AREA CALCULATION (IN SQUARE FEET):

	GROUND FLOOR	2 ND FLOOR	3 RD FLOOR	4 TH FLOOR	TOTAL	BED / BATH	
207 SICKLES AVE			1,068	1,068	2,136	6	6
205 SICKLES AVE	851	935			1,786	6	6
COMMON AREA	163	175	64	64	466		
TOTAL	1,014	1,110	1,132	1,132	4,388		
OCCUPANT LOAD	4	5	5	5	20		

TOTAL LIVING AREA FOR ALL UNITS =	3,922 S.F.
TOTAL COMMON AREA=	466 S.F.
TOTAL GROSS AREA =	4,388 S.F.

209 & 211 SICKLES AVE

2 UNITS

AREA CALCULATION (IN SQUARE FEET):

	GROUND FLOOR	2 ND FLOOR	3 RD FLOOR	4 TH FLOOR	TOTAL	BED / BATH	
211 SICKLES AVE			919	919	1,838	6	6
209 SICKLES AVE	699	786			1,485	6	6
COMMON AREA	169	171	58	58	456		
TOTAL	868	957	977	977	3,779		
OCCUPANT LOAD	3	4	5	5	17		

TOTAL LIVING AREA FOR ALL UNITS =	3,323 S.F.
TOTAL COMMON AREA=	456 S.F.
TOTAL GROSS AREA =	3,779 S.F.

213 SICKLES

SINGLE FAMILY HOUSE

AREA CALCULATION (IN SQUARE FEET):

	GROUND FLOOR	2 ND FLOOR	3 RD FLOOR	4 TH FLOOR	TOTAL	BED / BATH	
3101 ALEMANY							
LIVING AREA	508	607	607	607	2,329	5	6
TOTAL	508	607	607	607	2,329		

BUILDING AREA SUMMARY

TOTAL UNIT COUNT	7
TOTAL LIVING AREA	13,782
TOTAL COMMON AREA	1,397
TOTAL GROSS SQUARE FEET	15,179
TOTAL BEDROOMS	41
TOTAL BATHROOMS	42

PARKING SUMMARY

BICYCLE - CLASS I	7
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OPEN SPACE SUMMARY

	COMMON	REQUIRED
201 & 203 SICKLES AVE	375	266
205 & 207 SICKLES AVE	375	266
209 & 211 SICKLES AVE	331	266
213 SICKLES AVE	410	133
TOTAL	1,491	931

LOT 1 INFORMATION:

LOT SIZE	3,000
LOT DEPTH	60'-0"
LOT WIDTH	50'-0"
BUILDING LENGTH	45'-0"

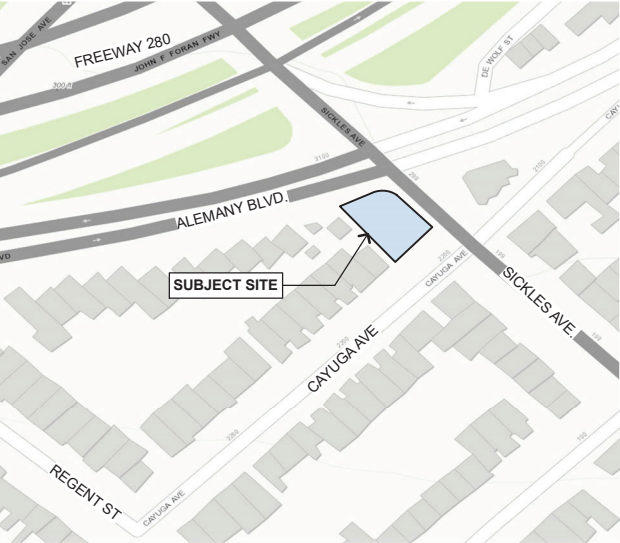
LOT 34 INFORMATION:

LOT SIZE	2,292
LOT DEPTH	60'-0"
LOT WIDTH	AVERAGE 38'-7"
BUILDING LENGTH	45'-0"

SHEET INDEX

- A-0PROJECT INFORMATION
- A-0.1RENDERING
- A-0.2RENDERING
- A-0.3RENDERING
- A-0.4RENDERING
- A-0.5RENDERING
- A-0.6RENDERING
- A-0.7RENDERING
- A-0.8CONTEXT PHOTOGRAPHS
- A-0.9CONTEXT PHOTOGRAPHS
- A-1.0EXISTING & PROPOSED SITE / ROOF PLANS
- A-1.1STREETSCAPE & LANDSCAPE PLAN
- A-2.0GROUND FLOOR PLANS
- A-2.1SECOND FLOOR PLANS
- A-2.2THIRD FLOOR PLANS
- A-2.3FOURTH FLOOR PLANS
- A-2.4ROOF PLANS
- A-3.0ELEVATIONS ON SICKLES AVE (NORTHEAST)
- A-3.1SIDE ELEVATIONS ON CAYUGA AVE (SOUTHEAST)
- A-3.2ELEVATIONS ON ALEMANY BLVD (NORTHWEST)
- A-3.3REAR ELEVATIONS (SOUTHWEST)
- A-3.4SECTIONS
- A-3.5SECTIONS
- A-3.6SECTIONS
- A-4.0EXISTING FLOOR PLANS AND ELEVATIONS
- A-4.1EXISTING SECTIONS
- 1SURVEY

VICINITY MAP



















SUBJECT SITE & ADJACENT BUILDINGS, LOOKING NORTHWEST ON CAYUGA AVE



ACROSS & ADJACENT BUILDINGS, LOOKING SOUTHEAST ON CAYUGA AVE



SUBJECT SITE & ADJACENT BUILDINGS, LOOKING SOUTHWEST ON SICKLES AVE



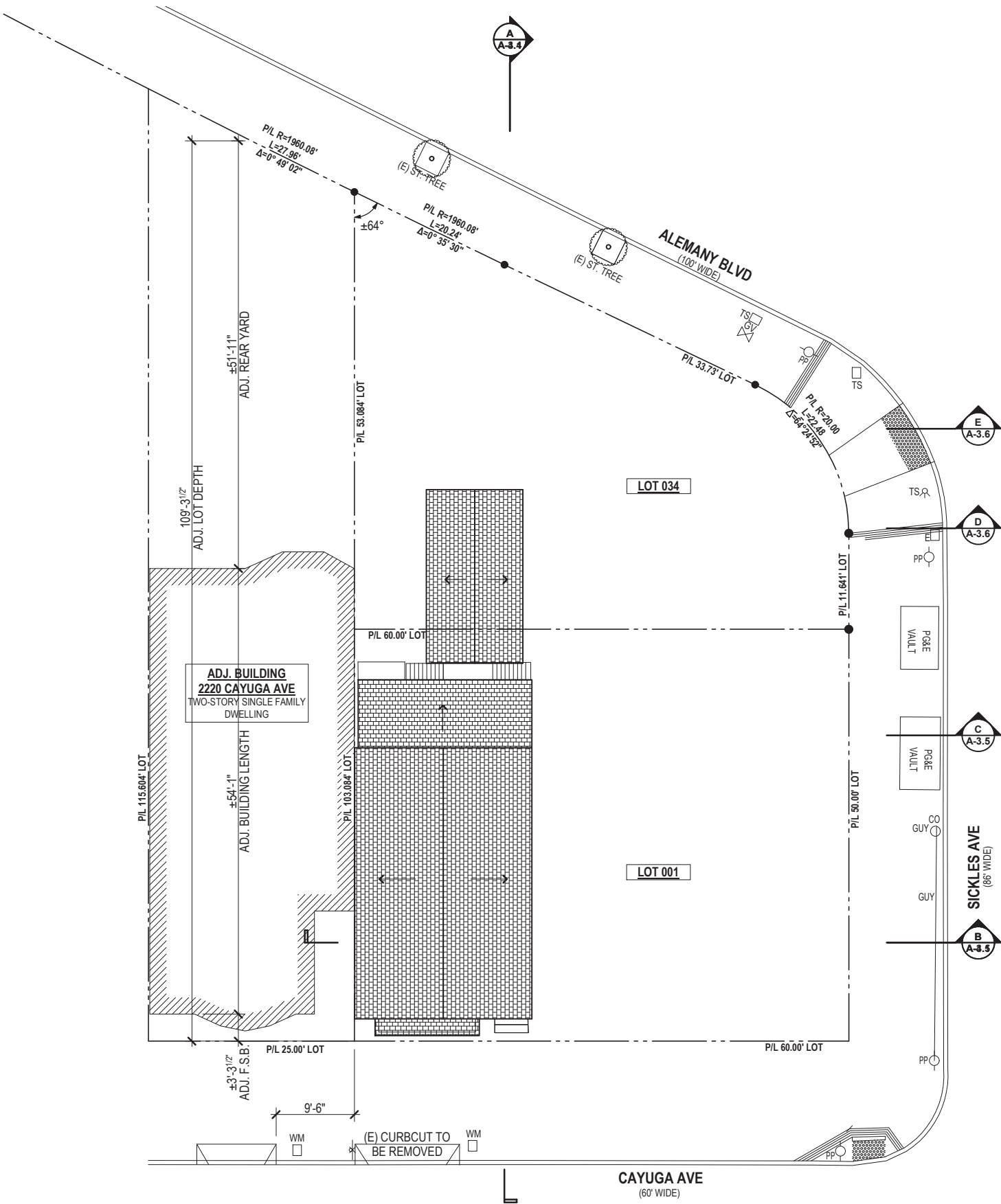
ACROSS & ADJACENT BUILDINGS, LOOKING NORTHEAST ON SICKLES AVE



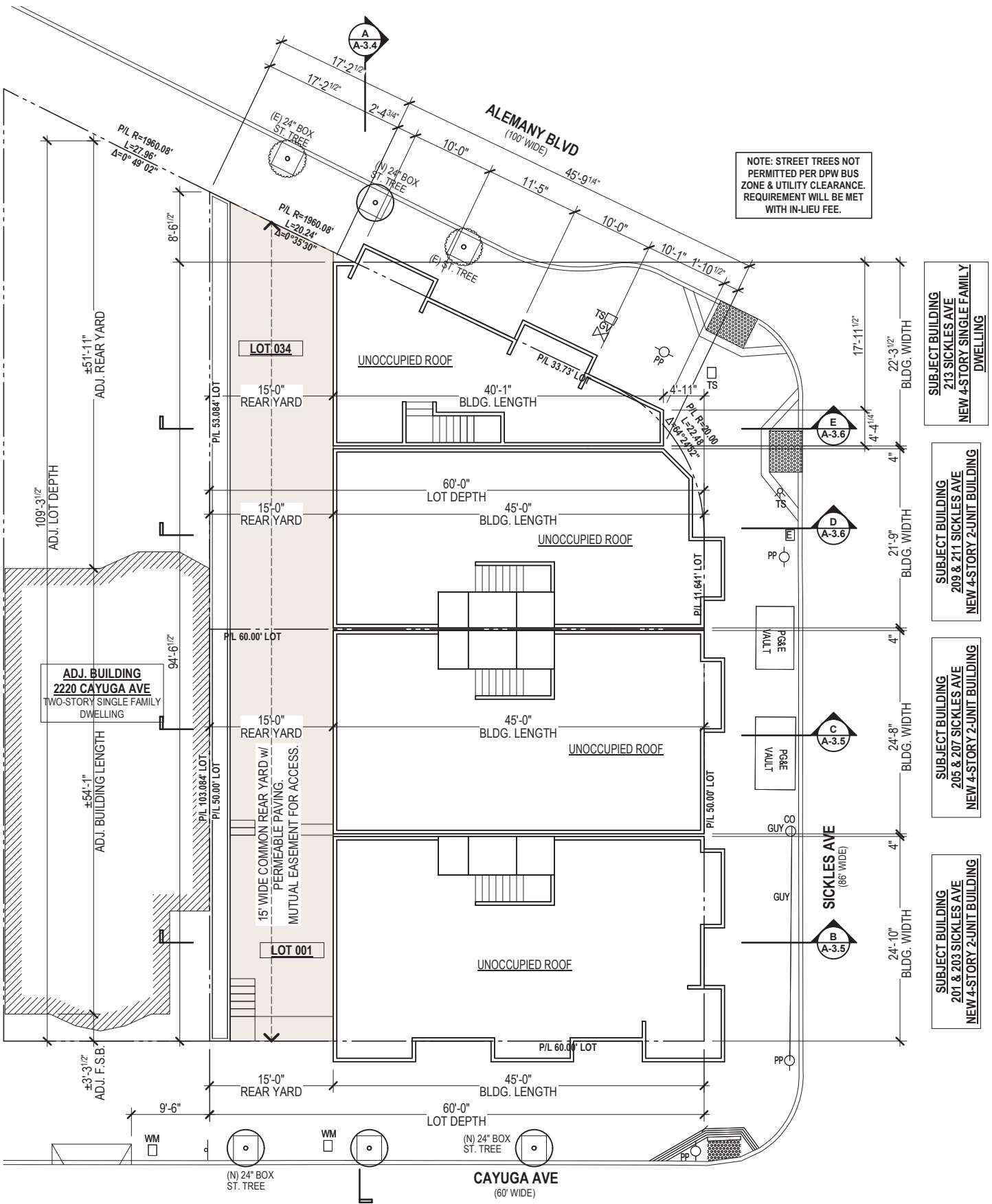
SUBJECT SITE & ADJACENT BUILDINGS, LOOKING SOUTHEAST ON ALEMANY BLVD



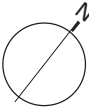
ACROSS & FREEWAY 280, LOOKING NORTHWEST ON ALEMANY BLVD

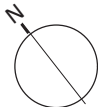
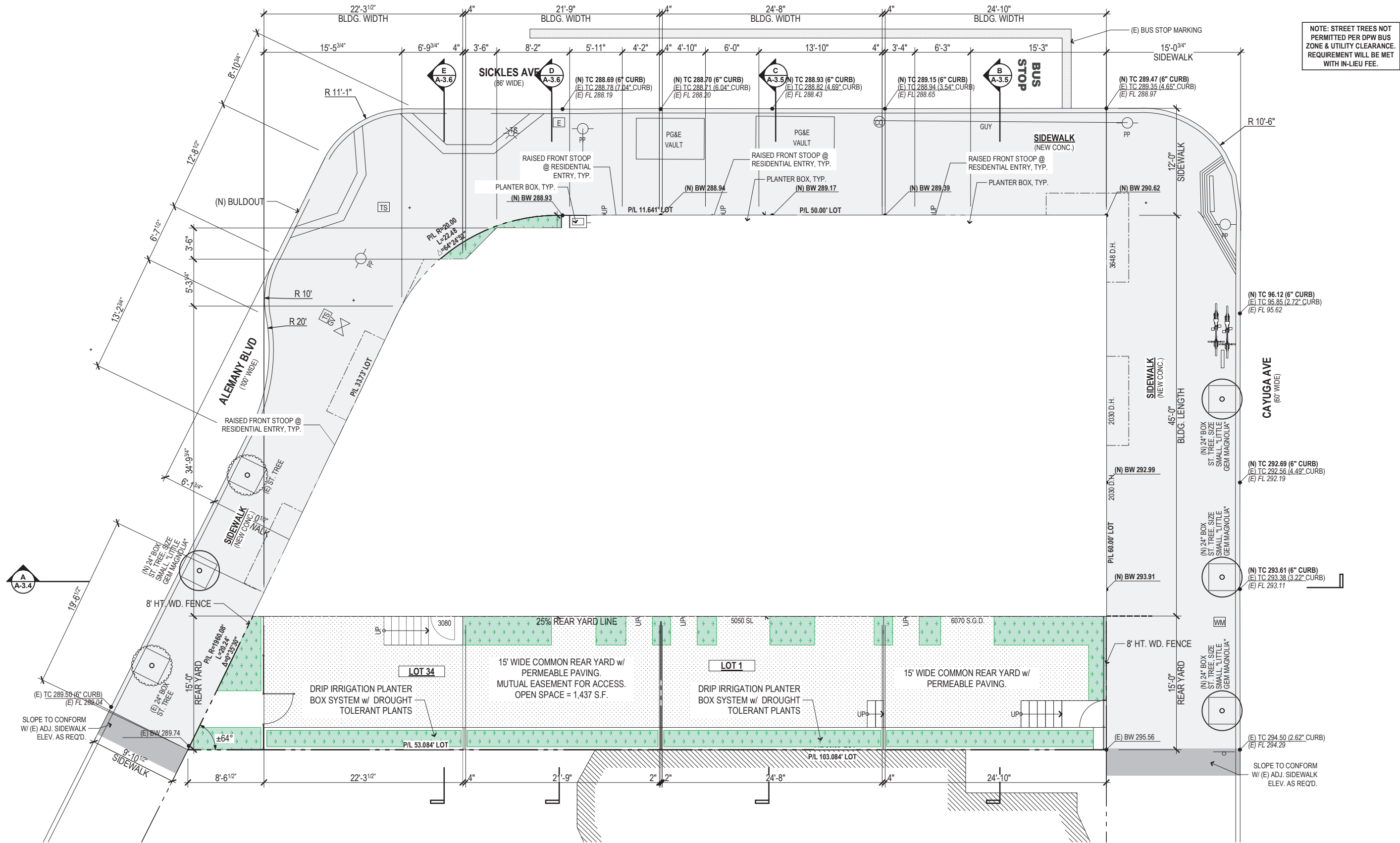


EXISTING ROOF & SITE PLAN



PROPOSED SITE PLAN





A REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 7'-0"
TOTAL WALL LENGTH: 13'-4"
TOTAL BAY WALL AREA: 93 SQ. FT.

50% GLAZING AREA REQUIRED: 46.5 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 51.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 9.3 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 18.7 SQ. FT.

A.1 REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 3'-6"
TOTAL BAY WALL AREA: 28 SQ. FT.

50% GLAZING AREA REQUIRED: 14 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 15.5 SQ. FT.

B REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 7'-0"
TOTAL WALL LENGTH: 10'-6"
TOTAL BAY WALL AREA: 73.5 SQ. FT.

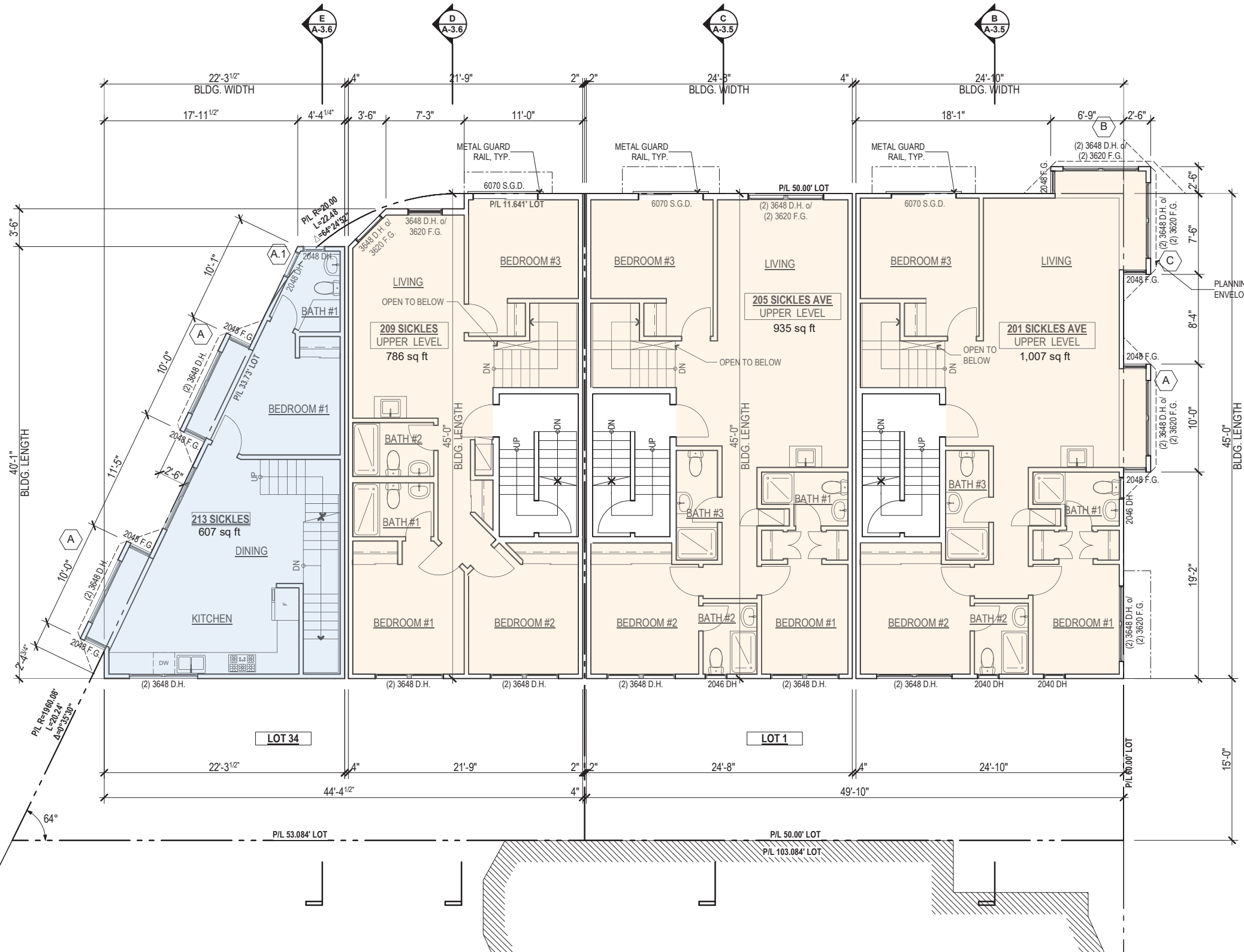
50% GLAZING AREA REQUIRED: 36.75 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 56.24 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 4.67 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 9.3 SQ. FT.

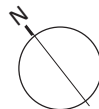
C REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 7'-0"
TOTAL WALL LENGTH: 12'-0"
TOTAL BAY WALL AREA: 84 SQ. FT.

50% GLAZING AREA REQUIRED: 42 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 56.24 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 4.67 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 9.3 SQ. FT.



PLANNING CODE PERMITTED BAY
ENVELOPE PER SEC 136 (c), TYP.



A REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 14'-3"
TOTAL BAY WALL AREA: 114 SQ. FT.

50% GLAZING AREA REQUIRED: 57 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.

A.1 REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 3'-6"
TOTAL BAY WALL AREA: 28 SQ. FT.

50% GLAZING AREA REQUIRED: 14 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 15.5 SQ. FT.

B REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 11'-0"
TOTAL BAY WALL AREA: 88 SQ. FT.

50% GLAZING AREA REQUIRED: 29.3 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.

C REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 11'-8"
TOTAL BAY WALL AREA: 93.4 SQ. FT.

50% GLAZING AREA REQUIRED: 46.7 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.

D REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 12'-11"
TOTAL BAY WALL AREA: 103.3 SQ. FT.

50% GLAZING AREA REQUIRED: 51.7 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.

E REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 10'-6"
TOTAL BAY WALL AREA: 84.8 SQ. FT.

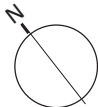
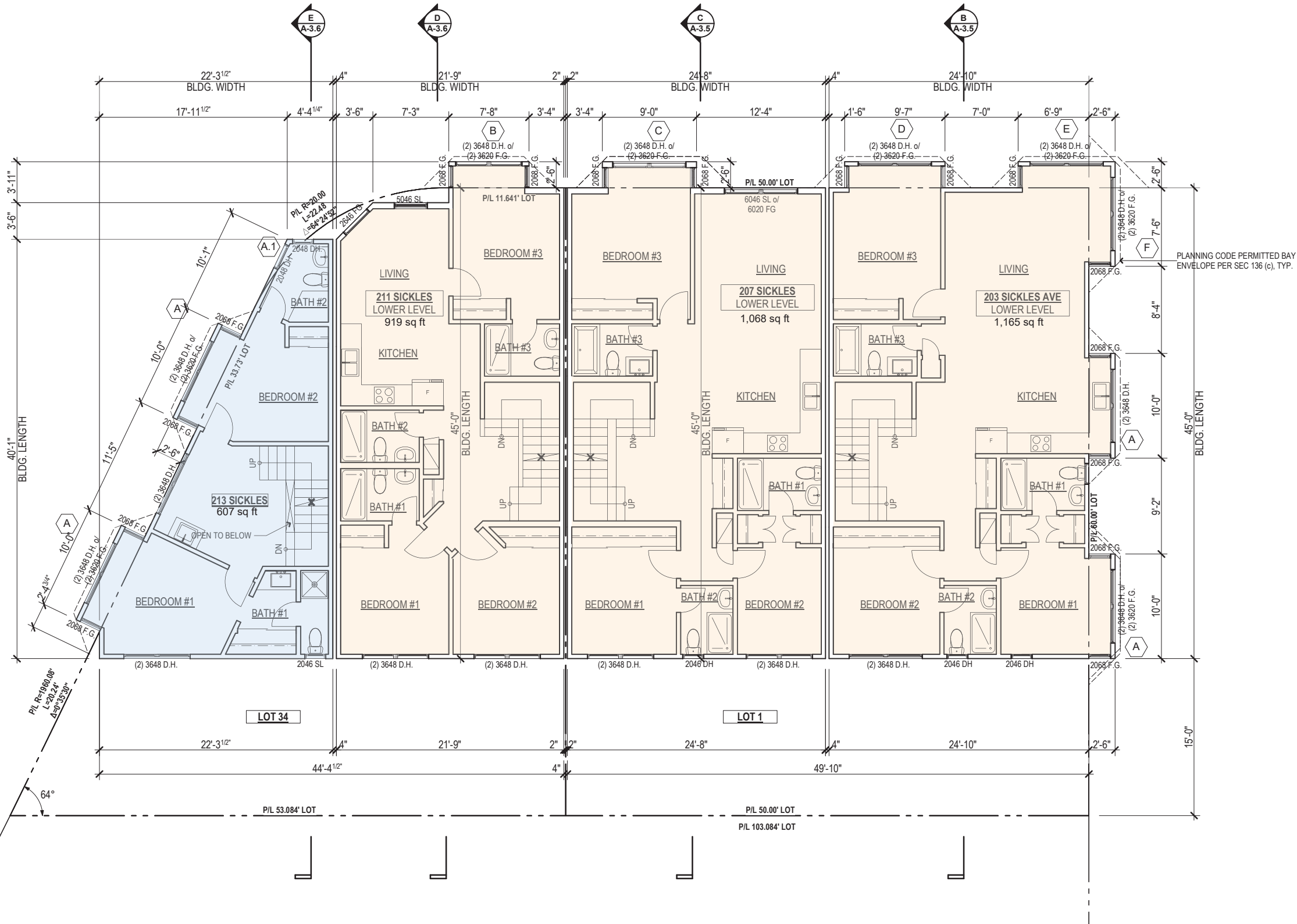
50% GLAZING AREA REQUIRED: 42.4 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 5.3 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 13.3 SQ. FT.

F REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 12'-0"
TOTAL BAY WALL AREA: 96 SQ. FT.

50% GLAZING AREA REQUIRED: 48 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 5.3 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 13.3 SQ. FT.



A REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 14'-3"
TOTAL BAY WALL AREA: 114 SQ. FT.

50% GLAZING AREA REQUIRED: 57 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.

A.1 REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 3'-6"
TOTAL BAY WALL AREA: 28 SQ. FT.

50% GLAZING AREA REQUIRED: 14 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 15.5 SQ. FT.

B REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 11'-0"
TOTAL BAY WALL AREA: 88 SQ. FT.

50% GLAZING AREA REQUIRED: 29.3 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.

C REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 11'-8"
TOTAL BAY WALL AREA: 93.4 SQ. FT.

50% GLAZING AREA REQUIRED: 46.7 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.

D REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 12'-11"
TOTAL BAY WALL AREA: 103.3 SQ. FT.

50% GLAZING AREA REQUIRED: 51.7 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 10.7 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 26.7 SQ. FT.



E REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 10'-6"
TOTAL BAY WALL AREA: 84.8 SQ. FT.

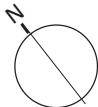
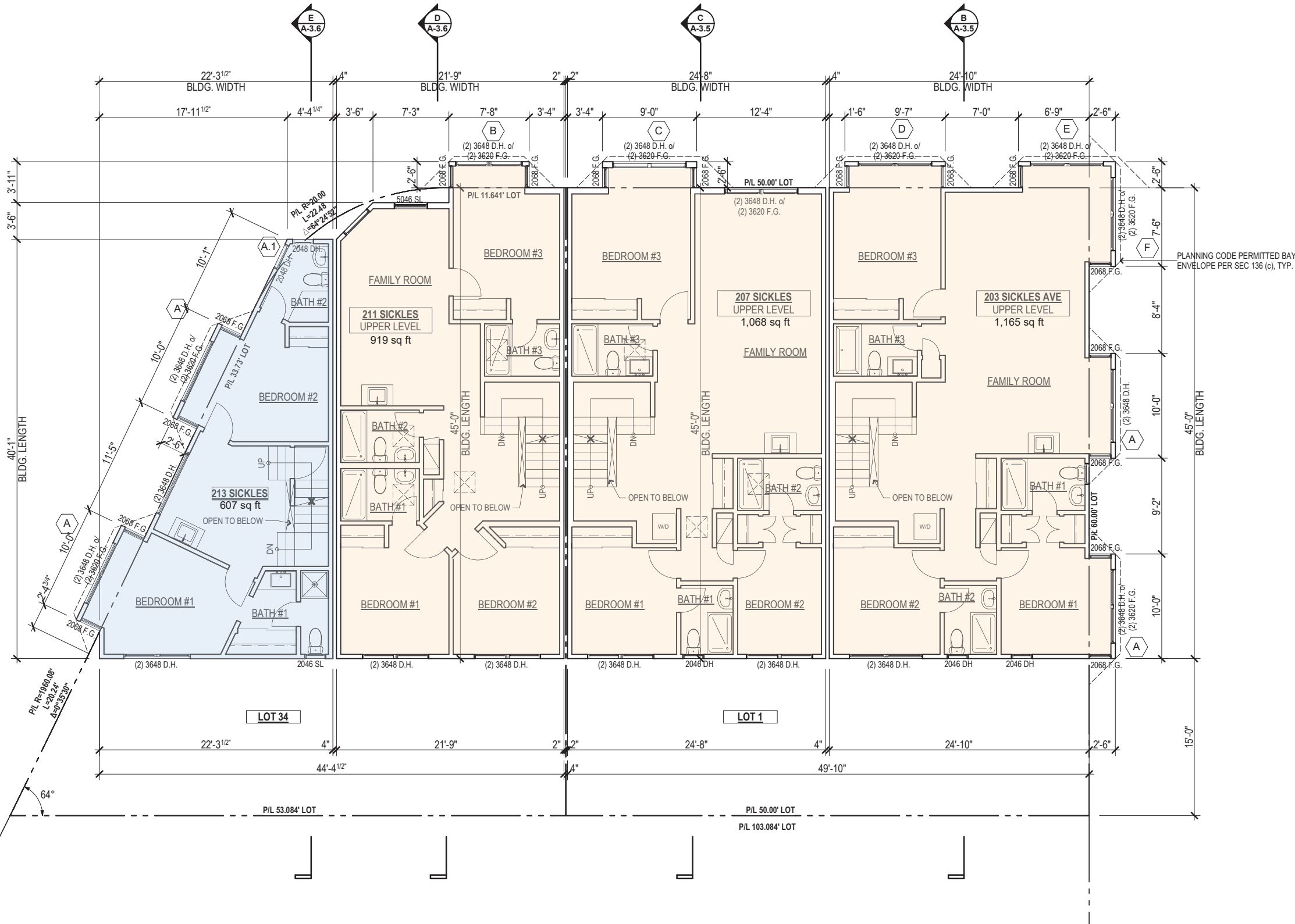
50% GLAZING AREA REQUIRED: 42.4 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

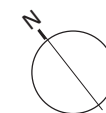
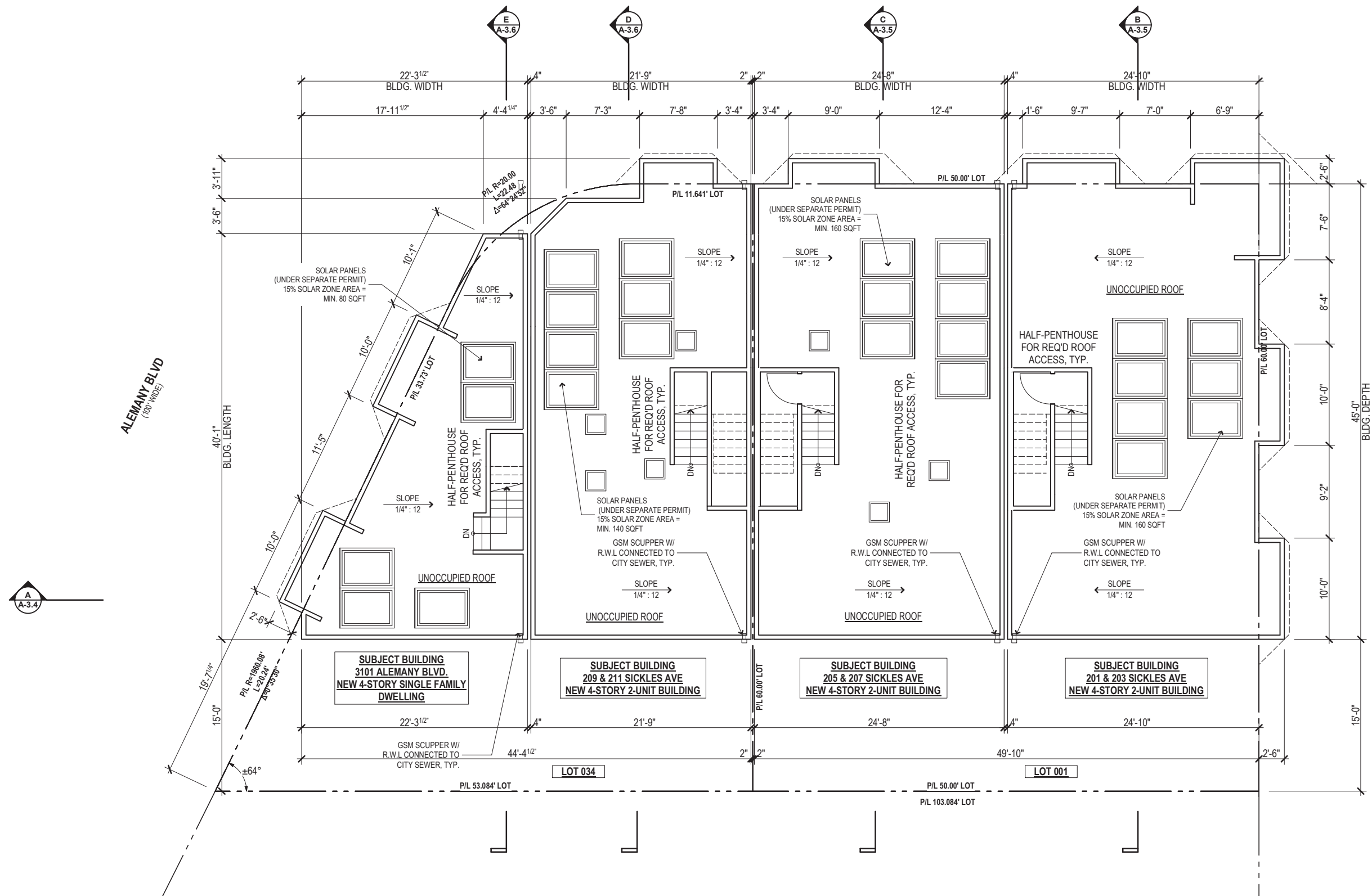
1/3 GLAZING AREA ON SIDES REQUIRED: 5.3 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 13.3 SQ. FT.

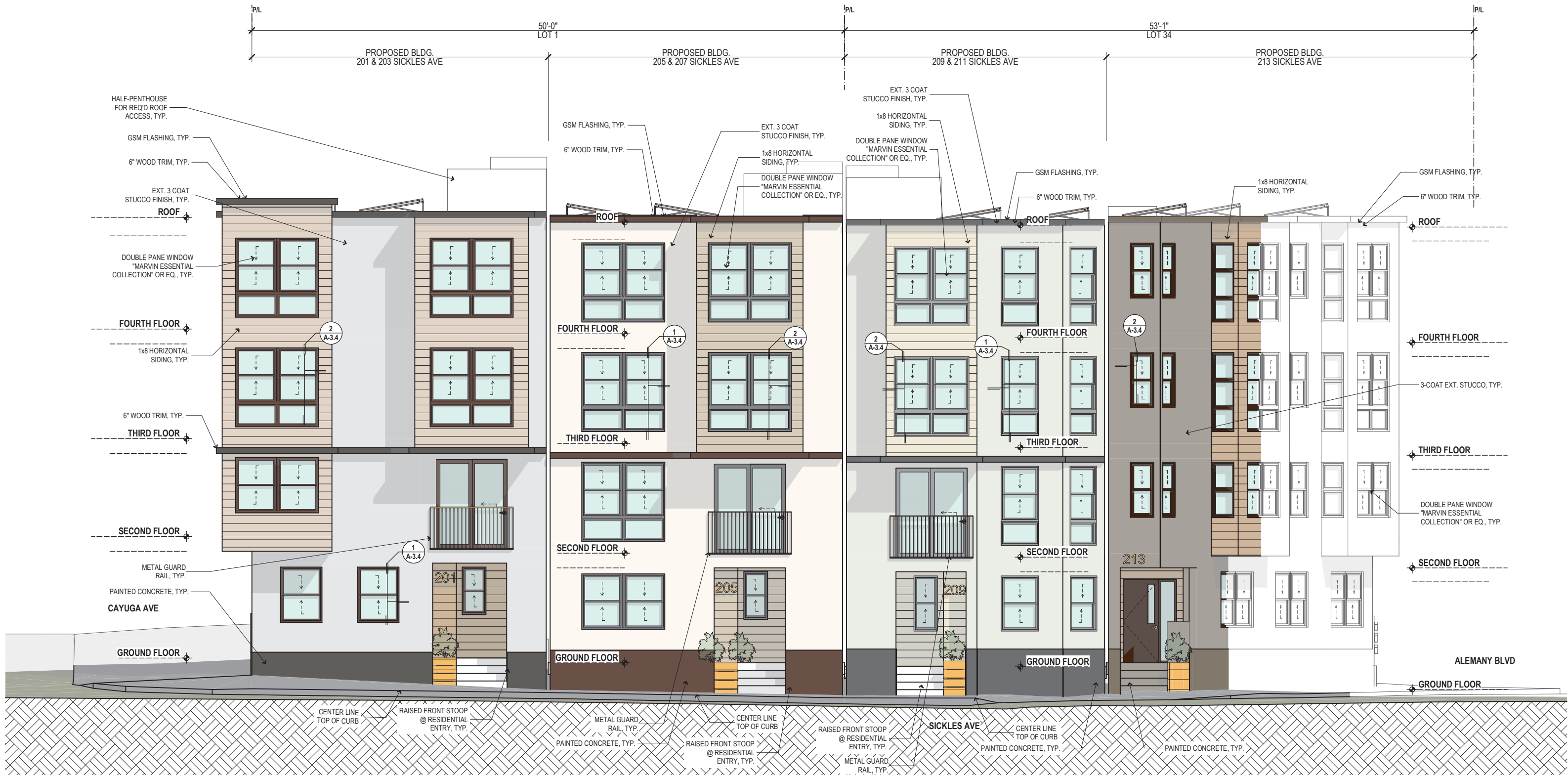
F REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
CEILING HEIGHT: 8'-0"
TOTAL WALL LENGTH: 12'-0"
TOTAL BAY WALL AREA: 96 SQ. FT.

50% GLAZING AREA REQUIRED: 48 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 73.4 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 5.3 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 13.3 SQ. FT.



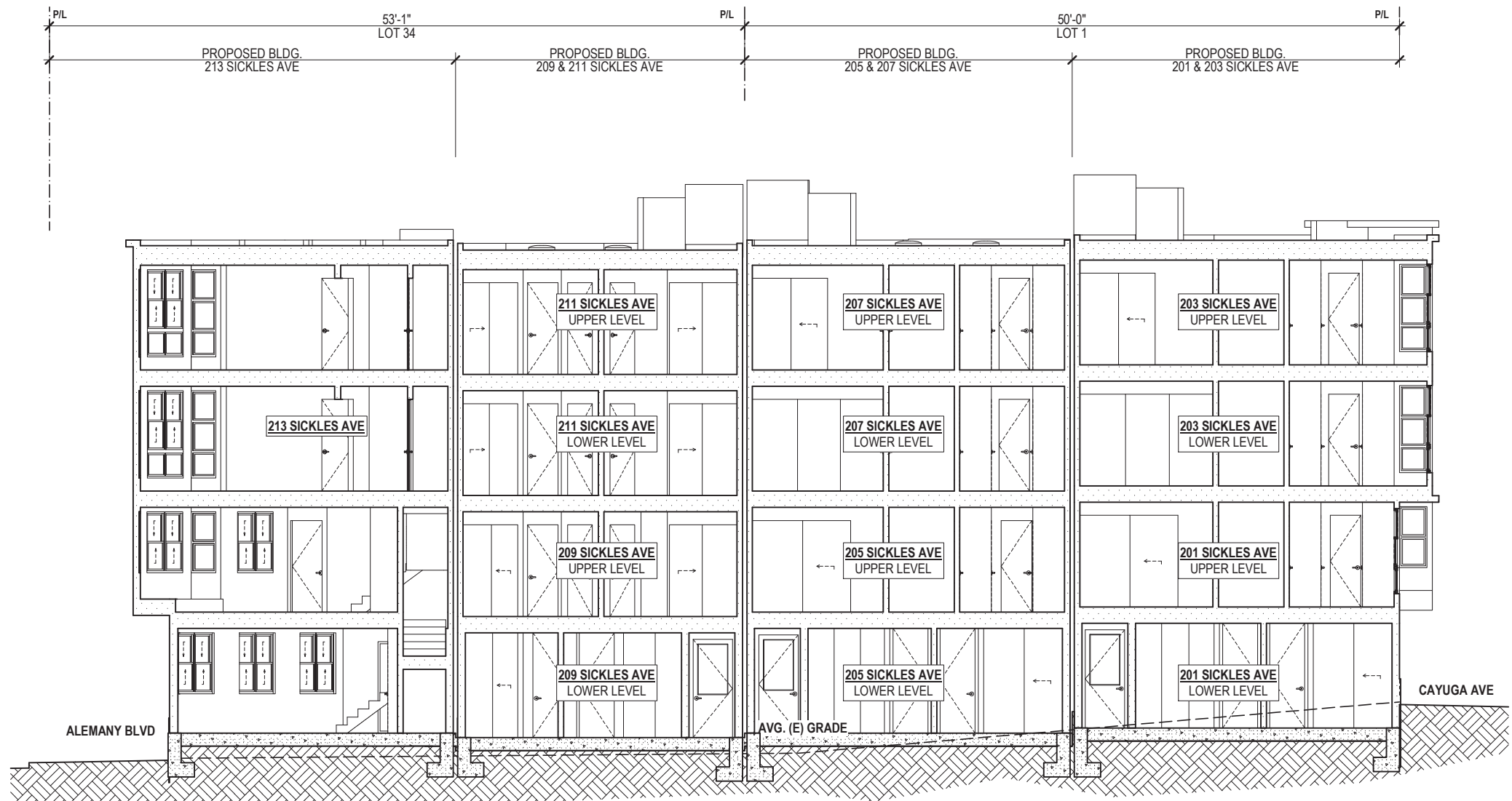




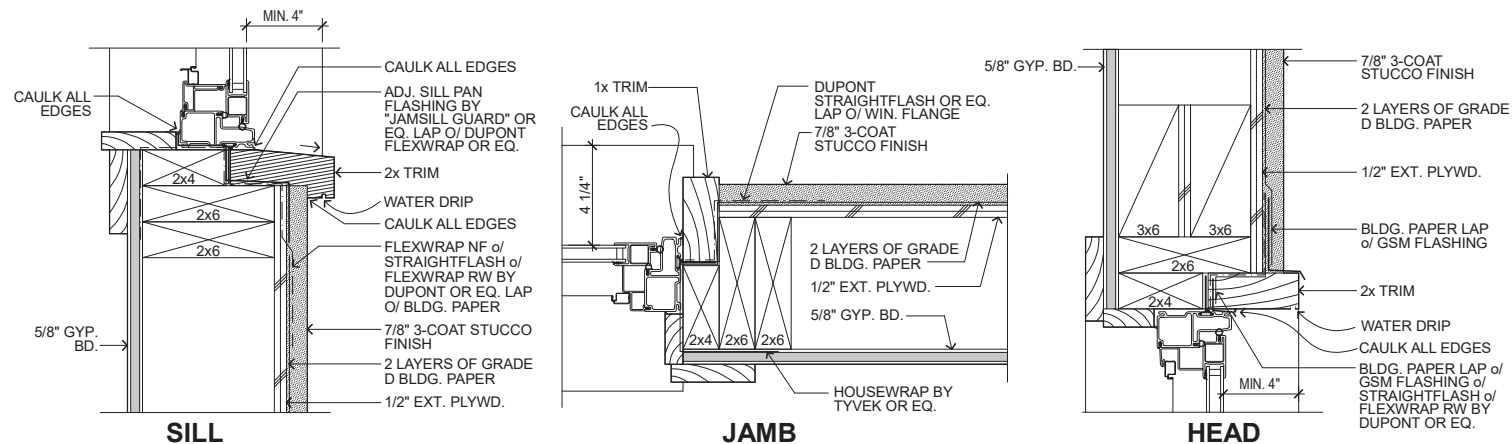








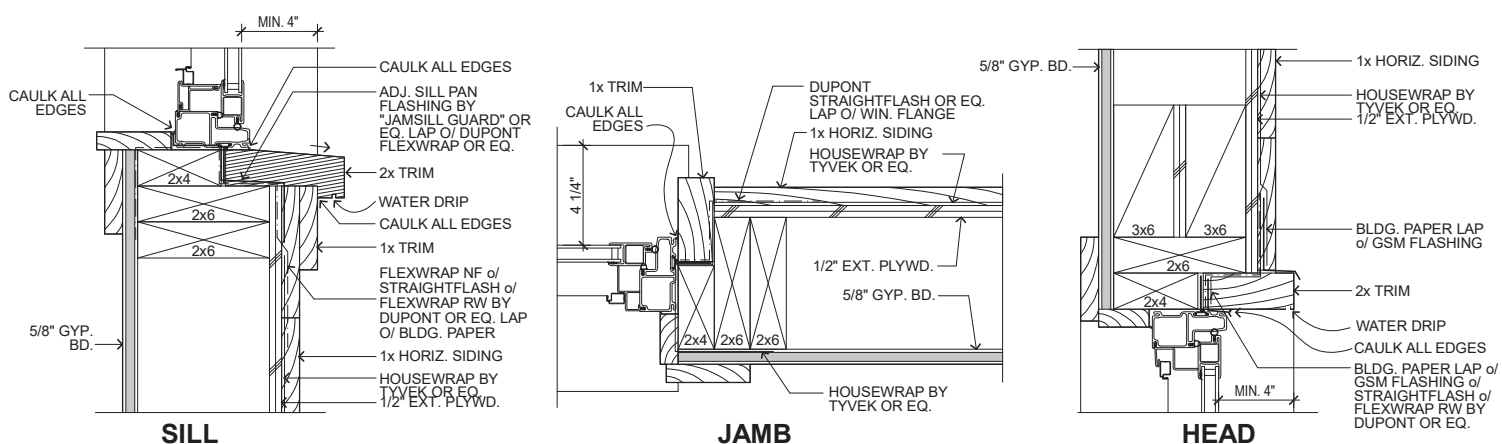
SECTION A



1. PROVIDE FLASHING SYSTEM BY DUPONT TYVEK OR EQ., U.O.N.
2. INSTALL ALL WINDOWS & FLASHING PER MFR. INSTRUCTIONS
3. VERIFY EGRESS SIZES W/ MANUFACTURER

1
WINDOW DETAIL - STUCCO
SCALE 3" = 1'-0"

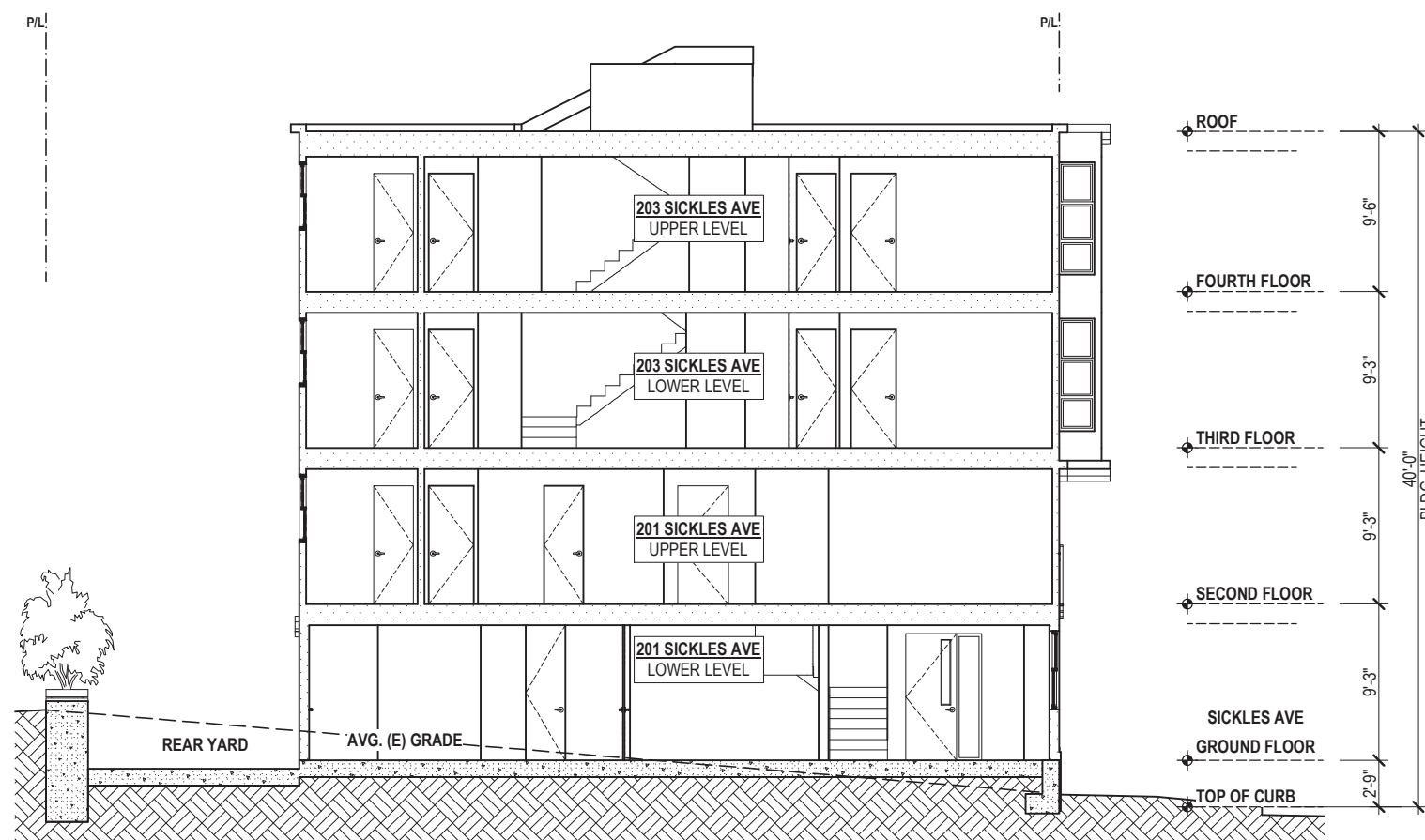
"ESSENTIAL COLLECTION" WINDOW BY MARVIN OR EQ., TYP.



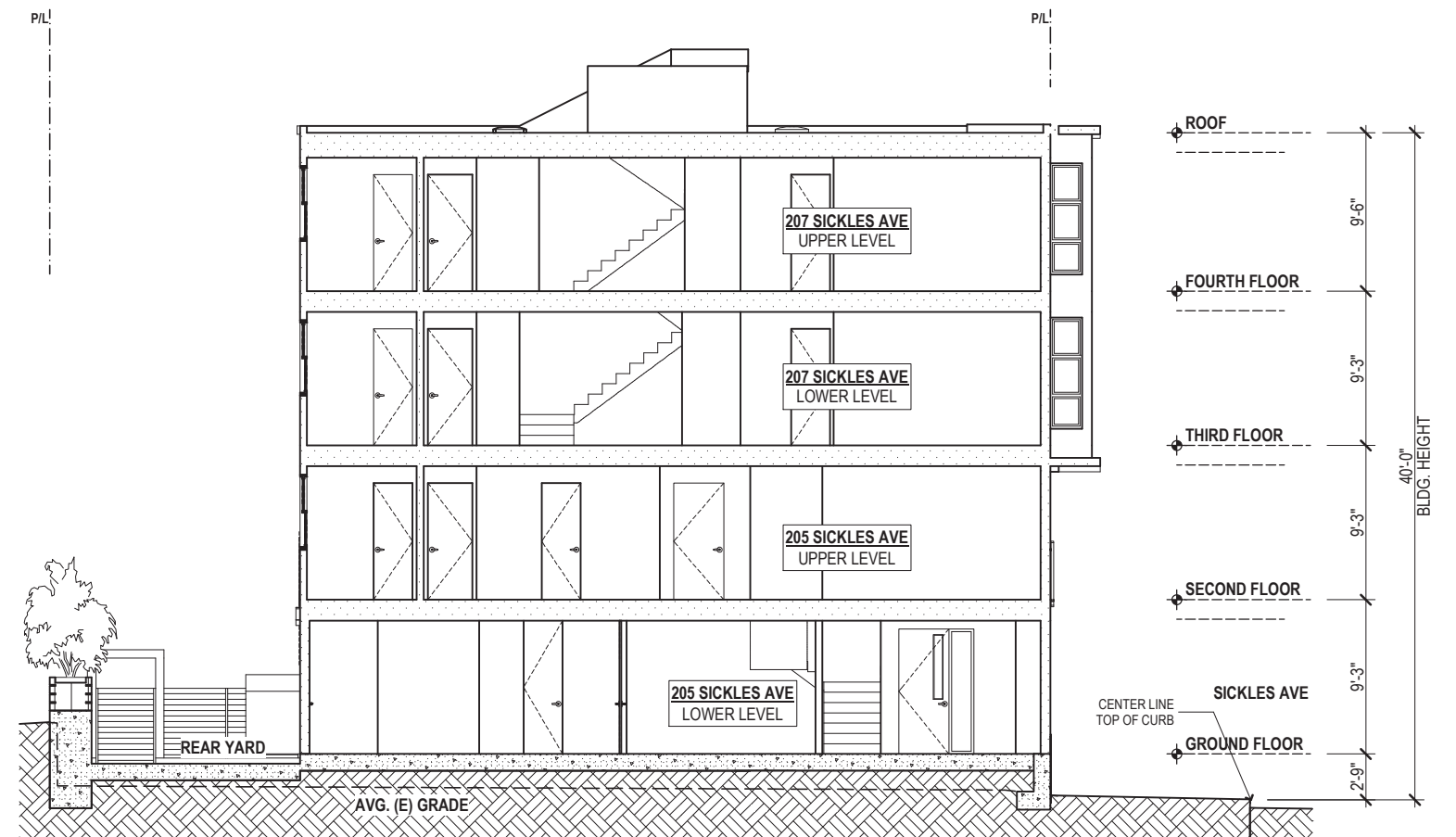
1. PROVIDE FLASHING SYSTEM BY DUPONT TYVEK OR EQ., U.O.N.
2. INSTALL ALL WINDOWS & FLASHING PER MFR. INSTRUCTIONS
3. VERIFY EGRESS SIZES W/ MANUFACTURER

2
WINDOW DETAIL - WOOD SIDING
SCALE 3" = 1'-0"

"ESSENTIAL COLLECTION" WINDOW BY MARVIN OR EQ., TYP.



201 & 203 SICKLES AVE SECTION B



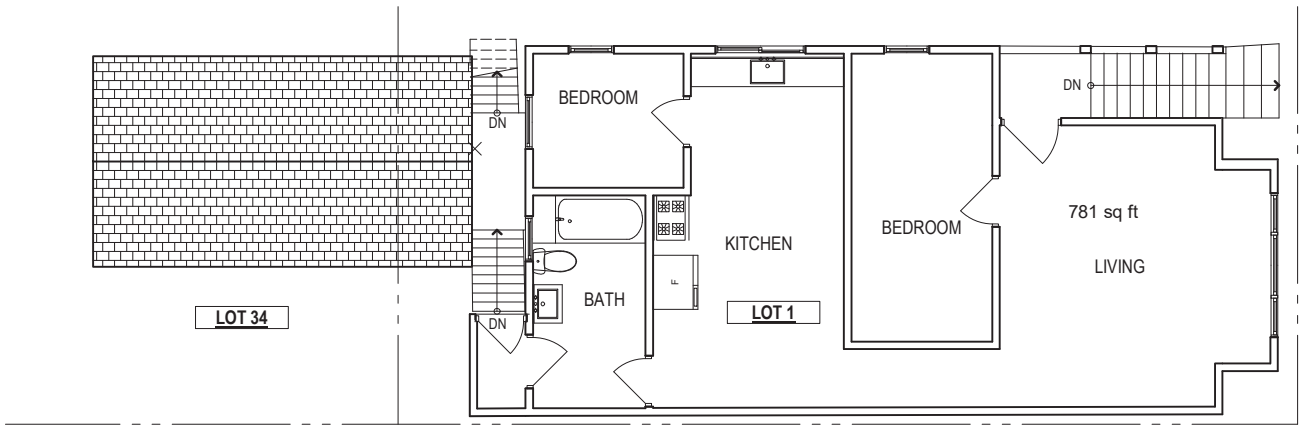
205 & 207 SICKLES AVE SECTION C



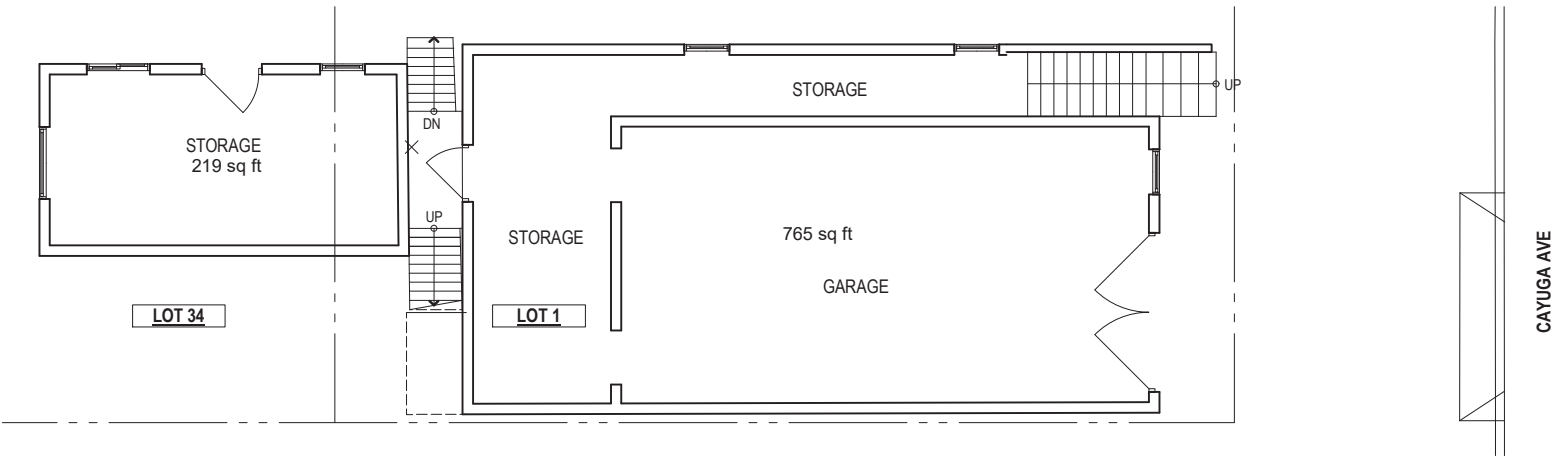
209 & 211 SICKLES AVE SECTION D



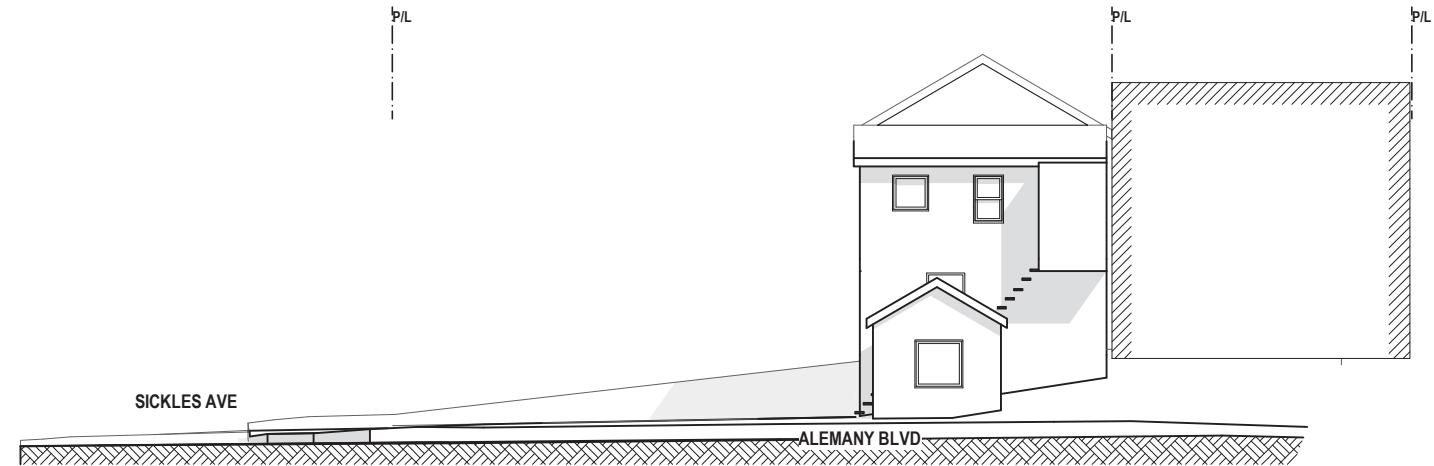
213 SICKLES AVE SECTION E



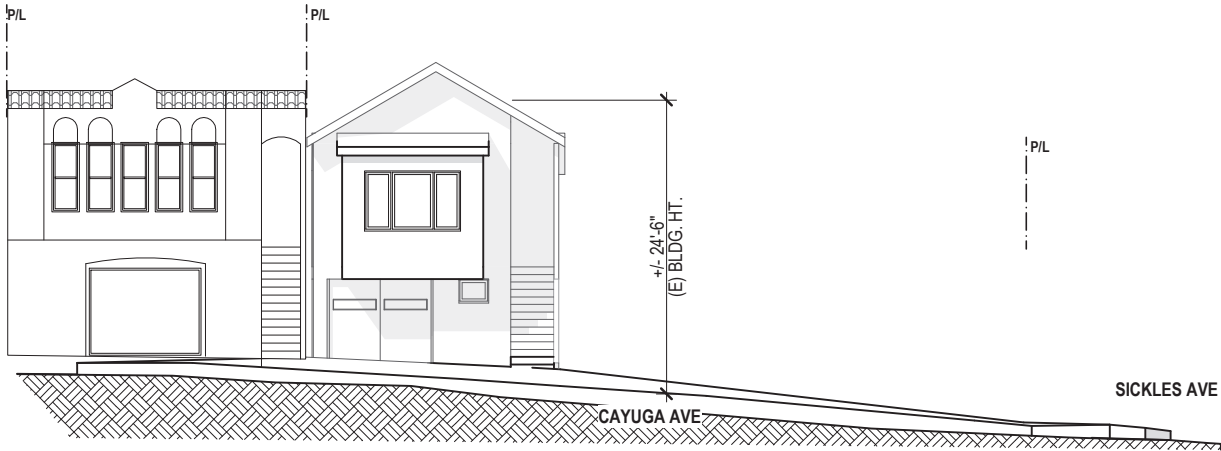
EXISTING SECOND FLOOR PLAN



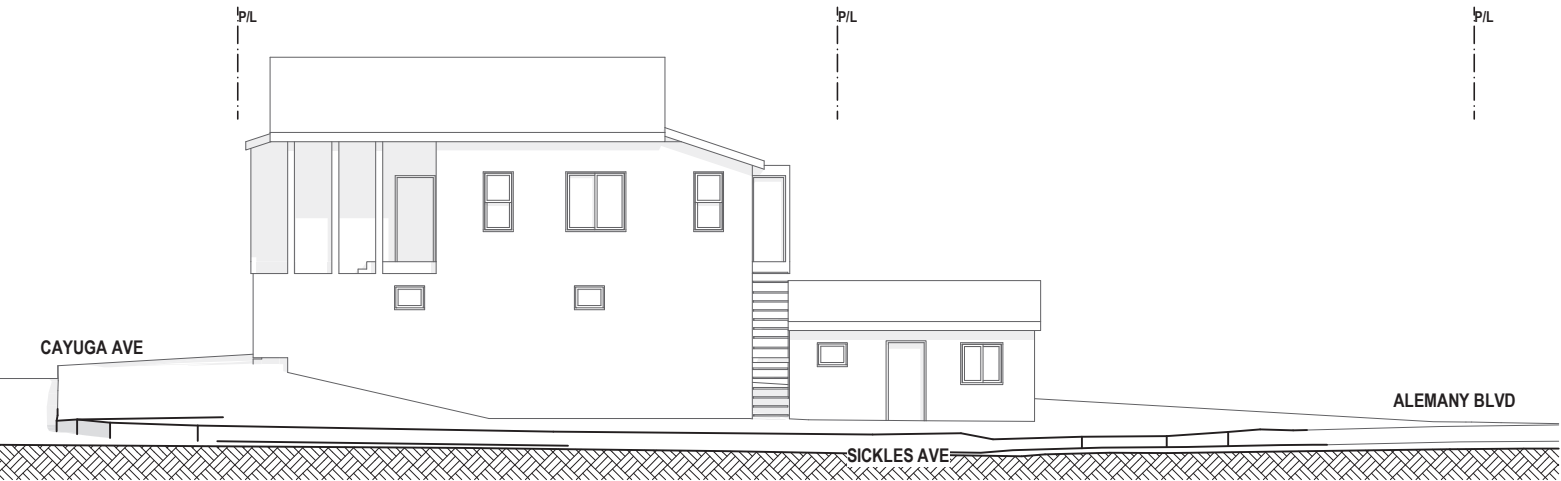
EXISTING GROUND FLOOR PLAN



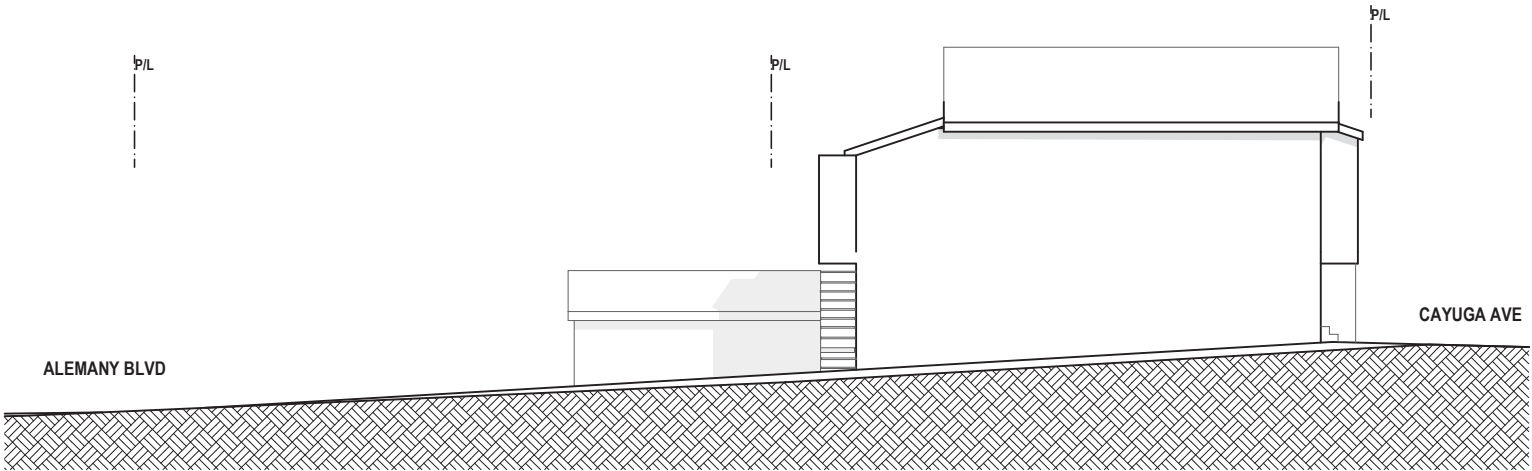
EXISTING REAR ELEVATION ON ALEMANY, LOOKING SOUTH EAST



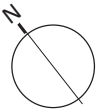
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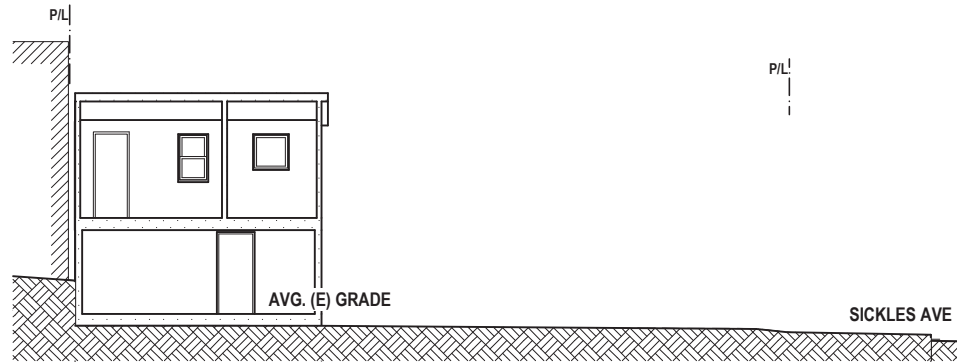


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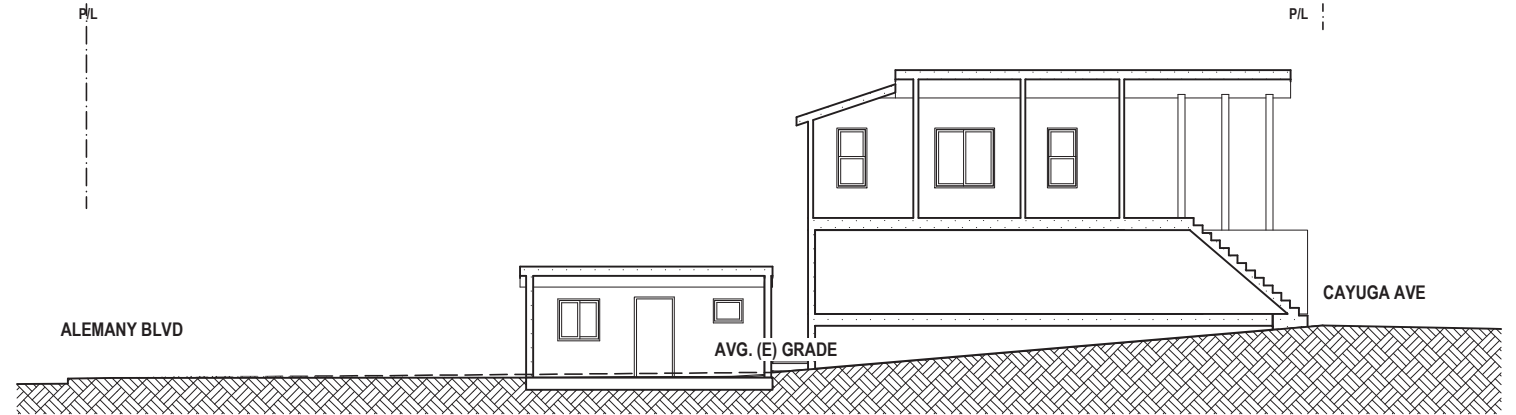


EXISTING LEFT ELEVATION, LOOKING NORTH EAST

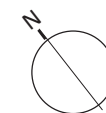


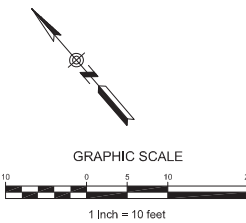


EXISTING SECTION B



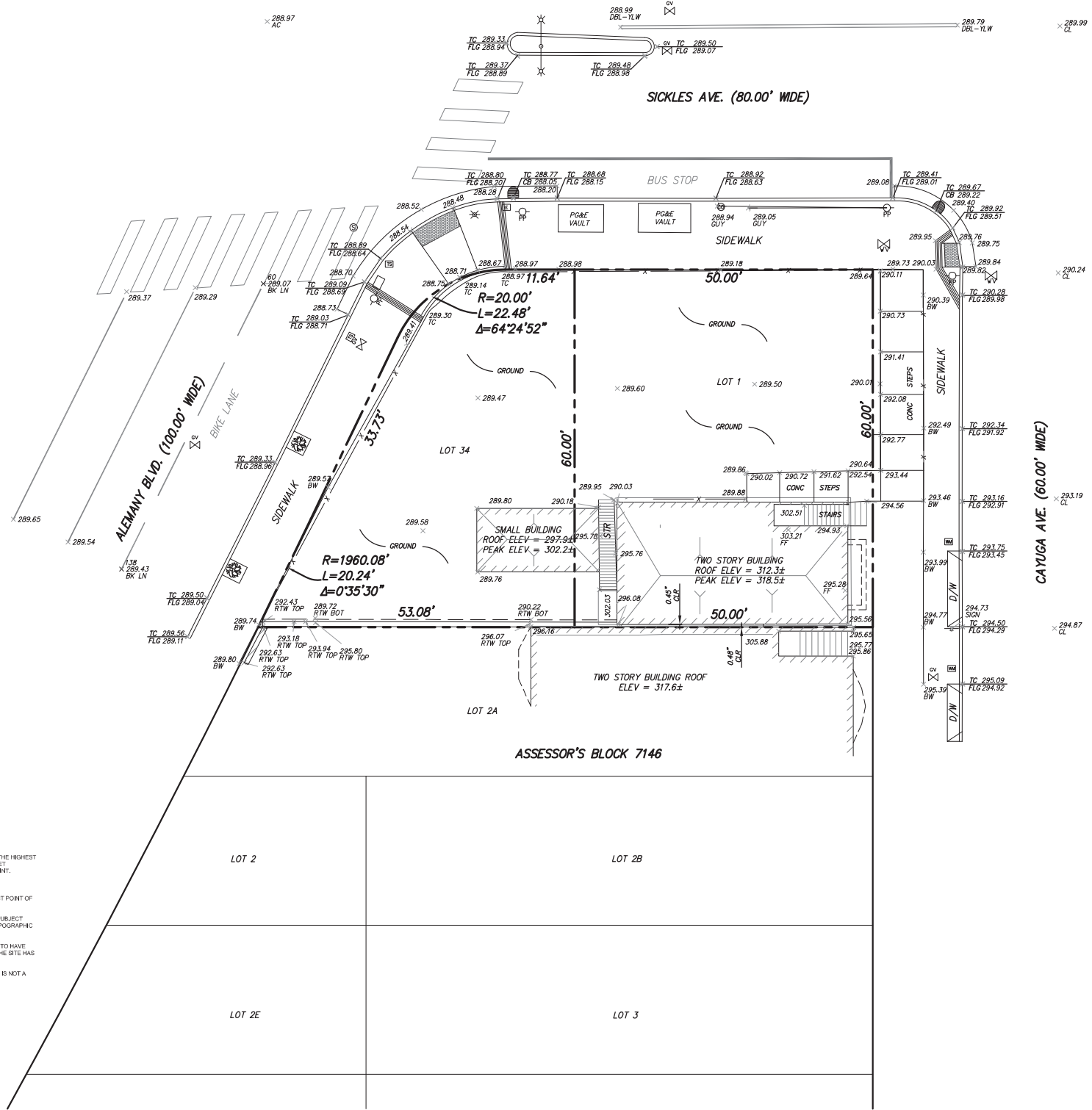
EXISTING SECTION A





- NOTE TO ANYONE HAVE ANY INTEREST IN THIS MAP, PLEASE BE ADVISED OF THE FOLLOWING:
- THAT ALL TITLE INFORMATION HEREON INCLUDING EASEMENTS IF ANY, WAS PREPARED SOLELY FOR AND IN STRICT CONFORMANCE WITH OUR CLIENTS AND/OR HIS AGENTS REQUIREMENTS. THE FOLLOWING INFORMATION WAS SUPPLIED TO TRANSMERICAN ENGINEERS: (1) DEED (2) TITLE REPORT (3) A.P.N. (4) ADDRESS OF THE P.L.O.
 - FURTHERMORE, WE HEREBY DISCLAIM ANY AND ALL TITLE SEARCH RESPONSIBILITIES AS BEING BEYOND OUR CONTRACT AND COMMITMENT TO OUR CLIENT.
 - THAT THIS MAP WAS PREPARED AS A PROFESSIONAL INSTRUMENT OR SERVICE AND THAT IT REMAINS THE PROPERTY OF TRANSMERICAN ENGINEERS WHETHER THE PROJECT (IF ANY PROPOSED) ON THIS SITE IS CONSTRUCTED OR NOT.
 - THAT ANY INFORMATION ON THIS MAP AND ANY DOCUMENT(S) PREPARED BY TRANSMERICAN ENGINEERS IN RELATION HEREOF SHALL NOT BE USED FOR ANY OTHER PURPOSE THAN FOR BUILDING PERMITS.
 - FURTHERMORE, THE USE OF THIS MAP FOR ANY OTHER PURPOSES WHATSOEVER INCLUDING ENGINEERING DESIGNS OF OFFSITE OR ONSITE IMPROVEMENTS IS BEYOND THIS MAPS PURPOSE, INTENT & CONTRACT. TRANSMERICAN ENGINEERS DISCLAIMS ANY AND ALL RESPONSIBILITIES, LIABILITIES WHICH SHALL REST UPON THE PARTY USING OUR INFORMATION BEYOND THE ESTABLISHED LIMITATION ABOVE.
 - THAT ANY IMPROVEMENT CHANGES WITHIN THIS SITE OR THE ADJACENT SITES THEREOF AS WELL AS TITLE TRANSFERS OF THE PROPERTY IN QUESTION (EXCEPT FOR ALTA MAPS) AND/OR THE LAPSE OF 3 OR MORE YEARS FROM THE DATE OF THIS MAP (WHICHEVER COMES FIRST) SHALL VOID ALL INFORMATION HEREON UNLESS A RE-SURVEY IS ORDERED TO RECTIFY, UPDATE OR RE-CERTIFY THIS MAP.
 - THAT THIS INFORMATION SHALL NOT BE USED FOR ANY IMPROVEMENT STAKING UNLESS STATED IN ITEM NO. 3 ABOVE.
 - THAT THE USE OF THIS MAP BY OTHER CONSULTANTS OR CONTRACTORS ON BEHALF OF OUR CLIENT SHALL PROMPT THE IMMEDIATE FULFILLMENT OF ALL CLIENT'S OBLIGATIONS TO TRANSMERICAN ENGINEERS UNLESS OTHERWISE AGREED TO.
 - THAT UNDERGROUND UTILITIES (IF ANY) SHOWN HEREON WERE OBTAINED FROM INFORMATION PROVIDED TO TRANSMERICAN ENGINEERS BY UTILITIES COMPANIES. TRANSMERICAN ENGINEERS DOES NOT ASSUME ANY RESPONSIBILITY FOR THEIR EXISTENCE OR ACCURACY.
 - THAT SURFACE UTILITIES, MANHOLES, ETC. AS SHOWN HEREON WERE LOCATED BY FIELD SURVEY.
 - IT SHALL BE THE RESPONSIBILITY OF THE PROPERTY OWNERS INVOLVED TO RESOLVE ALL ISSUES REGARDING PROPERTY DISPUTES WHICH MAY ARISE OUT OF INFORMATION SHOWN HEREON.

- SPECIAL NOTES**
- ELEVATIONS SHOWN AS "ROOF ELEV." HEREON ARE IN FACT THE ELEVATIONS OF THE HIGHEST POINT OF SIDE WALLS. THESE ELEVATIONS MAY BE EITHER THE ROOF OR THE PARAPET ELEVATION OF SUCH ROOF. FLAT ROOF LEVELS WERE NOT VISIBLE FROM SURVEY POINT.
 - "PARAPET ELEV." SHOWN HEREON ARE THE HIGHEST POINT OF SUCH PARAPET.
 - "ROOF PEAK ELEV." AND "EAVES ELEV." IF ANY SHOWN HEREON, ARE THE HIGHEST POINT OF ROOF PEAKS AND THE LOWEST POINTS OF ROOF EAVES RESPECTIVELY.
 - DUE TO LIMITED ACCESS TO THE REAR OR THE ADJACENT AND/OR THE PARAPET SUBJECT BUILDING(S) AND/OR COVERED STRUCTURE(S) AT THE TIME OF THIS SURVEY, THE TOPOGRAPHIC DATA FOR THOSE BUILDING(S) AND/OR STRUCTURE(S) IS NOT SHOWN HEREON.
 - IT SHALL BE THE RESPONSIBILITY OF OUR CLIENT TO CALL OUR OFFICE IN ORDER TO HAVE OUR SURVEYORS LOCATE ADDITIONAL INFORMATION AND/OR STRUCTURE(S) ONCE THE SITE HAS BEEN CLEARED. WE REQUIRE AN ADVANCE NOTICE OF FOUR (4) DAYS MORE OR LESS.
 - ALSO, NOTE THAT THERE WILL BE ADDITIONAL CHARGES FOR SUCH STAKING AS IT IS NOT A PART OF THE SCOPE OF THE JOBS CONTRACT.



- LEGEND**
- PROPERTY LINE
 - ADJACENT PARCEL LINES
 - RIGHT OF WAY LINE
 - BUILDING LINE
 - FENCE LINE
 - CLEANOUT
 - SEWER MANHOLE
 - CATCH BASIN
 - GAS VALVE
 - WATER METER
 - WATER VALVE
 - POWER POLE
 - ANCHOR
 - ELECTROLIER
 - STREET LIGHT BOX
 - TRAFFIC SIGNAL LIGHTS
 - TRAFFIC SIGNAL BOX
 - TV CABLE BOX
 - WORK POINT / STATION MARK

- ABBREVIATIONS**
- | | |
|---------|-----------------------|
| AB | ASSESSOR'S BLOCK |
| BW | BACK OF SIDEWALK |
| BLDG | BUILDING |
| CLR | CLEAR |
| CONC | CONCRETE |
| D/W | DRIVEWAY |
| ELEV | ELEVATION |
| FLG | FLOW LINE GUTTER |
| HCR | HANDICAP RAMP |
| LS | LAND SURVEYOR |
| OV | OVER |
| P/L | PROPERTY LINE |
| SQ. FT. | SQUARE FEET |
| TC | TOP OF CURB |
| WALLT | TOP OF WALL |
| WALLB | BOTTOM OF WALL |
| BLDGA | BUILDING LINE ABOVE |
| RET | RETAINING WALL |
| STR | STAIRS |
| WDF | WOOD FENCE |
| (E) | EXISTING |
| RTW TOP | RETAINING WALL TOP |
| RTW BOT | RETAINING WALL BOTTOM |
| WP | WORK POINT |

BENCH MARK
HURON STREET & SICKLES AVE (SE CORNER)
SURVEY MONUMENT IN WALK
ELEV. = 306.425 (CITY DATUM)

Job No.
6421

Sheet No.
1 OF 1

Date
FEBRUARY 2015

Survey
BP 2/3/15

Design
N/A

Drawn
RW 2/9/15

Checked
BP 2/13/15

Scale
AS SHOWN

TRANSAMERICAN
ENGINEERS

FOX PLAZA
1399 Market St., Suite 201
San Francisco, CA 94102
Phone No. (415) 553-4092
Fax No. (415) 553-4071

ARCHITECTURAL TOPOGRAPHIC SURVEY
ASSESSOR'S BLOCK No. 7146
LOT No. 01-34
2214 CAYUGA / 3143 ALEMANY

CALIFORNIA

SAN FRANCISCO

Approved by:
Chief Engineer License No. E-61

Approved by:
Chief Surveyor License No. 6973
Expires 9/30/2016

Revisions

By:



MITIGATED NEGATIVE DECLARATION

PMND Date: July 22, 2020; amended on August 27, 2020 (amendments to the PMND include deletions, shown as ~~strike through~~, and additions, shown as double underline)

Case No.: **2016-012135ENV**

Project Title: **2214 Cayuga Avenue/ and 3101 Alemany Boulevard**

BPA Nos.: 201612286123, 201612286107, 201612286109, 201612286110, 201612286111

Zoning: NC-1 (Neighborhood Commercial, Cluster) Use District
40-X Height and Bulk District

Block/Lot: 7146/001 and 7146/034

Lot Size: 5,290 square feet (combined lots)

Project Sponsor: Jeremy Schaub, Schaub Ly Architects, Inc., (415) 682-8060 Ext. 103

Lead Agency: San Francisco Planning Department

Staff Contact: Jennifer McKellar, (628) 652-7563, Jennifer.McKellar@sfgov.org

PROJECT DESCRIPTION:

The project site is occupied by an approximately 1,745-gross-square-foot (gsf) single-family residence (built between 1915 and 1917) and a vacant lot. The proposed project would demolish the existing building and construct four new approximately 40-foot-tall residential buildings with a total of seven dwelling units. The buildings would range between 2,335 gsf and 4,720 gsf in size. No vehicle parking is proposed and an existing approximately 12.5-foot-wide curb cut on Cayuga Avenue would be removed. Each of the seven proposed dwelling units would include one class 1 bicycle space at the ground floor. Six class 2 bicycles would be provided on the sidewalks of Cayuga Avenue (two spaces) and Sickles Avenue (four spaces). The proposed streetscape would be modified to include a new sidewalk bulbout at the intersection of Alemany Boulevard and Sickles Avenue and four new street trees (two on Alemany Boulevard and two on Cayuga Avenue).

FINDING:

This project could not have a significant effect on the environment. This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to prepare a Negative Declaration), and the following reasons as documented in the Initial Evaluation (Initial Study) for the project, which is attached. Mitigation measures are included in this project to avoid potentially significant effects. See pages 118-126.

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

Lisa Gibson
Environmental Review Officer

August 27, 2020

Date of Issuance of Final Mitigated
Negative Declaration

cc: Jeremy Schaub, Schaub Ly Architects, Inc.; Gabriela Pantoja, San Francisco Planning Department; M.D.F

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Initial Study

2214 Cayuga Avenue & 3101 Alemany Boulevard

Planning Department Case No. 2016-012135ENV

A. PROJECT DESCRIPTION

Project Location

The approximately 5,290-square-foot (0.12-acre) project site consists of two lots (Assessor's Blocks 7146/001 and 7146/034) located west of Sickles Avenue between Alemany Boulevard and Cayuga Avenue in the block bound by the I-280 highway, Cayuga Avenue, Sickles Avenue and Regent Street in the Outer Mission neighborhood of San Francisco (see Figure 1, Project Location Map). The project site is occupied by a 1,745-gross-square-foot (gsf), one-story-over-garage, single-family residence (built between 1915 and 1917) and a vacant lot, each of which span portions of lots 001 and 034. The residential building fronts Cayuga Avenue; the vacant lot fronts Alemany Boulevard, Cayuga Avenue and Sickles Avenue. There is an existing 12-foot-eight-inch-wide curb cut on Cayuga Avenue, which provides access to the ground-level garage of the existing residential building. The project site is within an NC-1 Neighborhood Commercial Cluster zoning district and a 40-X height and bulk district.

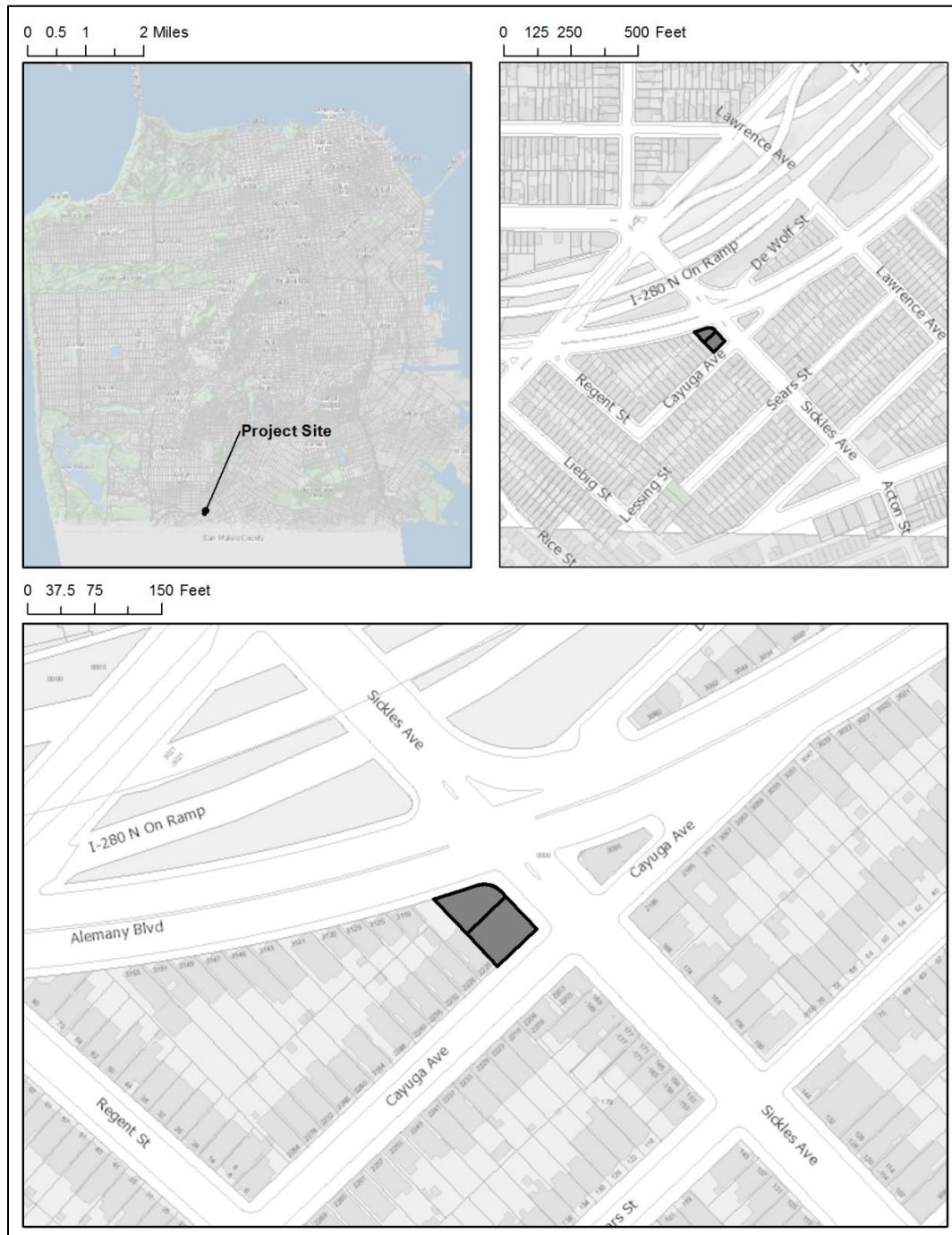
Project Characteristics

The proposed project would demolish the existing single-family home and construct four new approximately 40-foot-tall residential buildings with a total of seven dwelling units. On lot 001, the proposed project would construct two four-story residential buildings with two six-bedroom dwelling units each. On Lot 034, the proposed project would construct one four-story residential building with two six-bedroom dwelling units and one four-story, five-bedroom, single-family residence. The four new residential buildings with a total of seven dwelling units would share a 15-foot-wide common rear yard. Three of the residential units (201, 205, and 209 Sickles Avenue) would front Sickles Avenue; one would front Alemany Boulevard (213 Sickles Avenue); and access to the other three units (203, 207 and 211 Sickles Avenue) and secondary access to 213 Sickles Avenue would be provided from the rear yard via a common through easement between Cayuga Avenue and Alemany Boulevard. See Table 1, Proposed Project Summary, and Appendix, Project Plans, sheets A-1.0 through A-3.3, for further detail on the proposed project design.

The proposed project would not provide any vehicle parking spaces and would remove the existing 12-foot-8-inch-wide curb cut on Cayuga Avenue. Each of the seven proposed dwelling units would include one class 1 bicycle space at the ground floor. Six class 2 bicycles would be provided on the sidewalks of Cayuga Avenue (two spaces) and Sickles Avenue (four spaces).¹ A new sidewalk bulbout would be added at the intersection of Alemany Boulevard and Sickles Avenue and four new street

¹ Section 155.1(a) of the planning code defines class 1 bicycle spaces as "spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage by dwelling unit residents, nonresidential occupants, and employees" and defines class 2 bicycle spaces as "spaces located in a publicly-accessible, highly visible location intended for transient or short-term use by visitors, guests, and patrons to the building or use."

trees (two on Alemany Boulevard and two on Cayuga Avenue). Two existing street trees on Alemany Boulevard would be retained.



Project Construction

Construction of the proposed project would last approximately 18 months. Each of the proposed new buildings would be supported by either a continuous perimeter footing or a concrete mat slab with a continuous perimeter footing. Construction activities would include the extension of gas, water and sewer lines to the project site from Cayuga Avenue and Alemany Boulevard. The gas and water lines would be extended to the site from Cayuga Avenue; the sewer line would be extended to the site from Alemany Boulevard. Project construction would require excavation of the entire site to maximum depths of two to three feet below ground surface (majority of site) and six feet below ground surface (rear yard location). In addition, three trenches would be excavated in the public right of way to accommodate the utility extensions described above. The gas and water line trenches would be approximately 30 feet long, two feet wide and six feet deep; the sewer trench would be about 50 feet long, three feet wide and eight feet deep. In total, project excavation would remove about 671 cubic yards of soil (600 cubic yards from the project site, 27 cubic yards from Cayuga Avenue and 44 cubic yards from Alemany Boulevard).

Table 1. Proposed Project Summary †

	Building 1: 201 & 203 Sickles Ave	Building 2: 205 & 207 Sickles Ave	Building 3: 209 & 211 Sickles Ave	Building 4: 213 Sickles Ave	Total
Lot	001		034		N/A
Lot area (sf)	3,000		2,290		N/A
Building Height (feet)	40	40	40	40	N/A
Building Area (gsf)	4,719	4,466	3,882	2,335	15,402
Residential	4,135	3,975	3,381	2,335	13,826
Common area	584	491	501	0	1,576
Residential Units	2	2	2	1	7
Five-bedroom				1	1
Six-bedroom	2	2	2		6
Bicycle Parking (spaces)	2	2	2	1	7
Class 1	2	2	2	1	7
Class 2	2	2	2	0	6
Open Space (gsf)	375	375	331	410	1,491
Common rear yard	375	375	331	410	1,491

† Units are abbreviated as follows: square feet (sf); gross square feet (gsf)

Source: Schaub Ly Architects, Inc.

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B. PROJECT SETTING

Existing Setting

The project site is located west of Sickles Avenue between Alemany Boulevard and Cayuga Avenue in the block bound by the I-280 highway, Regent Street, Cayuga Avenue and Sickles Avenue in the Outer Mission neighborhood of San Francisco. Overall, the topography of the project site and project vicinity is relatively flat.

The project site is located in an NC-1 (Neighborhood Commercial, Cluster) use district. Existing development on the project block consists of one-story-over-garage and two-story-over-garage single-family homes. The surrounding blocks contain a mix of one-story, two-story-over-garage and four-story single-family and multi-family homes. The project vicinity also includes institutional, recreational, retail, and production, distribution and repair (PDR) uses. Nearby zoning districts include P (Public), NC-S (Neighborhood Commercial, Shopping Center), NC-1 (Neighborhood Commercial, Cluster), Excelsior Outer Mission Street NCD (Neighborhood Commercial District), RH-1 (Residential-House, Single-Family) and RH-2 (Residential-House, Two-Family). P (Public) zoning is distributed along the nearby I-280 (approximately 200 feet northwest of the project site) and on discrete sites including Ocean View Recreation Center (0.3 miles northwest of the project site), Cayuga Playground (0.3 miles northeast of the project site), Alice Chalmers Playground (0.4 miles east of the project site) and Lessing & Sears Mini Park (500 feet southwest of the project site). The neighborhood commercial zoning districts are clustered around the I-280 highway to the northwest and Mission Street, located three blocks south of the project site. The residential districts occupy all areas in between.

A childcare facility occupies the lot directly south of the project site (Zhen's Family Day Care, 2209 Cayuga Avenue), a youth group home occupies the lot 90 feet east of the site across Sickles Avenue (Mac's Children & Family Services, 2198 Cayuga Avenue). The nearest schools are Sheridan Elementary School/Preschool (431 Capitol Avenue) located approximately 0.4 miles northwest of the site and Longfellow Elementary School (755 Morse Street) located about 0.5 miles east of the project site.

The project site is well served by public transit. The San Francisco Municipal Transportation Agency (Muni) operates the following bus routes within 0.25 miles of the project site: 14-Mission, 14R-Mission Rapid, 14X-Mission Express, 28R-19th Avenue Rapid, 54-Felton, 88-BART Shuttle, and M-Owl. The 14R operates with a frequency-of-service interval of 15 minutes or less during the morning and afternoon peak commute periods and connects with the BART network at the Daly City BART station, located less than one mile southwest of the project site. The closest 14R bus stop is located about three blocks southeast of the project site at the intersection of Mission Street and Sickles Avenue.

Cumulative Project Setting

Past, present and reasonably foreseeable development projects with the potential to contribute cumulative effects within a 0.25-mile radius of the project site are identified below in Figure 2 and Table 2. These projects are currently under review by the Planning Department. The potential cumulative effects of these projects are addressed, as appropriate, under each environmental topic herein.



Figure 2. Map of Cumulative Development Projects (Source: San Francisco Planning Department)

Table 2. Cumulative Development Projects within One-Quarter Mile of the Project Site

Address (Planning Record)	Description	Status	Dwelling Units (net change)	Net change (gross square feet)		
				Residential	Retail	Office
35 Broad St (2019-020771PRJ)	Vertical addition to an existing single-family home to add two new dwelling units.	CEQA clearance issued in February 2020. Building permit under review.	2	2,000	0	0
3101 San Jose Ave (2017-011504PRJ)	Vertical and horizontal addition to an existing commercial office building to add one dwelling unit	CEQA clearance issued in August 2018. Building permit under review.	1	2,802	0	0
Total Net Change			3	4,802	0	0

Source: San Francisco Planning Department

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C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

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

San Francisco Planning Code and Zoning Maps

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: (1) the proposed project complies with the Planning Code, (2) an allowable exception or variance is granted pursuant to the provisions of the Planning Code, or (3) legislative amendments to the Planning Code are included and adopted as part of the proposed project.

Land Use

The project site is located within an NC-1 (Neighborhood Commercial, Cluster) zoning district. Pursuant to Planning Code section 710, NC-1 districts principally permit one residential unit per 800 square feet of lot area. Therefore, four residential units would be permitted on the 3000-square-foot lot 001 and three residential units would be permitted on the 2,290-square-foot lot 034. The proposed project would construct four dwelling units on lot 001 and three dwelling units on lot 034, and thus complies with the residential density requirements of section 710.

Rear Yard

Planning Code section 134(a)(1) establishes minimum rear yard requirements for NC-1 zoning districts. In NC-1 districts, the required rear yard is 25 percent of lot depth, but in no case less than 15 feet, at all stories. The project site consists of two 60-foot-deep lots (lots 001 and 034), each of which would require a 15-foot rear yard setback (25 percent of the 60-foot lot depth). The proposed project complies with this requirement by providing a 15-foot rear yard setback for each lot.

Open Space

NC-1 districts require 133 square feet of usable open space per dwelling unit, if common, and 100 square feet of usable open space per dwelling unit, if private. Therefore, the proposed project would be required to provide 931 square feet of common open space or 700 square feet of private open space. The proposed project would meet these requirements by providing 1,491 square feet of common open space in the form of a common rear yard.

Vehicle and Bicycle Parking

Planning Code section 151 does not require any off-street vehicle parking for residential units. The proposed project does not include any off-street vehicle parking. Planning Code section 155.2 requires that the proposed project provide a minimum of seven class 1 bicycle parking spaces (one space per dwelling unit) and one class 2 bicycle parking spaces (one space per 20 residential units). The proposed project includes seven class 1 and six class 2 bicycle spaces and would thus comply with these requirements. The proposed bicycle parking spaces would be required to meet the design and layout requirements described in the San Francisco Planning Department's Zoning Administrator Bulletin No. 9.²

Height and Bulk

The project site is in a 40-X height and bulk district, which permits a maximum building height of 40 feet. The proposed new buildings, at heights of 40 feet, would comply with the limits set forth by the 40-X district. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to Planning Code section 270(a), there are no bulk controls in an "X" bulk district.

Plans and Policies

San Francisco General Plan

The San Francisco General Plan establishes objectives and policies to guide land use decisions related to the physical development of San Francisco. It is comprised of ten elements, each of which addresses a particular topic that applies citywide: Air Quality; Arts; Commerce and Industry; Community Facilities; Community Safety; Environmental Protection; Housing; Recreation and Open Space; Transportation; and Urban Design. Any conflict between the proposed project and policies that relate to physical environmental issues are discussed in section E, Evaluation of Environmental Effects. The compatibility of the proposed project with General Plan policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project.

Proposition M – The Accountable Planning Initiative

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added section 101.1 to the planning code and established eight priority policies. These policies, and the topics in Section E, Evaluation of Environmental Effects, that address the environmental issues associated with these policies, are: (1) preservation and enhancement of neighborhood-serving retail uses; (2) protection of neighborhood character; (3) preservation and enhancement of affordable housing (section E.2b, Population and Housing, regarding housing supply and displacement issues); (4) discouragement of commuter automobiles (sections E.5a and E.5b, Transportation and Circulation); (5) protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; (6) maximization of earthquake preparedness (sections E.15a through E.15d, Geology and Soils); (7)

² San Francisco Planning Department, *Zoning Administrator Bulletin No. 9: Bicycle Parking Requirements: Design and Layout*, August 2013, http://default.sfplanning.org/publications_reports/ZAB_BicycleParking_9-7-13.pdf, accessed July 19, 2018.

preservation of landmark and historic buildings (Section E.3a, Cultural Resources); and (8) protection of open space (section E.9, Wind; section E.10, Shadow; section E.13, Public Services; and Section E.11a, Recreation). Prior to issuing a permit for any project that requires an initial study under CEQA, and prior to issuing a permit for any demolition, conversion, or change of use, and prior to taking any action that requires a finding of consistency with the general plan, the City is required to find that the proposed project or legislation would be consistent with the priority policies.

As noted above, the compatibility of the proposed project with general plan objectives and policies that do not relate to physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project. Any potential conflicts identified as part of that process would not alter the physical environmental effects of the proposed project.

Regional Plans and Policies

The four principal regional planning agencies and their overarching policies and plans (noted in parentheses) that guide planning in the nine-county Bay Area include the Bay Area Air Quality Management District (2017 Bay Area Clean Air Plan), the Metropolitan Transportation Commission (Plan Bay Area 2040), the San Francisco Regional Water Quality Control Board (San Francisco Basin Plan), and the San Francisco Bay Conservation and Development Commission (San Francisco Bay Plan). Due to the location, size, and nature of the proposed project, no anticipated conflicts with regional plans and policies would occur.

Project Approvals

- **Conditional Use Authorization.** The proposed project would require approval of a conditional use authorization from the Planning Commission to remove an existing dwelling unit.
- **Demolition, site and building permits.** The proposed project would require approval of a demolition permit to demolish the existing single-family home on the site and approval of four separate site and four separate building permits from the Department of Building Inspection to construct four new residential buildings on the site.

Pursuant to sections 31.04(h)(3) and 31.11(h) of the San Francisco Administrative Code, the approval of the project by the first City decision-making body that adopts the final mitigated negative declaration would constitute the Approval Action of the proposed project. Therefore, the approval of the conditional use authorization by the Planning Commission would constitute the approval action of the proposed project. The Approval Action date would establish the start of the 30-day appeal period for appeal of the Final Mitigated Negative Declaration (FMND) to the Board of Supervisors pursuant to San Francisco Administrative Code section 31.04(h). Appeal of the PMND to the planning commission is required to be able to appeal the FMND to the Board of Supervisors pursuant to San Francisco Administrative Code section 31.16(d).

Required Approvals by Other Agencies

In addition to the required project approvals that are listed above, the following permits and approvals are required.

San Francisco Public Works (DPW)

- If sidewalk(s) are used for construction staging and pedestrian walkways are constructed in the curb lane(s), approval of a street space permit from the Bureau of Street Use and Mapping is required
- Approval of construction within the public right of way (e.g., excavation of trenches, curb cuts, bulb-outs, sidewalk extensions, new street trees)

San Francisco Municipal Transportation Agency (SFMTA)

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

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D. SUMMARY OF ENVIRONMENTAL EFFECTS

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

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

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

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Aesthetics and Parking

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

- a) The project is in a transit priority area;
- b) The project is on an infill site; and
- c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above criteria; therefore, this initial study does not consider aesthetics and the adequacy of parking in determining the significance of project impacts under CEQA.³

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, OPR published for public review and comment a *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*,⁴ which recommends that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR’s recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution 19579). (Note: the VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.) A VMT and induced automobile travel impact analysis is provided in the Transportation section.

³ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 2214 Cayuga Avenue and 3101 Alemany Boulevard*, February 2, 2020. This document (and all other documents cited in this report, unless otherwise noted), is available for review at the San Francisco Planning Department, 1650 Mission Street, Suite 400 as part of case file no. 2016-012135ENV.

⁴ State Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA*, http://www.opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf, accessed March 28, 2018.

E. EVALUATION OF ENVIRONMENTAL EFFECTS

E.1 Land Use and Planning

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
1. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access; it would result in the construction of three residential buildings with two dwelling units each and one single-family residence on a site that currently contains one single-family residence. In addition, the proposed project would not alter the established street grid or permanently close any streets or sidewalks. Although portions of the sidewalk adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. Therefore, the proposed project would not physically divide an established community and thus, impacts would be less than significant.

Impact LU-2: The proposed project would not cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)

Land use impacts would be considered significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those that directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not substantially conflict with any applicable land use plan, policy, or regulation such that an adverse physical change would result (see section C, Compatibility with Existing Zoning and Plans). Furthermore, the proposed project would not conflict with the San Francisco General Plan policies that relate to physical environmental issues.

In addition, the proposed project would not conflict with any such adopted environmental plan or policy, including article 10 of the San Francisco Planning Code, the *2017 Bay Area Clean Air Plan*, *San Francisco Basin Plan*, San Francisco's *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy) and the San Francisco Urban Forestry Ordinance, as discussed in section E.3, Cultural Resources, E.7, Air Quality, section E.8, Greenhouse Gas Emissions, and section E.14, Biological Resources, respectively. Therefore, the proposed project would have a less-than-significant impact with respect to conflicts with land use plans, policies, or regulations.

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

Cumulative development in the project vicinity (within a quarter-mile radius of the project site) includes projects that are either under construction or for which the planning department has a project application on file.

Cumulative development in the project vicinity includes the projects identified in Figure 2 and Table 2 of section B, Project Setting. These projects, both individually and in combination with the proposed project, would not result in the physical division of an established community, either by constructing a physical barrier to neighborhood access, removing a means of access, altering the established street grid or permanently closing any streets or sidewalks. Furthermore, these projects would not substantially conflict with any adopted environmental plan or policy, including article 10 of the San Francisco Planning Code, the *2017 Bay Area Clean Air Plan*, *San Francisco Basin Plan*, San Francisco's *Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy) and the San Francisco Urban Forestry Ordinance, as discussed in section E.3, Cultural Resources, E.7, Air Quality, section E.8, Greenhouse Gas Emissions, and section E.14, Biological Resources, respectively.

Therefore, the proposed project in combination with past, present and reasonably foreseeable future projects would not result in a significant cumulative land use impact.

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E.2 Population and Housing

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
2. POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The proposed project would construct three residential buildings with two six-bedroom dwelling units each and one five-bedroom single-family residence within census tract 262 in the Outer Mission neighborhood of San Francisco. The U.S. Census Bureau estimates a population of approximately 850,282 residents in the City and County of San Francisco, 31,158 residents in the Outer Mission neighborhood and 7,671 residents in census tract 262 for the year 2016.⁵ Therefore, the proposed project would increase the permanent population in Census Tract 262 by approximately 16 individuals, or 0.2 percent, a small increase compared with the existing population in the area.^{6,7} Construction of the proposed project would add temporary construction workers to the project site for the 18-month construction period.

⁵ The Outer Mission neighborhood of San Francisco includes the following census tracts (total census tract population in brackets): 255 (9,446), 261 (7,156), 262 (7,671) and 311 (6,885). These census tracts collectively include 31,158 residents. Small portions of census tracts 307, 312.02, and 314 also overlap the Outer Mission neighborhood, but to generate a conservative estimate (i.e., avoid overestimation of the existing population), these tracts are excluded from the neighborhood population count. Data source: United States Census Bureau, American Community Survey (ACS) Demographic and Housing Estimates: 2012-2016 ACS 5-Year Estimates, https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_16_5YR_DP05&src=pt, accessed November 2, 2018.

⁶ According to the most recent US Census data, San Francisco has an average of 2.33 persons per household (United States Census Bureau, Quick Facts, Families and Living Arrangements, Persons Per Household 2012-2016, <https://www.census.gov/quickfacts/fact/table/sanfranciscocalifornia,ca,US/PST045217>, accessed November 2, 2018).

⁷ According to the property owner, the existing single family home at the project site has remained vacant since January 2015, with the exception of occasional workers who have stayed at the property for no more than a few months total since then currently contains six occupants (Tam, Yin Kwan, 2214 Cayuga Avenue property owner, letter correspondence with Gabriela Pantoja, Planner, Southwest Team, San Francisco Planning Department, August 13, 2020). These occupants have not been subtracted from the anticipated project-induced increase in population. Therefore, the estimated population increase is a more conservative value.

The proposed project would not extend any roads or other infrastructure into areas where roads or other infrastructure currently do not exist. Moreover, the proposed project would be consistent with San Francisco General Plan objectives and policies and Association of Bay Area Governments (ABAG) priority development area goals and criteria; it is located on an infill site, is served by existing transit, and is in an established residential neighborhood with commercial uses close by. Furthermore, as discussed in Section E.12, Utilities and Service Systems, and Section E.13, Public Services, the population growth generated under the proposed project would not require the expansion of infrastructure or services that would cause adverse physical impacts.

For these reasons, the proposed project would not induce substantial direct or indirect unplanned growth in the Outer Mission neighborhood, or in San Francisco as a whole, and impacts would be less than significant.

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

The proposed project would demolish one ~~vacant~~ housing unit with six occupants⁸ and add seven new five- to six-bedroom housing units to the project site. Therefore, the proposed project would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing.

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

The cumulative context for population and housing effects are typically citywide. Over the last several years, the supply of housing has not met the demand for housing in San Francisco. In December 2013, the ABAG projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2015-2023*. According to this report, the housing growth need of San Francisco for 2015 through 2023 is 28,869 dwelling units: 6,234 units in the very low income level (0 to 50 percent of the area median income); 4,639 units in the low income level (51 to 80 percent); 5,460 units in the moderate income level (81 to 120 percent); and 12,536 units in the above moderate income level (120 percent and higher).⁹ These numbers are consistent with the development pattern identified in *Plan Bay Area 2040*, a state-mandated, integrated long-range transportation, land use, and housing plan.¹⁰ As part of the planning process for Plan Bay Area, San Francisco identified priority development areas, which consist of areas where new development will support the day-to-day needs of residents and workers in a

⁸ Tam, Yin Kwan, 2214 Cayuga Avenue property owner, letter correspondence with Gabriela Pantoja, Planner, Southwest Team, San Francisco Planning Department, August 13, 2020

⁹ ABAG, *Regional Housing Need Plan, San Francisco Bay Area, 2015-2023*, July 2013.

¹⁰ Metropolitan Transportation Commission and ABAG, *Plan Bay Area: 2040*, July 26, 2017, <http://2040.planbayarea.org/>, accessed January 12, 2018.

pedestrian-friendly environment served by transit. The project site is located within the Mission-San Jose Corridor Priority Development Area. Therefore, although the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would increase the population in the area, it would not induce substantial population growth beyond that already anticipated to occur. For these reasons, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to population and housing.

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E.3 Cultural Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
3. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CR-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource. (Less than Significant)

Historical resources are those properties that meet the definitions in section 21084.1 of the CEQA statute and section 15064.5 of the CEQA guidelines. Historical resources include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources (California Register) or in an adopted local historic register. Historical resources also include resources identified as significant in a historical resource survey meeting specified criteria. Additionally, properties that are not listed, but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources. The significance of a historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance.”¹¹

The proposed project would demolish an existing ~~vacant~~ single-family residence and construct three residential buildings and one single-family building. Since the existing building on the site was constructed between 1915 and 1917, a historic resource evaluation (HRE) was prepared to evaluate whether it would meet CEQA section 15064.5 criteria for listing on the California Register or in an adopted local historic register.¹² The planning department reviewed the HRE and made the following determination.¹³ No known historic events occurred at the subject property (criterion 1). As a single-family home constructed for the original owner in 1917, the subject property does not appear to be associated with any important events or significant patterns of development. None of the owners or

¹¹ CEQA Guidelines 15064.5(b)(2)(A)

¹² Archaeological/Historical Consultants, *Part 1 Historic Resource Evaluation: 2214 Cayuga Avenue, San Francisco, CA*, April 2017.

¹³ San Francisco Planning Department, *Preservation Team Review Form: 2214 Cayuga Avenue*, June 16, 2017.

occupants has been identified as important to history (criterion 2). The building is not architecturally distinct such that it would qualify individually for listing in the California Register under criterion 3. While it is uncertain how the subject property appeared originally, the original exterior wood siding was likely removed and replaced with flush horizontal siding during an extensive remodel of the house in 1948. No original windows remain, and several interior alterations and modifications have been made to the residence. The subject property is not located within the boundaries of any identified historic district; 2214 Cayuga is located in the Outer Mission neighborhood on a block that primarily contains small, single-family builder-designed houses constructed in the 1920s, typical of the Outer Mission. Multi-unit apartment buildings with varied construction dates and architectural styles are found on neighboring blocks. Given the disparate collection of architectural styles, range and dates of construction and varied integrity of the buildings, the surrounding neighborhood does not contain a sufficient concentration of aesthetically or historically related buildings to qualify as a historic district. Therefore, the subject property is not eligible for listing in the California Register under any criteria, individually or as part of a historic district.

For these reasons, the proposed project would not cause a substantial adverse change in the significance of a historical resource, and thus its impact would be less than significant.

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

The proposed project would require excavation of the entire site to maximum depths of two to three feet below ground surface (majority of site) and six feet below ground surface (rear driveway location). Limited deeper excavation potentially could be required to remove existing foundations. In addition, three trenches would be excavated in the public right of way to accommodate the utility extensions previously described. The gas and water line trenches would be approximately 30 feet long, two feet wide and six feet deep; the sewer trench would be approximately 50 feet long, three feet wide and eight feet deep. In total, project excavation would remove about 671 cubic yards of soil (600 cubic yards from the project site, 27 cubic yards from Cayuga Avenue and 44 cubic yards from Alemany Boulevard).

To determine the potential for the proposed project to effect archeological resources, the Planning Department conducted a preliminary archeological review of the project site.¹⁴ The preliminary review determined that the proposed project excavations could affect potential archeological resources associated with two residences that occupied the site in 1915, particularly features that could be associated with two small buildings at the rear of these residences, each identified as a “Chinese Rooming House.” The potential of the proposed project to result in significant impacts to these

¹⁴ San Francisco Planning Department, *Preliminary Archeological Review: 2214 Cayuga Avenue, San Francisco, California*, January 29, 2020.

potential archeological resources could be mitigated by implementation of **Mitigation Measure M-CR-2, Archeological Testing**, which is described in detail below.

Mitigation Measure M-CR-2, Archeological Testing

Based on a reasonable presumption 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 and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). 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) and (c).

Consultation with Descendant Communities: On discovery of an archeological site¹⁵ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative¹⁶ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the

¹⁵ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

¹⁶ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.

Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include preservation in place, additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist.

If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource. If preservation in place is not feasible, a 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.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented 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 archeological consultant 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 risk these activities pose to potential archaeological resources and to their depositional context;

- The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and 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 project 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, irrespective of whether an archeologist is present, 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 activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. 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. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

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

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

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

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. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

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

Impact CR-3: The project could disturb human remains, including those interred outside of formal cemeteries. (Less than Significant with Mitigation)

There are no known or suspected human remains, including those interred outside of formal cemeteries, located in the immediate vicinity of the project site. In the unlikely event that human remains are encountered during construction, any inadvertent damage to human remains would be considered a significant impact. **Mitigation Measure M-CR-2, Archeological Testing**, includes the required procedures to address, protect and treat human remains should any be discovered during construction. With implementation of **Mitigation Measure M-CR-2, Archeological Testing**, as described above, the proposed project would have a less-than-significant impact on previously unknown human remains.

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E.4 Tribal Cultural Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
4. TRIBAL CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact TCR-1: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code section 21074. (Less than Significant with Mitigation)

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

Pursuant to Assembly Bill 52, effective July 1, 2015, within 14 days of a determination that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency is required to contact the Native American tribes that are culturally or traditionally affiliated with the geographic area in which the project is located. Notified tribes have 30 days to request consultation with the lead agency to discuss potential impacts on tribal cultural resources and

measures for addressing those impacts. Based on prior AB 52 consultation, the Planning Department considers all prehistoric archeological resources to be potential tribal cultural resources. Native American representatives also indicated that the preferred treatment of tribal cultural resources is preservation in place but that if preservation in place is not feasible because the discovery occurs too late in the project for design modification that would allow preservation, then archeological data recovery and public interpretation of the resource are the preferred mitigations.

On December 7, 2017, the Planning Department mailed a “Tribal Notification Regarding Tribal Cultural Resources and CEQA” to the appropriate Native American tribal representatives who have requested notification. During the 30-day comment period, no Native American tribal representatives contacted the Planning Department to request consultation.

As noted under Impact CR-2, the proposed project could result in a significant impact to archeological resources, although the project site has been assessed as having low potential for the presence of prehistoric/Native American archeological resources. However, in the event that prehistoric archeological resources were damaged by project construction activities, the proposed project would have a significant impact on tribal cultural resources. **Mitigation Measure M-CR-2, Archeological Testing**, above, includes provisions for to address resources unexpectedly encountered during construction, In addition, implementation of **Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program**, would ensure that if a potential tribal cultural resource were discovered during construction it would either be preserved in place or if preservation is not feasible, archeological data recovery would be conducted and a public interpretation plan would be implemented. With the inclusion of these measures , the proposed project would have a less-than-significant effect on tribal cultural resources.

Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program

In the event of the discovery of an archaeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option, then archaeological data recovery shall be implemented as required by the ERO. In addition, the project sponsor shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists,

oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.

With implementation of these measures, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, and this impact would be less than significant.

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

As discussed above, the proposed project would not cause a substantial adverse change in the significance of a historical resource because the building on the project site is not historically significant or in proximity to a historic district. Therefore, it would not, in combination with past, present, and reasonably foreseeable future projects, result in cumulative impacts on historic resources.

Cumulative impacts on archeological resources and human remains are site-specific and generally limited to the immediate construction area. Therefore, with implementation of Mitigation Measure M-CR-2, Archeological Testing, and TCR-1, Tribal Cultural Resources, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, would not result in a cumulatively considerable impact on archeological resources, tribal cultural resources, and human remains.

For these reasons, the proposed project would not make a considerable contribution to any cumulative impact on cultural resources that could result from past, present, or reasonably foreseeable future projects in the project vicinity.

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E.5 Transportation and Circulation

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

This section presents the existing transportation and circulation conditions and analyzes the potential project-level and cumulative impacts on transportation and circulation during construction and operation of the project. Transportation and circulation topics consist of walking, bicycling, driving hazards, transit, emergency access, vehicle miles traveled, and loading.

Existing Conditions

Project Site

The 5,290-square-foot project site consists of two lots that together front Sickles Avenue, Cayuga Avenue and Alemany Boulevard in the block bound by the I-280 highway, Cayuga Avenue, Sickles Avenue and Regent Street in the Outer Mission neighborhood of San Francisco (see Figure 1, Project Location Map). The project site includes a 12-foot-eight-inch-wide curb cut on Cayuga Avenue, which provides access to the ground-level garage of the single-family home that currently occupies the site (see Appendix A, Project Plans, Sheet A-1.0: Existing & Proposed Site/Roof Plans).

Local Roadways

Cayuga Avenue and Sickles Avenue are both two-way, two-lane (one in each direction) neighborhood residential streets¹⁷ with parallel parking lanes on both sides. Cayuga Avenue runs northeast-southwest and intersects Sickles Avenue, which runs northwest-southeast. Alemany Boulevard is a two-way, four-lane residential thoroughway¹⁸ with parallel parking on both sides that runs northeast-southwest; it intersects Sickles Avenue to the north of Cayuga Avenue. Regent Street, which forms the western boundary of the project site block, is a two-way, two-lane (one in each direction) neighborhood residential street with parallel parking lanes on both sides. Neither Cayuga Avenue, Sickles Avenue, Alemany Boulevard or Regent Street have been identified as high injury corridors on the Vision Zero High Injury Network.¹⁹

Bicycling Conditions

There is a class II bicycle lane running in both directions along Alemany Boulevard, opposite the project site.²⁰ There is also a class II bicycle lane on Sickles Avenue, which starts west of Alemany Boulevard.

Walking Conditions

¹⁷ San Francisco Planning Department, San Francisco Better Streets Plan: Street Types, <https://www.sfbetterstreets.org/design-guidelines/street-types/>, accessed April 6, 2018. Neighborhood residential streets are characterized by relatively low traffic volumes and speeds.

¹⁸ San Francisco Planning Department, San Francisco Better Streets Plan: Street Types, <https://www.sfbetterstreets.org/design-guidelines/street-types/>, accessed April 6, 2018. Residential and commercial thoroughways have high levels of fast-moving traffic and frequent transit service with adjacent residential and commercial uses, respectively.

¹⁹ San Francisco Department of Public Health, Vision Zero High Injury Network: 2017, <http://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>, accessed February 8.

²⁰ Class II bikeways are bike lanes established along streets and are defined by pavement striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction. Source: California Department of Transportation, A Guide to Bikeway Classification, July 2017, http://www.dot.ca.gov/d4/bikeplan/docs/caltrans-d4-bike-plan_bikeway-classification-brochure_072517.pdf, accessed November 5, 2018.

The sidewalks along Alemany Boulevard, Sickles Avenue and Cayuga Avenue are approximately 10 feet wide, 12 feet wide, and 15 feet wide, respectively. Based on a field observation, these sidewalks are in fair condition and absent of hazards.²¹

A combination of traffic signals, pedestrian signals and two-way stop signs regulate vehicle and pedestrian flows at intersections in the project vicinity. The closest intersections to the project site are located at Alemany Boulevard/Sickles Avenue; Alemany Boulevard/San Jose Avenue/Regent Street; Cayuga Avenue/Sickles Avenue; and Cayuga Avenue/Regent Street. The intersection at Alemany Boulevard/Sickles Avenue, directly opposite the northern boundary of the project site, is controlled by traffic and pedestrian signals, striped pedestrian crosswalks and curb ramps. The intersection at Alemany Boulevard/San Jose Avenue/Regent Street, one block west of the project site, is regulated by a combination of traffic and pedestrian signals, a stop sign (at Alemany Boulevard and Regent Street), pedestrian safety islands, striped pedestrian crosswalks and curb ramps. Opposite the southern boundary of the project site, the intersection at Cayuga Avenue and Sickles Avenue is controlled by a two-way stop sign with curb ramps facilitating the pedestrian crossing of Cayuga Avenue only. Cayuga Avenue terminates at Regent Street, one block west of the project site; there are no stop signs or curb ramps to facilitate vehicle and pedestrian flows at this intersection.

Public Transit Conditions

The following San Francisco Municipal Transportation Agency (Muni) transit lines operate within one half-mile of the project site: 14-Mission, 14R-Mission Rapid, 14X-Mission Express, 28R-19th Avenue Rapid, 54-Felton, 88-BART Shuttle, and M-Owl. The 14R operates with a frequency-of-service interval of 15 minutes or less during the morning and afternoon peak commute periods and connects with the BART network at the Daly City BART station. The closest 14R bus stop is located about three blocks southeast of the project site at the intersection of Mission Street and Sickles Avenue. There is an 88-BART Shuttle bus stop directly opposite the project site on Sickles Avenue that provides shuttle service to the Balboa Park BART Station from 6:40 a.m. to 8:41 a.m. on weekdays; during the peak p.m. period (4:05 p.m. to 6:38 p.m.), shuttle service shifts three blocks southeast to a bus stop at the intersection at Mission Street and Sickles Avenue.

Emergency Access Conditions

The project site receives fire protection and emergency medical services from the San Francisco Fire Department's Fire Station No. 33 at 8 Capitol Avenue, approximately 0.2 miles northwest of the project site.²² The project site receives police protection services from the San Francisco Police Department's Ingleside Station at 1 Sgt. John V. Young Lane, approximately 1.1 miles northeast of the project site, in

²¹ A field observation of the project site and vicinity was conducted on May 31, 2018, between 8:15 a.m. and 9:45 a.m.

²² San Francisco Fire Department, Fire Station Locations, <http://sf-fire.org/FIRE-STATION-LOCATIONS#divisions>, accessed March 13, 2018.

Balboa Park.²³ Emergency access to the site is available along Alemany Boulevard, Sickles Avenue and Cayuga Avenue.

Vehicle Miles Traveled

Vehicle miles traveled per person (or per capita) is a measurement of the amount and distance that a resident, employee, or visitor drives, accounting for the number of passengers within a vehicle. In general, higher VMT areas are associated with more air pollution, including greenhouse gas emissions, and energy usage than lower VMT areas. Many interdependent factors affect the amount and distance a person might drive. In particular, the built environment affects how many places a person can access within a given distance, time, and cost, using different ways of travels (e.g., private vehicle, public transit, bicycling, walking, etc.). Typically, low-density development located at great distances from other land uses and in areas with few options for ways of travel provides less access than a location with high density, mix of land uses, and numerous ways of travel. Therefore, low-density development typically generates more VMT compared to a similarly sized development located in urban areas.

Given these travel behavior factors, on average, persons living or working in San Francisco result in lower amounts of VMT per person than persons living or working elsewhere in the nine-county San Francisco Bay Area region. In addition, on average, persons living or working in some areas of San Francisco result in lower amounts of VMT per person than persons living or working elsewhere in San Francisco. The city displays different amounts of VMT per capita geographically through transportation analysis zones.²⁴

The San Francisco County Transportation Authority uses the San Francisco chained activity modeling process to estimate VMT by private automobiles and taxis for different transportation analysis zones. The transportation authority calibrates travel behavior in the model based on observed behavior from the California Household Travel Survey [2010-2012], census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. The model uses a synthetic population, which is a set of individual actors that represents the Bay Area's actual population, who make simulated travel decisions for a complete day.

The model estimates daily VMT for residential, office, and retail land use types. For residential and office uses, the transportation authority uses tour-based analysis. A tour-based analysis examines the entire chain of trips over the course of a day, not just trips to and from a site. For retail uses, the transportation authority uses trip-based analysis. A trip-based analysis counts VMT from individual trips to and from a site (as opposed to entire chain of trips). A trip-based approach, as opposed to a

²³ San Francisco Police Department, Police District Maps, <http://sanfranciscopolice.org/police-district-maps?page=796>, accessed March 13, 2018.

²⁴ Planners use these zones as part of transportation planning models for transportation analyses and other planning purposes. The zones vary in size from single city blocks in the downtown core, multiple blocks in outer neighborhoods, to even larger zones in historically industrial areas such as the Hunters Point Shipyard area.

tour-based approach, is necessary for retail sites because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour VMT to each location would over-estimate VMT.^{25,26,27}

Table 3 presents the existing average daily VMT per capita for residents for the nine-county San Francisco Bay Area and for transportation analysis zone 4, the zone in which the project site is located. The existing average daily VMT per capita for the residential uses at the project site (11.7 miles) is approximately 32 percent lower than the regional Bay Area average (17.2 miles).

Table 3: Average Daily Vehicle Miles Traveled in TAZ 4 (Existing)

Land Use	Bay Area Regional Average	Traffic Analysis Zone (TAZ) 4
Residential	17.2	11.7

Loading Conditions

There are no commercial or passenger loading zones in the project vicinity.

Approach to Analysis

Methodology and Thresholds of Significance

The following summarizes the methodology and results for the proposed project's travel demand and describes the quantitative thresholds of significance used for determining transportation impacts under existing plus project conditions. The travel demand and impact analysis methodology use the data and guidance within the Planning Department's *Transportation Impact Analysis Guidelines* (2019).

²⁵ To state another way: a tour-based assessment of VMT at a retail site would consider the VMT for all trips in the tour, for any tour with a stop at the retail site. If a single tour stops at two retail locations, for example, a coffee shop on the way to work and a restaurant on the way back home, then both retail locations would be allotted the total tour VMT. A trip-based approach allows us to apportion all retail-related VMT to retail sites without double-counting.

²⁶ Retail travel is not explicitly captured in San Francisco chained activity modeling process, rather, there is a generic "Other" purpose which includes retail shopping, medical appointments, visiting friends or family, and all other non-work, non-school tours. The retail efficiency metric captures all of the "Other" purpose travel generated by Bay Area households. The denominator of employment (including retail; cultural, institutional, and educational; and medical employment; school enrollment, and number of households) represents the size, or attraction, of the zone for this type of "Other" purpose travel.

²⁷ San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016.

Project Travel Demand

Localized daily and p.m. peak period trip generation for the proposed project was calculated using a trip-based analysis and information included in the 2019 *Transportation Impact Analysis Guidelines for Environmental Review* (SF Guidelines) developed by the San Francisco Planning Department.²⁸ These trips are summarized in Table 4. Trip generation refers to the number of estimated trips people would take to and from the project (person trips). These trips are broken down by mode, or the estimated way or method people travel (e.g., walking, bicycling, transit, etc.). Auto trips are further broken down into vehicle trips, which account for average vehicle occupancy in the census tract in which the project site resides.

Table 4. Proposed Project Travel Demand

Mode	Person Trips		Vehicle Trips	
	Daily	P.M. Peak Period	Daily	P.M. Peak Period
Auto	37	2	24	2
TNC/Taxi	3	0	2	0
Transit	18	1		
Private Shuttle	0	0		
Bike	4	0		
Walk	32	2		
Total	94	6	27	0

Vehicle Miles Traveled Analysis (Existing)

The department uses the following quantitative thresholds of significance to determine whether the project would generate substantial additional VMT:

- For residential projects, if it exceeds the regional household VMT per capita minus 15 percent.
- For office projects, if it exceeds the regional VMT per employee minus 15 percent.
- For retail projects, if it exceeds the regional VMT per retail employee minus 15 percent.²⁹
- For mixed-use projects, evaluate each land use independently, per the thresholds of significance described above.

The department uses VMT efficiency metrics (i.e., per capita) for thresholds of significance. VMT per capita reductions mean that individuals will, on average, travel less by automobile than previously but, because the population will continue to grow, it may not mean an overall reduction in the number of miles driven.

The department uses a map-based screening criterion to identify types and locations of land use projects that would not exceed these quantitative thresholds of significance. The San Francisco County Transportation Authority uses a model to present VMT for residential, office, and retail in San

²⁸ San Francisco Planning Department, Travel Demand Tool, <https://sftraveldemand.sfcta.org/>, accessed February 2, 2020.

²⁹ Ibid, footnote 4 [the footnote that explains what retail VMT is presenting in terms of size]

Francisco and the region, as described and shown under existing conditions. The department uses that data and associated maps to determine whether a project site's location is below the VMT quantitative threshold of significance.

The department also presumes that small projects (projects that would generate fewer than 100 vehicle trips per day) would not exceed these quantitative thresholds of significance. Further, the department presumes residential uses proposed within one-half mile of an existing major transit stop (as defined by CEQA section 21064.3) or an existing stop along a high-quality transit corridor (as defined by CEQA section 21155) would not exceed these quantitative thresholds of significance. However, this presumption would not apply if the project would: (1) have a floor area ratio of less than 0.75; (2) include more parking for use by residents, customers, or employees of the project than required or allowed, without a conditional use; or (3) is inconsistent with the applicable Sustainable Communities Strategy.³⁰

Vehicle Miles Traveled Analysis ((2040 Cumulative Conditions))

VMT by its nature is largely a cumulative impact. The number and distance of vehicular trips associated with past, present, and future projects might cause contribute to the secondary physical environmental impacts associated with VMT. It is likely that no single project by itself would be sufficient in size to prevent the region or state in meeting its VMT reduction goals. Instead, a project's individual VMT contributes to cumulative VMT impacts. The department uses existing plus project-level thresholds of significance based on levels at which the department does not anticipate new projects to conflict with state and regional long-term greenhouse gas emission reduction targets and statewide VMT per capita reduction targets.

Therefore, the department assesses whether the region is estimated to meet its long-term greenhouse gas emission reduction targets to determine if a cumulative impact would occur. If a cumulative impact would occur, the department uses a map-based screening criterion to identify types and locations of land use projects that would not exceed the same quantitative thresholds of significance described under existing plus project conditions. The analysis uses the 2040 modeling of VMT estimates to present VMT for residential, office, and retail in San Francisco and the region. The department uses that data and associated maps to determine whether a project site's location is below the aforementioned VMT quantitative threshold of significance, including for the other land use types described above.

Table 5 presents the future (2040) average daily VMT per capita for residents for the nine-county San Francisco Bay Area and for transportation analysis zone 4. Similar to existing conditions, the future average daily VMT per capita for the residential uses at the project site (11.0 miles) is approximately 32 percent lower than the regional Bay Area average (16.1 miles).

³⁰ The department considers a project to be inconsistent with the Sustainable Communities Strategy if the project is located outside of areas contemplated for development in the Sustainable Communities Strategy.

Table 5: Average Daily Vehicle Miles Traveled in TAZ 4 (Cumulative 2040)

Land Use	Bay Area Regional Average	Traffic Analysis Zone (TAZ) 4
Residential	16.1	11.0

Impact Analysis

Impact TR-1: Construction of the project would not require a substantially extended duration or intense activity and the secondary effects would not create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling; or substantially delay public transit. (Less than Significant)

Construction of the proposed project is expected to last 18 months and would include the extension of gas, water and sewer lines to the project site from Cayuga Avenue and Alemany Boulevard. The extension of these services would require excavation of two trenches in the Cayuga Avenue public right of way and one trench in the Alemany Boulevard public right of way, which may lead to temporary travel lane and sidewalk closures along those streets. In addition, construction activities would temporarily close portions of the sidewalk along Alemany Boulevard and Sickles Avenue, at the location where the new sidewalk bulbout would be constructed. The project sponsor would be required to follow the *Regulations for Working in San Francisco Streets*.³¹ For sidewalk closures, signage and protection for people walking would be erected, as appropriate. The contractor would also be required to maintain adequate bicycle and walking circulation at all times. All closures would be coordinated with the City in order to minimize the impacts on local traffic.

During the 18-month construction period, vehicle trips associated with construction workers would be generated. However, given the project site's proximity to high-quality local and regional transit service, a substantial portion of construction workers would be expected to take public transit to and from the project site.

Construction staging would largely occur on the project site, with transport of materials occurring either via Cayuga Avenue, Sickles Avenue or Alemany Boulevard. The impact of construction traffic would temporarily reduce the capacities of surrounding roadways and truck routes, as well as connecting local streets, due to the slower movement and larger turning radii of trucks. Construction truck and worker vehicle traffic could result in minor congestion and conflicts with vehicles, transit, people walking and bicyclists. However, construction activities would be temporary and of limited duration, and the majority of construction activity would occur during off-peak hours when traffic volumes are minimal and potential for conflicts is low.

³¹ San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets*, September 2012. Available at <https://www.sfmta.com/reports/construction-regulations-blue-book>, accessed September 16, 2019.

For these reasons, the proposed project would have a less-than-significant transportation-related construction impact and no mitigation measures are required.

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

As shown in Table 4, the proposed project would generate approximately 94 person trips (inbound and outbound) on a weekday daily basis, consisting of 37 auto trips (24 vehicle trips), three taxi or transit network company (TNC) trips (two vehicle trips), 18 transit trips, four bike trips and 32 walk trips. During the p.m. peak period, the proposed project would generate an estimated six daily person trips, consisting of two auto trips (two vehicle trips), one transit trip and two walk trips.³² Although these trips would increase the level of vehicle, pedestrian and bicycling activity in the area, the additional volume would be too small relative to existing conditions to create potentially hazardous conditions for people driving, walking, or bicycling, or for public transit operations.

In addition, the proposed project would not alter the existing street grid, reconfigure the intersections near the project site, or introduce other physical features that would increase hazards for people driving, walking, or bicycling, or for public transit operations. Moreover, the project would construct a new sidewalk bulbout at the Alemany Boulevard/Sickles intersection fronting the project site and remove an existing curb cut along Cayuga Avenue; these modifications would likely reduce hazards for people driving, walking, or bicycling, or for public transit operations.

For these reasons, operation of the proposed project would not create potentially hazardous conditions for people driving, walking, or bicycling, or for public transit operations. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

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

Implementation of the proposed project would not alter the established street grid or roadway network, permanently close any streets or sidewalks, or eliminate or reconfigure any existing bicycle routes. Although travel lanes and portions of the sidewalks adjacent to the project site could be closed for periods of time during project construction, these closures would be temporary in nature. Therefore, pedestrian, bicycle and emergency vehicle access would remain unchanged from existing conditions. Pedestrians, bicyclists and emergency vehicles would continue to access the project site from Alemany Boulevard, Sickles Avenue, or Cayuga Avenue.

For these reasons, impacts would be less than significant, and no mitigation measures are necessary.

³² Due to rounding, individual values do not always add up to totals. For example, there are about 24 auto vehicle trips and two taxi/TNC vehicle trips during the p.m. peak period, but total vehicle trips sum to 27 trips.

Impact TR-4: Operation of the proposed project would not substantially delay public transit. (Less than Significant)

As previously described, the project site is well served by public transit. Within one half-mile of the project site, Muni operates the following local transit lines: 14-Mission, 14R-Mission Rapid, 14X-Mission Express, 28R-19th Avenue Rapid, 54-Felton, 88-BART Shuttle, and M-Owl. The proposed project would generate 18 daily transit trips, including one during the p.m. peak hour. These transit trips would be distributed among the multiple transit lines serving the project vicinity. Given the availability of nearby transit, the addition of one p.m. peak-hour transit trip would be accommodated by existing capacity, and therefore, prolonged boarding queues would be unlikely.

Similarly, the volume of vehicle (two trips), bicycle (no trips) and pedestrian (two trips) trips added by the project to the local roadway network during the p.m. peak period, would not be large enough, relative to existing conditions, to impede transit service to a substantial degree.

For these reasons, the proposed project would not substantially delay public transit. Therefore, impacts on public transit would be less than significant and no mitigation measures would be required.

Impact TR-5: Operation of the proposed project would not cause substantial additional VMT. (Less than Significant)

As shown in Table 3, existing daily VMT per capita for residential uses is 11.7 in TAZ 4, which is 32 percent below the existing regional household VMT per capita of 17.2. Since this is more than 15 percent below existing regional household VMT per capita, the proposed project would meet the map-based screening criterion for residential uses. The proposed project also meets the small project screening criterion because it would generate less than 100 vehicle trips per day (27 vehicle trips), is located within one half-mile of numerous major transit stops, has a floor area ratio greater than 0.75 (project floor area ratio is 2.91), provides no parking, and is located within a priority development area (Mission-San Jose Corridor).³³ Since the proposed project would meet one or more of the screening criteria, it would not result in a substantial increase in VMT and as a result, its impacts on VMT would be less than significant. No mitigation measures are required.

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

The proposed project would replace one existing single-family home with seven residential units. Given its relatively small size and residential use, the project does not propose any on-street or off-street passenger or freight loading, nor does the planning code require it.

³³ San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 – Modernization of Transportation Analysis for 2214 Cayuga Avenue & 3101 Alemany Boulevard*, February 2, 2020.

It is anticipated that residents of the building would utilize on-street parking spaces adjacent to the project site for move-in/move-out activities. From adjacent street parking spaces, items would be transported along the Alemany Boulevard, Sickles Avenue or Cayuga Avenue sidewalks to the main entrance of the applicable residential unit. Should on-street parking be necessary for move-in/move-out activities, spaces would need to be reserved through the SFMTA's temporary signage program.³⁴ Typically, these activities occur during off-peak times, such as in the evenings and on weekends, when there are lower traffic and walking volumes in the area.

Given the multiple street options for accommodating residential move-in/move-out activities discussed above, the proposed project would not result in a loading deficit. Therefore, this impact would be less than significant, and no mitigation measures are necessary.

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

There are currently two active development projects within the project vicinity (see Figure 2 and Table 2, section B, Project Setting). These projects would add three new dwelling units and approximately 4,802 square feet of commercial uses to the project vicinity. The proposed project would contribute an additional 7 new dwelling units to the project vicinity. Combined, a total of 10 dwelling units and 4,802 square feet of commercial uses would be added to the area.

Construction of the proposed project could overlap with construction activities associated with these cumulative development projects. However, the combined construction-related traffic would be temporary and localized, and therefore would not result in permanent impacts related to transportation and circulation. In addition, as noted above, all construction-related temporary traffic lane and sidewalk closures would be coordinated with the City to minimize impacts on local vehicle, bicycle and pedestrian traffic. The cumulative addition of construction worker-related vehicle or transit trips would also not substantially affect transportation conditions, due to their temporary and limited nature. Therefore, the proposed project would have less-than-significant cumulative construction impacts on transportation and circulation.

The proposed project and cumulative projects would also combine to increase the demand for transit within the project vicinity. However, existing transit capacity would be able to accommodate this modest increase in demand. Therefore, the proposed project, in combination with past, present and reasonably foreseeable cumulative projects, would have less-than-significant cumulative transit impacts.

The proposed project and cumulative development projects would also combine to increase automobile traffic in the area, which could result in an increase in the potential for automobile-bicycle and automobile-pedestrian conflicts at intersections and driveways in the project vicinity. However,

³⁴ Information about the San Francisco Municipal Transportation Agency's temporary signage permits is available at <https://www.sfmta.com/permits/temporary-signage>, accessed September 16, 2019.

while there would be a general increase in vehicle, bicycle, and pedestrian traffic in the project vicinity, neither the proposed project nor the cumulative projects would combine to create potentially hazardous conditions for bicycles or pedestrians, or otherwise interfere with bicycle or pedestrian accessibility in the vicinity. Therefore, the proposed project, in combination with past, present and reasonably foreseeable development in the project vicinity, would have a less-than-significant cumulative impact on bicycle and pedestrian facilities and conditions.

As shown in Table 5, the future 2040 regional average daily household VMT per capita is estimated to be 16.1. In TAZ 4, where the project site is located, the future 2040 average daily household VMT per capita is estimated to be 11.0, which is approximately 32 percent lower than the regional average. Given that the proposed project and cumulative projects are in an area in which the daily averages for future 2040 residential would be more than 15 percent below the future 2040 regional averages, the proposed project would not combine with cumulative projects to cause substantial additional VMT. Therefore, this impact would be less than significant, and no mitigation measures are necessary.

While there would be a general increase in vehicle traffic and loading demand associated with the proposed project and cumulative projects in the project vicinity, loading impacts are localized and site-specific. As discussed under Impact TR-6, the proposed project would not result in a loading deficit. Moreover, the cumulative development projects in the project vicinity are small in scale and far enough away from the project site, that they would not combine to produce a significant cumulative loading impact.

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

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E.6 Noise

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
6. NOISE. Would the project:					
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, topic 6c is not applicable to the proposed project.

Impact NO-1: Construction activities associated with the proposed project would not result in a significant temporary increase in ambient noise levels in the project vicinity in excess of established standards. (Less than Significant)

The construction period for the proposed project would last approximately 18 months and would not involve construction activities at night. Construction equipment and activities would generate noise that could be considered an annoyance by occupants of nearby properties. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. Impacts would generally be limited to periods during which excavation occurs, new foundations are installed and exterior structural and facade elements are altered. Interior construction noise would be substantially reduced by exterior walls.

As previously described, construction of the proposed project would require excavation of the project site as well as excavation of three trenches in the public right of way (Cayuga Avenue and Alemany Boulevard) to accommodate utility extensions. The project would also add a new sidewalk bulbout at the intersection of Alemany Boulevard and Sickles Avenue. The trenching in the public right of way and the addition of the new sidewalk bulbout would likely require the use of a jackhammer or pavement breaker. The jackhammers would be used during the demolition, foundation/utility construction, and finishes

phases. The duration would be no more than four hours for the first two phases and about eight hours for the last. According to a geotechnical investigation report prepared for the proposed project,³⁵ the proposed new buildings would be supported by either a continuous perimeter footing or a concrete mat slab with a continuous perimeter footing; the continuous perimeter footing would extend to a depth of at least two feet below the lowest grade. Therefore, there would be no noise impacts associated with pile driving during construction of the proposed project.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. For reference, Table 6 provides typical noise levels produced by various types of construction equipment that would be employed for construction of the proposed project. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) are exempt from the noise ordinance (section 2907) provided they have manufacturer-recommended and City-approved mufflers for both intake and exhaust. In addition, section 2907 requires that jackhammers and pavement breakers be equipped with manufacturer-recommended and City-approved acoustically attenuating shields or shrouds in order to be exempt from the noise ordinance limits. Section 2908 of the Noise Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of the Department of Public Works or the Director of Building Inspection. The project would be required to comply with regulations set forth in the Noise Ordinance.

Table 6: Typical Noise Levels from Proposed Project Construction Equipment

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

³⁵ Frank Lee & Associates, *Soil and Foundation Investigation: Proposed Three Four-Story Mixed-Use and One Four-Story Residential Building, 2200-2208 Cayuga Avenue & 201-217 Sickles Avenue*, January 8, 2018. Note: the addresses cited on the report reflect that of the proposed new buildings.

Notes: The above Leq noise levels are calculated assuming a 100 percent usage factor at full load (i.e., Lmax noise level 100 percent) for the 1-hour measurement period. Noise levels in **bold** exceed the San Francisco Noise Ordinance limit.

¹ Although the jackhammer would exceed the noise ordinance limit of 86 dBA at 50 feet or 80 dBA at 100 feet, it is exempt from these limits provided it meets certain conditions. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) are exempt from the noise ordinance (section 2907) provided they have manufacturer-recommended and City-approved mufflers for both intake and exhaust. In addition, section 2907 requires that jackhammers and pavement breakers be equipped with manufacturer-recommended and City-approved acoustically attenuating shields or shrouds in order to be exempt from the noise ordinance limits.

The nearest sensitive uses to the project site include the adjacent residence west of the site (2220 Cayuga Avenue), a childcare facility directly south of the site (Zhen's Family Day Care, 2209 Cayuga Avenue), a youth group home about 90 feet east of the site (Mac's Children & Family Services, 2198 Cayuga Avenue), Sheridan Elementary School/Preschool (431 Capitol Avenue) approximately 0.4 miles northwest of the site and Longfellow Elementary School (755 Morse Street) about 0.5 miles east of the project site. The adjacent residence, childcare facility and group home would likely experience temporary and intermittent noise increases associated with construction activities as well as the passage of construction trucks to and from the project site. However, these increases would not be substantially greater than ambient noise levels in the vicinity. The schools would not likely experience any construction-related noise disturbances, given their further distance from the project site.

Therefore, project-related construction activities would not expose individuals to temporary increases in noise levels substantially greater than ambient levels. Thus, noise impacts related to construction activities would be less than significant.

Impact NO-2: Construction of the proposed project would not generate excessive groundborne noise or vibration levels. (Less than Significant)

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Construction-related vibration primarily results from the use of impact equipment such as pile drivers (both impact and vibratory), hoe rams, vibratory compactors and jack hammers. The operation of heavy construction equipment, particularly pile-drivers and other heavy-duty impact devices (such as pavement breakers), creates seismic waves that radiate along the surface of the ground and downward. These surface waves can be felt as ground vibration and can result in effects that range from annoyance for people to damage to structures. Groundborne vibration generally attenuates rapidly with distance from the source of the vibration.

Receptors sensitive to vibration include structures (especially older masonry structures), people (especially residents, the elderly and the sick), and equipment (e.g., magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes). In addition, vibration may disturb nesting and breeding activities for biological resources. Regarding the potential effects of groundborne vibration and noise to people, except for long-term occupational exposure, vibration levels rarely affect human health.

The nearest sensitive uses to the project site include the adjacent residence west of the site (2220 Cayuga Avenue) and a childcare facility approximately 60 feet south of the site (Zhen's Family Day Care, 2209 Cayuga Avenue). The buildings housing these uses are of wood or steel (not masonry) construction and

have not been identified as historic resources.³⁶ There are no sensitive equipment uses (e.g., facilities using magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes) or biological resources near the project site.

As previously discussed, the proposed project would not employ pile drivers, but would use jackhammers during the demolition, foundation/utility construction, and finishes phases. However, the duration of use would be no more than four hours for the first two phases and about eight hours for the last. Given the limited and temporary duration of the use of the jackhammer, construction of the proposed project would not generate excessive groundborne noise or vibration levels. Moreover, the nearest structural receptors to the project site, the buildings at 2220 and 2209 Cayuga Avenue, are not masonry structures, and therefore not susceptible to vibration-related damage.

Operations-related vibration primarily results from the passing of trains, and buses, and heavy trucks. The proposed project would construct seven residential units, and therefore would not contribute any operational sources of vibration to the vicinity.

For these reasons, project-related construction or operational groundborne noise or groundborne vibration impacts would be less than significant.

Impact NO-3: Operation of the proposed project would not result in a substantial permanent increase in ambient noise levels in the project vicinity in excess of applicable standards. (Less than Significant)

The proposed project would add seven residential units to the project vicinity. Vehicular traffic makes the largest contribution to ambient noise levels throughout most of San Francisco. Generally, traffic would have to double in volume to produce a noticeable 3 dBA increase in the ambient noise level in the project vicinity.³⁷ The proposed project would generate approximately 27 daily vehicle trips, two of which would occur during the p.m. peak hour. Traffic counts taken at Sickles Avenue and San Jose Avenue (the closest intersection to the project site for which recent traffic counts have been collected) totaled 10,505 westbound vehicles per day. Of these, 888 trips occurred during the p.m. peak hour.³⁸ Therefore, project-generated vehicle trips would not cause traffic volumes to double on nearby streets and as a result, project-generated traffic noise would not have a noticeable effect on ambient noise levels in the project site vicinity.

Mechanical building equipment, such as heating, ventilation and air conditioning (HVAC) systems, as well as music- or other noise-producing devices associated with the residential uses would create

³⁶ San Francisco Planning Department, Property Information Map, <https://sfplanninggis.org/pim/>, accessed June 4, 2020.

³⁷ United States Department of Transportation, Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, December 2011, p. 9. Available online at http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed April 10, 2018.

³⁸ Traffic counts of vehicles traveling westbound on Sickles Avenue (at San Jose Avenue) were collected on February 12, 2008. Source: San Francisco Municipal Transportation Agency, SFMTA Traffic Count Data 1995-2015, <https://www.sfmta.com/reports/sfmta-traffic-count-data-1995-2015>, accessed November 6, 2018.

operational noise. However, these noise sources would be subject to the San Francisco Noise Ordinance (Article 29 of the Police Code). Specifically, section 2909(a) prohibits any person from producing or allowing to be produced, on a residential property, a noise level in excess of five dBA above ambient noise levels at any point outside the property line. In addition, section 2909(b) prohibits any person from producing or allowing to be produced, on a commercial or industrial property, a noise level in excess of eight dBA above ambient noise levels at any point outside the property line. Moreover, section 2909(d) establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (from 7:00 a.m. to 10:00 p.m.) and 45 dBA (from 10:00 p.m. to 7:00 a.m.) inside any sleeping or living room in any dwelling unit located on residential property to prevent sleep disturbance. The proposed project would include standard heating, ventilation and air conditioning (HVAC) equipment, which would generate operational noise. The HVAC systems as well as any noise-generating devices that may be associated with the residential uses would be required to meet the above noise standards. The proposed project would not include any additional noise-generating sources, such as back-up generators, beyond those previously discussed.

Given that the proposed project's vehicle trips would not cause a doubling of traffic volumes on nearby streets and that proposed mechanical equipment and other noise-generating devices would be required to comply with the Noise Ordinance, operational noise from the proposed project would not result in a noticeable increase in ambient noise levels. Therefore, the proposed project would not generate a substantial permanent increase in ambient noise levels in the project vicinity in excess of applicable standards and related impacts would be less than significant.

Impact C-NO-1: The proposed project, in combination with past, present, and reasonably foreseeable future projects, would result in less-than-significant cumulative impacts related to noise and vibration. (Less than Significant)

As described above, project-generated construction and operational noise would not substantially increase temporary or permanent ambient noise levels within the project vicinity. As shown in Figure 2 and Table 2 in section B, Project Setting, there are two active development projects in the project vicinity (including the proposed project) that could potentially contribute to ambient noise levels. However, these projects are dispersed throughout the project area and are too limited in scope to substantially increase ambient noise levels in the project vicinity.

In addition, the proposed project, in combination with the cumulative projects, would not result in a doubling of existing traffic volumes in the vicinity. The proposed project would add approximately 27 daily vehicle trips (two trips during the p.m. peak period). The two additional development projects in the vicinity would also increase the daily number of vehicle trips, but to a lesser extent than the proposed project. In addition, these additional vehicle trips would be distributed along the local street network and would not combine with the 27 daily vehicle trips added by the proposed project to double existing traffic volumes in the vicinity. Therefore, in combination with reasonably foreseeable cumulative projects, the proposed project would not result in significant cumulative traffic noise impacts.

Moreover, the proposed project's mechanical equipment and any mechanical equipment associated with reasonably foreseeable cumulative projects in the area would be required to comply with the Noise Ordinance. Construction noise associated with the proposed project and cumulative development projects in the vicinity would also be subject to the Noise Ordinance and would be temporary in duration. Therefore, cumulative construction-related noise impacts would be less than significant.

As stated above, the proposed project would not result in less-than-significant impacts related to groundborne noise or groundborne vibration levels. Cumulative groundborne noise and groundborne vibration impacts would also be less than significant because the proposed project and cumulative development projects in the vicinity are too distant from one another to combine to produce excessive groundborne noise or groundborne vibration levels.

For these reasons, the proposed project in combination with reasonably foreseeable projects would result in less-than-significant cumulative impacts related to noise and vibration.

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E.7 Air Quality

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
7. AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Bay Area Air Quality Management District (air district) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa counties and portions of Sonoma and Solano counties. The air district is responsible for attaining and maintaining federal and state air quality standards in the air basin, as established by the federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The federal and state clean air acts require plans to be developed for areas that do not meet air quality standards. On April 19, 2017, the air district adopted the 2017 Clean Air Plan, its most recent air quality plan.³⁹ The 2017 Clean Air Plan updates the most recent Bay Area ozone plan, the 2010 Clean Air Plan, in accordance with the requirements of the state Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The 2017 Clean Air Plan contains the following primary goals:

- Protect air quality and health at the regional and local scale: attain all state and national air quality standards, and eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and
- Protect the climate: reduce Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

³⁹ Bay Area Air Quality Management District, 2017 Clean Air Plan: Spare the Air, Cool the Climate, April 2017, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/plans-under-development>, accessed December 11, 2017.

The 2017 Clean Air Plan is the most current applicable air quality plan for the air basin. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of an air quality plan.

Criteria Air Pollutants

In accordance with the state and federal clean air acts, air pollutant standards are identified for the following six *criteria air pollutants*: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the air basin experiences low concentrations of most pollutants when compared with federal or state standards. Specifically, the air basin is designated as either in attainment⁴⁰ or unclassified for most criteria air pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which it is in non-attainment with respect to either state or federal standards.

By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts would be considerable, then the project's impact on air quality would be considered significant.⁴¹ Land use projects may contribute to regional criteria air pollutants during the construction and operational phases of a project. Table 7 identifies air quality significance thresholds followed by a discussion of each threshold. Projects that would result in criteria air pollutant emissions below these significance thresholds would not violate an air quality standard, contribute substantially to an air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants within the air basin.

⁴⁰ "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant.
"Non-attainment" refers to regions that do not meet federal and/or state standards for a specified criteria pollutant.
"Unclassified" refers to regions where there is not enough data to determine the region's attainment status for a specified criteria air pollutant.

⁴¹ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 2-2.

Table 7: Criteria Air Pollutant Significance Thresholds⁴²

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

Ozone Precursors. As discussed previously, the air basin is currently designated as non-attainment for ozone and particulate matter. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and nitrogen oxides (NO_x). The potential for a project to result in a cumulatively considerable net increase in criteria air pollutants, which may contribute to an existing or projected air quality violation, are based on the state and federal clean air acts emissions limits for stationary sources. To ensure that new stationary sources do not cause or contribute to a violation of an air quality standard, air district regulation 2, rule 2, requires that any new source that emits criteria air pollutants above a specified emissions limit must offset those emissions. For ozone precursors ROG and NO_x, the offset emissions level is an annual average of 10 tons per year (or 54 pounds per day).⁴³ These levels represent emissions below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants.

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

Particulate Matter (PM₁₀ and PM_{2.5}).⁴⁴ The air district has not established an offset limit for PM_{2.5}. However, the emissions limit established in the federal New Source Review⁴⁵ for stationary sources in

⁴² *Ibid.*

⁴³ Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 17.

⁴⁴ PM₁₀ is often termed “coarse” particulate matter and is made of particulates that are 10 microns in diameter or smaller. PM_{2.5}, termed “fine” particulate matter, is composed of particles that are 2.5 microns or less in diameter.

⁴⁵ Code of Federal Regulations (CFR), PSD (40 CFR 52.21, 40 CFR 51.166, 40 CFR 51.165 (b)) and Non-attainment NSR (40 CFR 52.24, 40 CFR 51.165, 40 CFR part 51, Appendix S)

nonattainment areas is an appropriate significance threshold. For PM₁₀ and PM_{2.5}, the New Source Review emissions limits are 15 tons per year (82 pounds per day) and 10 tons per year (54 pounds per day), respectively. These emissions limits represent levels below which a source is not expected to have an impact on air quality.⁴⁶ Similar to the ozone precursor thresholds identified above, land use development projects typically result in particulate matter emissions as a result of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. Therefore, the above thresholds can be applied to the construction and operational phases of a land use project. Again, because construction activities are temporary in nature, only the average daily thresholds are applicable to construction-phase emissions.

Fugitive Dust. Fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices at construction sites significantly controls fugitive dust;⁴⁷ individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.⁴⁸ The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.⁴⁹ The City's Construction Dust Control Ordinance (ordinance 176-08, effective July 30, 2008) requires a number of measures to control fugitive dust. Best management practices employed in compliance with the ordinance are an effective strategy for controlling construction-related fugitive dust.

Other Criteria Pollutants. Regional concentrations of CO in the Bay Area have not exceeded the state standards in the past 11 years and SO₂ concentrations have never exceeded the standards. The primary source of CO emissions from development projects is vehicle traffic. Construction-related SO₂ emissions represent a negligible portion of the total basin-wide emissions and construction-related CO emissions represent less than five percent of the Bay Area total basin-wide CO emissions. As discussed previously, the Bay Area is in attainment for both CO and SO₂. Furthermore, the air district has demonstrated, based on modeling, that to exceed the California ambient air quality standard of 9.0 parts per million (8-hour average) or 20.0 parts per million (1-hour average) for CO, project traffic in addition to existing traffic would need to exceed 44,000 vehicles per hour at affected intersections (or 24,000 vehicles per hour where vertical and/or horizontal mixing is limited). Therefore, given the Bay Area's attainment status and the limited CO and SO₂ emissions that could result from development projects in the project vicinity, the development projects would not result in a cumulatively considerable net increase in CO or SO₂ emissions, and quantitative analysis is not required.

⁴⁶ BAAQMD, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 16.

⁴⁷ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejffdh/content/FDHandbook_Rev_06.pdf, accessed December 18, 2017.

⁴⁸ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page D-47.

⁴⁹ *Ibid.*

Local Health Risks and Hazards

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

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A *health risk assessment* is an analysis in which human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.⁵⁰

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than that for other land uses. Therefore, these groups are referred to as sensitive receptors. Exposure assessment guidance typically assumes that residences would be exposed to air pollution 24 hours per day, seven days a week, for 30 years.⁵¹ Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

Exposures to fine particulate matter (PM_{2.5}) are strongly associated with mortality, respiratory diseases, and lung development impacts in children, and other endpoints such as hospitalization for cardiopulmonary disease.⁵² In addition to PM_{2.5}, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board) identified DPM as a TAC in 1998, primarily based on evidence demonstrating cancer effects in humans.⁵³ The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

⁵⁰ In general, a health risk assessment is required if the air district concludes that projected emissions of a specific air toxic compound from a proposed new or modified source suggest a potential public health risk. In such a case, the project sponsor would be subject to a health risk assessment for the source in question. Generally, the assessment would evaluate chronic, long-term effects by estimating the increased risk of cancer as a result of exposure to one or more TACs.

⁵¹ California Office of Environmental Health Hazard Assessment, Air Toxics Hot Spots Program Risk Assessment Guidelines, February 2015, 4-44 and 8-6, <https://oehha.ca.gov/media/downloads/crnrr/2015guidancemanual.pdf>, accessed March 8, 2018.

⁵² San Francisco Department of Public Health, *Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review*, May 2008.

⁵³ California Air Resources Board (ARB), *Fact Sheet: The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines*, October 1998.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the air district to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the “Air Pollutant Exposure Zone” (APEZ), were identified based on health-protective criteria that consider estimated cancer risk, exposure to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations. The project site is located within APEZ. Each of the APEZ criteria is discussed below.

Excess Cancer Risk. The Air Pollutant Exposure Zone includes areas where modeled cancer risk exceeds 100 incidents per million persons exposed. This criterion is based on United States Environmental Protection Agency (EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁵⁴ As described by the air district, the EPA considers a cancer risk of 100 per million to be within the “acceptable” range of cancer risk. Furthermore, in the 1989 preamble to the benzene National Emissions Standards for Hazardous Air Pollutants rulemaking,⁵⁵ the EPA states that it “...strives to provide maximum feasible protection against risks to health from hazardous air pollutants by (1) protecting the greatest number of persons possible to an individual lifetime risk level no higher than approximately one in one million and (2) limiting to no higher than approximately one in ten thousand [100 in one million] the estimated risk that a person living near a plant would have if he or she were exposed to the maximum pollutant concentrations for 70 years.” The 100 per one million excess cancer cases is also consistent with the ambient cancer risk in the most pristine portions of the Bay Area based on air district regional modeling.⁵⁶

Fine Particulate Matter. EPA staff’s 2011 review of the federal PM_{2.5} standard concluded that the then current federal annual PM_{2.5} standard of 15 µg/m³ (micrograms per cubic meter) should be revised to a level within the range of 13 to 11 µg/m³, with evidence strongly supporting a standard within the range of 12 to 11 µg/m³.⁵⁷ The Air Pollutant Exposure Zone for San Francisco is based on the health protective PM_{2.5} standard of 11 µg/m³, as supported by the EPA’s assessment, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways. According to the California air board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses in close proximity to freeways increases both exposure to air pollution and the potential for adverse health

⁵⁴ Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, 67.

⁵⁵ 54 Federal Register 38044, September 14, 1989.

⁵⁶ Bay Area Air Quality Management District, 2017 Clean Air Plan: Spare the Air, Cool the Climate, April 2017, <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/plans-under-development>, accessed December 11, 2017.

⁵⁷ U.S. EPA, Policy Assessment for the Review of the Particulate Matter National Ambient Air Quality Standards, April 2011, <https://www3.epa.gov/ttn/naaqs/standards/pm/data/20110419pmpafinal.pdf>, accessed December 11, 2017.

effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,⁵⁸ parcels that are within 500 feet of freeways are included in the Air Pollutant Exposure Zone.

Health Vulnerable Locations. Based on the air district's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94105, 94124, and 94130) in the worst quintile of Bay Area health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying parcels in the Air Pollutant Exposure Zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM_{2.5} concentrations in excess of 9 µg/m³.⁵⁹

The above citywide health risk modeling was also used as the basis for approving amendments to the San Francisco Building and Health codes, referred to as the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments, or Health Code, article 38 (ordinance 224-14, effective December 8, 2014). The purpose of article 38 is to protect the public health and welfare by establishing an Air Pollutant Exposure Zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the Air Pollutant Exposure Zone. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

Construction Air Quality Impacts

Project-related air quality impacts fall within two categories: short-term impacts from construction activities and long-term impacts from project operation. The following section addresses potential construction-related air quality impacts resulting from the proposed project. Operational (long-term) impacts are addressed subsequently.

Impact AQ-1: The proposed project's construction activities would generate fugitive dust and criteria air pollutants but would not violate an air quality standard, contribute substantially to an existing or projected air quality violation, or result in a cumulatively considerable net increase in criteria air pollutants. (Less than Significant)

Construction activities (short-term) typically result in emissions of ozone precursors and PM in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and PM result primarily from the combustion of fuel from on-road and off-road vehicles. However, ROG_s are also emitted as a result of activities involving painting, application of other types of architectural coatings, or asphalt paving. The proposed project would construct four new four-story buildings with seven dwelling units on two lots that currently contain a single-family dwelling unit

⁵⁸ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*, April 2005, <http://www.arb.ca.gov/ch/landuse.htm>, accessed December 11, 2017.

⁵⁹ San Francisco Planning Department and San Francisco Department of Public Health, *2014 Air Pollutant Exposure Zone Map (Memo and Map)*, April 9, 2014. These documents are part of San Francisco Board of Supervisors File No. 14806, Ordinance No. 224-14; Amendment to Health Code Article 38.

each. During the project's approximately 18-month construction period, construction activities would have the potential to result in emissions of ozone precursors and PM, as discussed below.

Fugitive Dust

Project-related demolition, excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Although there are federal standards for air pollutants and implementation of state and regional air quality control plans, air pollutants continue to have impacts on human health throughout the country. California has found that particulate matter exposure can cause health effects at lower levels than national standards. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. According to the California Air Resources Board, reducing PM_{2.5} concentrations to state and federal standards of 12 µg/m³ in the San Francisco Bay Area would prevent between 200 and 1,300 premature deaths.⁶⁰

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

In response, the San Francisco Board of Supervisors approved a series of amendments to the San Francisco Building and Health Codes generally referred to as the Construction Dust Control Ordinance (Ordinance No. 176-08, effective August 29, 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 avoid orders to stop work by the Department of Building Inspection (DBI).

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

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for project site construction activities would be required to use the following practices to control construction dust at the site (or other practices deemed acceptable by the DBI director that would result in equivalent dust control). All active construction areas shall be watered sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet

⁶⁰ California Air Resources Board, *Methodology for Estimating Premature Deaths Associated with Long-term Exposure to Fine Airborne Particulate Matter in California*, Staff Report, Table 4c, October 24, 2008.

sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress, at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10-millimeter (0.01-inch) polyethylene plastic (or equivalent) tarp, braced down, or contained using other equivalent soil stabilization techniques. San Francisco ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission. Non-potable water must be used for soil compaction and dust control activities during project construction and demolition. The San Francisco Public Utilities Commission operates a recycled water truck-fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

Compliance with the regulations and procedures set forth by the Dust Control Ordinance would ensure that the proposed project's potential dust-related air quality impacts would be reduced to a less-than-significant level.

Criteria Air Pollutants

As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment. The air district has developed screening criteria to assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis to assess whether the project may exceed the criteria air pollutant significance thresholds shown in Table 7.^{61,62} If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds.

The proposed project would construct four new four-story buildings with seven dwelling units, which is well below the construction screening criteria for a mid-rise apartment building (240 dwelling units). In addition, the proposed project would excavate and remove less than 10,000 cubic yards of soil and therefore would not require extensive material transport via haul truck.⁶³ Thus, quantification of construction-related criteria air pollutant emissions is not required, and the proposed project's construction activities would result in a less-than-significant impact on criteria air pollutant emissions.

⁶¹ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 3-2.

⁶² The screening criteria are generally representative of new development on greenfield sites without any form of mitigation measures taken into consideration; a greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could result in lower emissions.

⁶³ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 3-5.

Impact AQ-2: The proposed project's construction activities would generate toxic air contaminants, including diesel particulate matter, which would expose sensitive receptors to substantial pollutant concentrations. (Less than Significant with Mitigation)

As previously indicated, the project site is located within the Air Pollutant Exposure Zone. Existing sensitive land uses in the project vicinity include residential, childcare, youth group home and school uses. The nearest sensitive uses to the project site include the adjacent residence west of the site (2220 Cayuga Avenue), a childcare facility directly south of the site (Zhen's Family Day Care, 2209 Cayuga Avenue), a youth group home about 90 feet east of the site (Mac's Children & Family Services, 2198 Cayuga Avenue), Sheridan Elementary School/Preschool (431 Capitol Avenue) approximately 0.4 miles northwest of the site and Longfellow Elementary School (755 Morse Street) about 0.5 miles east of the project site.

Off-road equipment (which includes construction-related equipment) is a large contributor to diesel particulate matter emissions in California, although since 2007, the California air board has found the emissions to be substantially lower than previously expected.⁶⁴ Newer and more refined emission inventories have substantially lowered the estimates of DPM emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of diesel particulate matter emissions in California.⁶⁵ For example, revised PM emission estimates for the year 2010, of which DPM is a major component of total PM, have decreased by 83 percent from previous 2010 emissions estimates for the air basin.⁶⁶ Approximately half of the reduction in emissions can be attributed to the economic recession and half to updated methodologies used to better assess construction emissions.⁶⁷

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and California air board have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers are required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.⁶⁸

⁶⁴ Air Resources Board (ARB), *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, pages 1 and 13 (Figure 4), October 2010.

⁶⁵ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

⁶⁶ ARB, In-Use Off-Road Equipment, 2011 Inventory Model, http://www.arb.ca.gov/msei/categories.htm#inuse_or_category, accessed April 18, 2018.

⁶⁷ ARB, *Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Proposed Amendments to the Regulation for In-Use Off-Road Diesel-Fueled Fleets and the Off-Road Large Spark-Ignition Fleet Requirements*, October 2010.

⁶⁸ USEPA, *Clean Air Nonroad Diesel Rule: Fact Sheet*, May 2004.

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

"Due to the variable nature of construction activity, the generation of TAC emissions in most cases would be temporary, especially considering the short amount of time such equipment is typically within an influential distance that would result in the exposure of sensitive receptors to substantial concentrations. Concentrations of mobile-source diesel PM emissions are typically reduced by 70 percent at a distance of approximately 500 feet (ARB 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk."⁶⁹

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

The proposed project would require construction activities over an 18-month period, which would result in short-term emissions of DPM and other TACs. Since the project site is located in an area that already experiences poor air quality, project construction activities would generate additional air pollution that would affect nearby sensitive receptors and result in a significant impact. Implementation of **Mitigation Measure M-AQ-2, Construction Air Quality**, would reduce the magnitude of this impact to a less-than-significant level. While emission reductions from limiting idling, educating workers and the public, and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 2 engines and Level 3 Verified Diesel Emission Control Strategy (VDECS) can reduce construction emissions by 89 to 94 percent compared to equipment with engines meeting no emission standards and without a VDECS.⁷⁰ Emissions reductions from the combination of Tier 2 equipment with level 3 VDECS is almost equivalent to requiring only equipment with Tier 4 Final engines. Therefore, compliance with

⁶⁹ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 8-7.

⁷⁰ PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 2 with Tier 1 and 0. Tier 0 off-road engines do not have PM emission standards, but the United States Environmental Protection Agency's Exhaust and Crankcase Emissions Factors for Nonroad Engine Modeling – Compression Ignition has estimated Tier 0 engines between 50 hp and 100 hp to have a PM emission factor of 0.72 g/hp-hr and greater than 100 hp to have a PM emission factor of 0.40 g/hp-hr. Therefore, requiring off-road equipment to have at least a Tier 2 engine would result in between a 25 percent and 63 percent reduction in PM emissions, as compared to off-road equipment with Tier 0 or Tier 1 engines. The 25 percent reduction comes from comparing the PM emission standards for off-road engines between 25 hp and 50 hp for Tier 2 (0.45 g/bhp-hr) and Tier 1 (0.60 g/bhp-hr). The 63 percent reduction comes from comparing the PM emission standards for off-road engines above 175 hp for Tier 2 (0.15 g/bhp-hr) and Tier 0 (0.40 g/bhp-hr). In addition to the Tier 2 requirement, ARB Level 3 VDECSs are required and would reduce PM by an additional 85 percent. Therefore, the mitigation measure would result in between an 89 percent (0.0675 g/bhp-hr) and 94 percent (0.0225 g/bhp-hr) reduction in PM emissions, as compared to equipment with Tier 1 (0.60 g/bhp-hr) or Tier 0 engines (0.40 g/bhp-hr).

Mitigation Measure M-AQ-2 would reduce construction emissions impacts on nearby sensitive receptors to a less-than-significant level.

Mitigation Measure M-AQ-2: Construction Air Quality

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

A. Engine Requirements.

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

B. Waivers.

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

Table – Off-Road Equipment Compliance Step-down Schedule

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

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

** Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of section A.
1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
 2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right of way.
- D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project

sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

Operational Air Quality Impacts

Land use projects result in the emission of criteria air pollutants and TACs, primarily from an increase in motor vehicle trips, but also from the combustion of natural gas, landscape maintenance activities and the use of consumer products and architectural coatings. The following discussion addresses air quality impacts resulting from operation of the proposed project.

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

As discussed above under Impact AQ-1, the air district has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants.⁷¹ If all of the screening criteria are met by a proposed project, then the lead agency or applicant is not required to perform a detailed air quality assessment.

The proposed project would construct four new four-story buildings with a total of seven dwelling units, which together would generate approximately 27 daily vehicle trips. The proposed project would fall below the operational criteria air pollutant screening size for mid-rise apartment land uses (494 dwelling units) identified in the air district's *CEQA Air Quality Guidelines*. Thus, quantification of project-generated criteria air pollutant emissions is not required, since the proposed project would not exceed any of the significance thresholds for criteria air pollutants. Therefore, the proposed project would result in a less-than-significant impact with respect to criteria air pollutant emissions.

Impact AQ-4: The proposed project would generate toxic air contaminants, including diesel particulate matter, but not at levels that would expose sensitive receptors to substantial air pollutant concentrations. (Less than Significant)

As discussed above, the project site is located within an Air Pollutant Exposure Zone and is in close proximity to a variety of sensitive receptors, including residences, a childcare facility and a youth group home. The closest schools are located at least 0.4 miles from the project site.

Sources of Toxic Air Contaminants

The proposed four new four-story residential buildings would not require the use of back-up diesel generators or generate substantial on-site quantities of TACs from other sources. However, the proposed project would increase the number of daily vehicle trips in the project vicinity by 27 trips, which would increase TAC emissions in the area. The air district considers roads with less than 10,000

⁷¹ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 3-2.

vehicles per day “minor, low-impact” sources that do not pose a significant health impact, even in combination with other nearby sources, and recommends that these sources be excluded from the environmental analysis. However, as stated previously, traffic counts taken at Sickles Avenue and San Jose Avenue (the closest intersection to the project site for which recent traffic counts have been collected) totaled 10,505 westbound vehicles per day, which exceeds the 10,000 vehicle per day threshold.⁷² Nevertheless, the project’s contribution of 27 new vehicle trips to the project vicinity would be too small, relative to existing traffic volumes in the vicinity, to contribute a substantial amount of toxic air contaminant emissions that could affect nearby sensitive receptors. Furthermore, the 27 additional vehicle trips would be distributed among the local roadway network, not concentrated at the Sickles Avenue/San Jose Avenue intersection. Therefore, an assessment of project-generated toxic air contaminants resulting from vehicle trips is not required.

Siting Sensitive Land Uses

The proposed project would site residential uses, which are considered sensitive land uses for the purpose of air quality evaluation, in an Air Pollutant Exposure Zone. Therefore, the proposed project would be subject to article 38 (Enhanced Ventilation Required for Urban Infill Sensitive Use Developments) of the San Francisco Health Code. Article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the Department of Public Health that achieves protection from PM_{2.5} (fine particulate matter) equivalent to that associated with a Minimum Efficiency Reporting Value (MERV) 13 filtration. The Department of Building Inspection will not issue a building permit without written notification from the Director of Public Health that the applicant has an approved Enhanced Ventilation Proposal.

In compliance with article 38, the project sponsor has submitted an initial application to the Department of Public Health.⁷³ The regulations and procedures set forth by article 38 would reduce exposure of sensitive receptors to substantial pollutant concentrations. Therefore, impacts related to project-generated TACs would be less than significant.

Impact AQ-5: The proposed project would not conflict with, or obstruct implementation of, the 2017 Clean Air Plan. (Less than Significant)

The most recently adopted air quality plan for the air basin, the 2017 Clean Air Plan, is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards as expeditiously as practicable and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the plan, this analysis considers whether the project would: (1) support the primary goals of the plan, (2) include applicable control

⁷² Traffic counts of vehicles traveling westbound on Sickles Avenue (at San Jose Avenue) were collected on February 12, 2008. Source: San Francisco Municipal Transportation Agency, SFMTA Traffic Count Data 1995-2015, <https://www.sfmta.com/reports/sfmta-traffic-count-data-1995-2015>, accessed November 6, 2018.

⁷³ San Francisco Department of Public Health, *Application for Article 38 Compliance Assessment: 2200-2208 Cayuga Avenue & 201-217 Sickles Avenue*, September 7, 2018. Note: the addresses on the application reflect that of the proposed new buildings.

measures from the plan, and (3) avoid disrupting or hindering implementation of control measures identified in the plan.

The primary goals of the plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) protect the climate by reducing greenhouse gas emissions. To meet the primary goals, the plan recommends specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. The plan recognizes that to a great extent community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options. To this end, the plan includes 85 control measures aimed at reducing air pollution in the air basin.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impact with respect to greenhouse gases are discussed in section E.8, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the city's Greenhouse Gas Reduction Strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that visitors can bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 27 new vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would be generally consistent with the San Francisco General Plan. Transportation control measures that are identified in the 2017 Clean Air Plan are implemented by the San Francisco General Plan and the San Francisco Planning Code, for example, through the city's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure that the project includes relevant transportation control measures specified in the 2017 Clean Air Plan. Therefore, the proposed project would include applicable control measures identified in the 2017 Clean Air Plan to meet the 2017 Clean Air Plan's primary goals.

Examples of a project that could cause the disruption or delay of 2017 Clean Air Plan control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add seven residential units, seven class 1 bicycle parking spaces and six class 2 bicycle spaces to a dense, walkable urban area near a concentration of regional and local transit service. Furthermore, the proposed project would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of control measures identified in the 2017 Clean Air Plan.

For the reasons described above, the proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan, and therefore, would have a less-than-significant impact.

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

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. A field observation indicates that the project site is not substantially affected by sources of odors.⁷⁴ Additionally, the project proposes residential uses, which would not create substantial sources of new, objectionable odors. Therefore, odor impacts would be less than significant.

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

As discussed above, regional air pollution is by its nature largely a cumulative impact. The San Francisco Bay Area air basin, as governed by the air district, composes the geographic context for an evaluation of cumulative air quality impacts. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts.⁷⁵ The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, because the proposed project's construction and operational emissions (Impacts AQ-1 and AQ-3, respectively) would not exceed the project-level thresholds for criteria air pollutants, the proposed project would not result in a cumulatively considerable contribution to regional air quality impacts.

As discussed above, the project site is located in an area that already experiences poor air quality. The proposed project would add new sources of TACs (e.g., construction-related new vehicle trips) to an area already adversely affected by air quality, resulting in a considerable contribution to cumulative health risk impacts on nearby sensitive receptors. This would constitute a significant cumulative impact. However, the proposed project would be required to implement **Mitigation Measure M-AQ-2, Construction Air Quality**, which could reduce construction period emissions by as much as 94 percent and would thereby reduce the project's contribution to cumulative air quality impacts to a less-than-significant level. Furthermore, the proposed project's mandatory compliance with article 38 of the

⁷⁴ Field observation made on May 31, 2018, between 8:15 a.m. and 9:45 a.m.

⁷⁵ Bay Area Air Quality Management District (BAAQMD), *California Environmental Quality Act Air Quality Guidelines*, May 2017.

San Francisco Health Code would ensure that new sensitive receptors are not substantially affected by existing or proposed sources of toxic air contaminants.

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E.8 Greenhouse Gas Emissions

Topics:	Potentially Significant Impact	Less Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
8. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts.

The Bay Area Air Quality Management District (air district) has prepared guidelines and methodologies for analyzing GHGs. These guidelines are consistent with CEQA Guidelines sections 15064.4 and 15183.5, which address the analysis and determination of significant impacts from a proposed project's GHG emissions. CEQA Guidelines section 15064.4 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared Strategies to Address Greenhouse Gas Emissions⁷⁶ which presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's qualified GHG reduction strategy in compliance with the CEQA guidelines. These GHG reduction actions have resulted in a 28 percent reduction in GHG emissions in 2015 compared to 1990 levels,⁷⁷ exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan, Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).⁷⁸

⁷⁶ San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, July 2017. This document is available online at: <http://sf-planning.org/strategies-address-greenhouse-gas-emissions>.

⁷⁷ San Francisco Department of the Environment, *San Francisco's Carbon Footprint*. Available at <https://sfenvironment.org/carbon-footprint>, accessed July 19, 2017.

⁷⁸ Executive Order S-3-05, Assembly Bill 32, and the air district's 2017 Clean Air Plan (continuing the trajectory set in the 2010 Clean Air Plan) set a target of reducing GHG emissions to below 1990 levels by year 2020.

Given that the City has met the state and region's 2020 GHG reduction targets and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the long-term goals established under order S-3-0579, order B-30-15,80,81 and Senate Bill 3282,83 the City's GHG reduction goals are consistent with order S-3-05, order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan. Therefore, proposed projects that are consistent with the City's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

The following analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions. Because no individual project could emit GHGs at a level that could result in a significant impact on the global climate, this analysis is in a cumulative context, and this section does not include an individual project-specific impact statement.

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

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

⁷⁹ Office of the Governor, Executive Order S-3-05, June 1, 2005. Available at [http://static1.squarespace.com/static/549885d4e4b0ba0bffa5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+\(June+2005\).pdf](http://static1.squarespace.com/static/549885d4e4b0ba0bffa5dc695/t/54d7f1e0e4b0f0798cee3010/1423438304744/California+Executive+Order+S-3-05+(June+2005).pdf). Executive Order S-3-05 sets forth a series of target dates by which statewide emissions of GHGs need to be progressively reduced, as follows: by 2010, reduce GHG emissions to 2000 levels (approximately 457 million metric tons of carbon dioxide equivalents (MTCO₂E)); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO₂E); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO₂E). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide-equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

⁸⁰ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available at <https://www.gov.ca.gov/news.php?id=18938>, accessed March 3, 2016. Executive Order B-30-15, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million MTCO₂E).

⁸¹ San Francisco's GHG reduction goals are codified in Section 902 of the Environment Code and include: (i) by 2008, determine City GHG emissions for year 1990; (ii) by 2017, reduce GHG emissions by 25 percent below 1990 levels; (iii) by 2025, reduce GHG emissions by 40 percent below 1990 levels; and by 2050, reduce GHG emissions by 80 percent below 1990 levels.

⁸² Senate Bill 32 amends California Health and Safety Code Division 25.5 (also known as the California Global Warming Solutions Act of 2006) by adding Section 38566, which directs that statewide greenhouse gas emissions to be reduced by 40 percent below 1990 levels by 2030.

⁸³ Senate Bill 32 was paired with Assembly Bill 197, which would modify the structure of the State Air Resources Board; institute requirements for the disclosure of greenhouse gas emissions criteria pollutants, and toxic air contaminants; and establish requirements for the review and adoption of rules, regulations, and measures for the reduction of greenhouse gas emissions.

The proposed project would increase site activity by introducing four new buildings with a total of seven dwelling units to the project site. Therefore, the proposed project would contribute to annual long-term increases in GHGs related to increased vehicle trips (mobile sources) and residential operations (increases in energy use, water use, wastewater treatment, and solid waste disposal). Construction activities would also result in temporary increases in GHG emissions.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the City's GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

Compliance with the City's bicycle parking requirements would reduce the proposed project's transportation-related emissions. These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Building Code, Water Conservation ordinance and Environment Code, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁸⁴

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance and Construction Site Runoff Pollution Prevention for New Construction Ordinance. These regulations reduce the amount of materials sent to a landfill, thus reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁸⁵ and reducing the energy required to produce new materials.

Compliance with other regulations, including those restricting chlorofluorocarbons (CFCs) and requiring low-emitting finishes, would reduce CFCs and volatile organic compounds (VOCs).⁸⁶ Thus, the proposed project has been determined to be consistent with San Francisco's GHG reduction strategy.⁸⁷

⁸⁴ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁸⁵ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁸⁶ While not a GHG, VOCs are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing VOC emissions would reduce the anticipated local effects of global warming.

⁸⁷ San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist: 2214 Cayuga Avenue/3101 Alemany Boulevard*, November 8, 2018 (Revised April 2020).

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the 2017 Clean Air Plan GHG reduction goals for the year 2020. Furthermore, the city has met its 2017 GHG reduction goal of reducing GHG emissions to 25% below 1990 levels by 2017. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan. Therefore, because the proposed project is consistent with the City's GHG reduction strategy, it is also consistent with the GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

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E.9 Wind

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

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

Wind impacts are directly related to the height, orientation, design, location, and surrounding development context of a proposed project. Based on wind analyses for other development projects in San Francisco, a building that does not exceed a height of 85 feet generally has little potential to cause substantial changes to ground-level wind conditions. The four proposed four-story, 40-foot-tall, residential buildings would be less than 85 feet tall, but about one to two stories taller than adjacent buildings and structures (e.g., the I-280 highway) in the project area. Existing development in the project vicinity consists predominately of two- to three-story residential buildings. However, these height differentials are not substantial and therefore, the proposed 40-foot-tall buildings would have little potential to cause substantial changes to ground-level wind conditions adjacent to and near the project site. For these reasons, the proposed project would not alter wind in a manner that substantially affects public areas, and this impact would be less than significant.

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

As discussed above, buildings shorter than 85 feet have little potential to cause substantial changes to ground-level wind conditions. Given that the height limits in the project vicinity are 40 feet, none of the nearby cumulative development projects and foreseeable future developments would be tall enough to alter wind in a manner that substantially affects public areas. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative wind impact.

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E.10 Shadow

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

Impact S-1: The proposed project would not create new shadow in a manner that substantially affects outdoor recreation facilities or other public areas. (Less than Significant)

In 1984, San Francisco voters approved an initiative known as “Proposition K, The Sunlight Ordinance,” which was codified as Planning Code section 295 in 1985. Planning Code section 295 generally prohibits new structures above 40 feet in height that would cast additional shadows on open space that is under the jurisdiction of the San Francisco Recreation and Park Commission between one hour after sunrise and one hour before sunset, at any time of the year, unless that shadow would not result in a significant adverse effect on the use of the open space. Public open spaces that are not under the jurisdiction of the Recreation and Park Commission as well as private open spaces are not subject to Planning Code section 295; however, the significance of shadow-related impacts on these types of open spaces are similarly assessed for proposed projects resulting in a building taller than 40 feet.

The proposed project would construct four new 40-foot-tall residential buildings. Therefore section 295 does not apply to the project and any project-related shadowing of non-section-295 public and private open spaces would be considered less than significant. The proposed project would shade portions of streets, sidewalks, and private properties in the project vicinity at various times of the day throughout the year. However, shadows on streets and sidewalks would not exceed levels commonly expected in urban areas and would be considered a less-than-significant effect under CEQA. Although occupants of nearby properties may regard the increase in shadow as undesirable, the limited increase in shading of private properties as a result of the proposed project would not be considered a significant impact under CEQA.

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

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

As discussed above, the proposed project would not exceed 40 feet in height; therefore, it would not contribute to any potential cumulative shadow impact on parks and open spaces. The sidewalks in the

project vicinity are already shaded for periods of the day by the densely developed, multi-story buildings. Although implementation of the proposed project and nearby cumulative development projects would add net new shadow to the sidewalks in the project vicinity, these shadows would be transitory in nature, would not substantially affect the use of the sidewalks, and would not increase shadows above levels that are common and generally expected in a densely developed urban environment. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative shadow impact.

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E.11 Recreation

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
11. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact RE-1: The proposed project would not 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. (Less than Significant)

There are numerous parks, open spaces and recreational facilities within one half-mile of the project site. These include the Ocean View Recreation Center (1,800 feet northwest of the project site), Cayuga Playground (0.3 miles northeast of the project site), Alice Chalmers Playground (0.4 miles east of the project site) and Lessing & Sears Mini Park (500 feet southwest of the project site).

The proposed project would add approximately 16 new residents to the project site, all of whom may use these nearby recreational resources. However, this relatively small increase in use would not be large enough to result in, or accelerate, substantial physical deterioration of these recreational facilities. Therefore, related impacts would be less than significant and no mitigation is required.

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

The proposed project would construct four new residential buildings, none of which include any recreational facilities. Moreover, the proposed project would add approximately 16 new residents to the area, an increase too small to require the construction of new or expansion of existing recreational facilities. Therefore, related impacts would be less than significant, and no mitigation is required.

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

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

Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for recreational facilities and resources. The City has accounted for such growth as part of the Recreation and Open Space Element of the *General Plan*.⁸⁸ In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City's network of recreational resources. As discussed above, there are numerous parks and open spaces located within one half-mile of the project site. It is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on recreational facilities or resources.

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⁸⁸ San Francisco Planning Department, *San Francisco General Plan*, Recreation and Open Space Element, April 2014, pp. 20-36. Available online at http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf, accessed April 18, 2018.

E.12 Utilities and Service Systems

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
12. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact UT-1: Implementation of the proposed project would not exceed the wastewater treatment capacity of the provider that would serve the project, and would not require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities. (Less than Significant)

The project site is served by San Francisco's combined sewer system, which collects both sewage and stormwater runoff. The Southeast Water Pollution Control Plant provides wastewater and stormwater treatment and management for the east side of the city, including the project site, in accordance with the city's National Pollutant Discharge Elimination System (NPDES) Permit. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board (regional board). The proposed project would also meet the wastewater pre-treatment requirements of the SFPUC, as required by the San Francisco Industrial Waste Ordinance to meet Regional Water Quality

Control Board requirements.⁸⁹ Therefore, the proposed project would not conflict with regional board requirements.

The proposed project would add approximately 16 new residents to the project site. This increased density would not substantially increase the amount of wastewater entering the city's combined sewer system. In addition, the proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations, the San Francisco Building Code and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows and the amount of potable water used for building functions. In addition, the San Francisco Public Utilities Commission's (public utility commission's) infrastructure capacity plans account for projected population and employment growth. The incorporation of water-efficient fixtures into new development is also accounted for by the public utilities commission, because widespread adoption can lead to more efficient use of existing capacity. For these reasons, the population increase associated with the proposed project would not require the construction of new or expansion of existing wastewater treatment facilities.

The project site consists of two lots of approximately 3,000 square feet (lot 001) and 2,290 square feet (lot 034) in size. The site is currently occupied by a single-family home and vacant unpaved lot. The proposed project would increase the amount of impervious surface on each lot by constructing two residential buildings on lot 001 and one residential building and one single-family home on lot 034. However, since each lot on the site is less than 5,000 square feet in size and each lot would be developed under separate site permits, the San Francisco Public Utilities Commission would not require the proposed project to comply with the City's Stormwater Management Ordinance (adopted in 2010 and amended in 2016) or the 2016 Stormwater Management Requirements and Design Guidelines.^{90,91} Therefore, the proposed project would not substantially increase the rate or amount of stormwater runoff to the extent that existing facilities would need to be expanded or new facilities would need to be constructed; as such, the impact to the stormwater system would be less than significant.

As discussed in more detail below, the proposed project would result in an incremental increase in the demand for new water supplies; however, this increase would not itself result in the need for the construction of new or expanded water treatment facilities or delivery infrastructure.

The proposed project would also result in an incremental increase in the demand for electricity, natural gas, and telecommunications, but not in excess of amounts expected and provided for in the project area by utility service providers.

⁸⁹ City and County of San Francisco, Ordinance No. 19-92, *San Francisco Municipal Code* (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

⁹⁰ San Francisco Public Works Code, Article 4.2, Section 147, Stormwater Management.

⁹¹ Hummer, Charlotte, Urban Watershed Management Program, Wastewater Enterprise, San Francisco Public Utilities Commission, email correspondence with Jeremy Schaub, Project Architect, Schaub Ly Architects, Inc., November 4, 2016.

For these reasons, the utilities demand associated with the proposed project would not exceed the service capacity of the existing providers and would not require the construction of new facilities or expansion of existing facilities. Therefore, this impact would be less than significant. And no mitigation is required.

Impact UT-2: Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay Delta Plan Amendment is implemented; in that event the public utilities commission may develop new or expanded water supply facilities to address shortfalls in single and multiple dry years but this would occur with or without the proposed project. Impacts related to new or expanded water supply facilities cannot be identified at this time or implemented in the near term; instead, the public utilities commission would address supply shortfalls through increased rationing, which could result in significant cumulative effects, but the project would not make a considerable contribution to impacts from increased rationing. (Less than Significant)

The San Francisco Public Utilities Commission (SFPUC) adopted the 2015 Urban Water Management Plan for the City and County of San Francisco.⁹² The plan estimates that current and projected water supplies will be sufficient to meet future retail demand⁹³ through 2035 under normal year, single dry-year and multiple dry-year conditions; however, if a multiple dry-year event occurs, the SFPUC would implement water use and supply reductions through its drought response plan and a corresponding retail water shortage allocation plan.

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).⁹⁴ The state water board has stated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages not accounted for in the 2015 Urban Water Management Plan.

⁹² San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016, <https://sfwater.org/index.aspx?page=75>. Accessed __, 2019.

⁹³ "Retail" demand represents water the SFPUC provides to individual customers within San Francisco. "Wholesale" demand represents water the SFPUC provides to other water agencies supplying other jurisdictions.

⁹⁴ State Water Resources Control Board Resolution No. 2018-0059, *Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document*, December 12, 2018, available at https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf.

The SFPUC has prepared a memorandum discussing future water supply scenarios given adoption of the Bay-Delta Plan Amendment.⁹⁵ As discussed in the SFPUC memorandum, implementation of the plan amendment is uncertain for several reasons and whether, when, and the form in which the Bay-Delta Plan Amendment would be implemented, and how those amendments could affect SFPUC's water supply, is currently unknown. The SFPUC memorandum estimates total shortfalls in water supply (that is, total retail demand minus total retail supply) to retail customers through 2040 under three increasingly supply-limited scenarios:

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in the 2015 Urban Water Management Plan and the 2009 Water Supply Agreement as amended would remain applicable
2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment)
3. With implementation of the Bay-Delta Plan Amendment as adopted.

As estimated in the SFPUC memorandum, water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.⁹⁶

Under these three scenarios, the SFPUC would have adequate water to meet total retail demands through 2040 in normal years.⁹⁷ For single dry and multiple (years 1, 2 and 3) dry years of an extended drought, the SFPUC memorandum estimates that shortfalls of water supply relative to demand would occur both with and without implementation of the Bay-Delta Plan Amendment. Without implementation of the plan amendment, shortfalls would range from approximately 3.6 to 6.1 mgd or 5 to 6.8 percent shortfall during dry years through the year 2040.

With implementation of the Bay-Delta Plan Amendment, shortfalls would range from 12.3 mgd (15.6 percent) in a single dry year to 36.1 mgd (45.7 percent) in years seven and eight of the 8.5-year design

⁹⁵ Memorandum from Steven R. Ritchie, SFPUC to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department, Environmental Planning Division, May 31, 2019.

⁹⁶ On March 26, 2019, the SFPUC adopted Resolution No. 19-0057 to support its participation in the voluntary agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency. The SFPUC submitted a proposed project description that could be the basis for a voluntary agreement to the state water board on March 1, 2019. As the proposed voluntary agreement has yet to be accepted by the state water board as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, if accepted, the voluntary agreement would result in dry year shortfalls of a lesser magnitude than under the Bay-Delta Plan Amendment.

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

drought based on 2025 demand levels and from 21 mgd (23.4 percent) in a single dry year to 44.8 mgd (49.8 percent) in years seven and eight of the 8.5-year design drought based on 2040 demand.

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large “water demand” projects, as defined in CEQA Guidelines section 15155.⁹⁸ The proposed residential project would result in seven residential units; as such it does not qualify as a “water-demand” project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project’s maximum water demand in relation to the three supply scenarios. No single development project alone in San Francisco would require the development of new or expanded water supply facilities or require the SFPUC to take other actions, such as imposing a higher level of rationing across the city in the event of a supply shortage in dry years. Therefore, a separate project-only analysis is not provided for this topic. The following analysis instead considers whether the proposed project in combination with both existing development and projected growth through 2040 would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1).⁹⁹ The development

⁹⁸ Pursuant to CEQA Guidelines section 15155(1), “a water-demand project” means:

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

⁹⁹ Memorandum, from Steven R. Ritchie, Assistant General Manager, Water Enterprise, San Francisco Public Utilities Commission to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

proposed by the project would represent 1.4 percent of the 500-unit limit provided in section 15155(1)(A) and (B), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of less than 50,000 gallons per day of water.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2020 through 2040.¹⁰⁰ Assuming the project would demand no more than 50,000 gallons of water per day (or 0.05 mgd), Table 1 compares this maximum with the total retail demand from 2020 through 2040. At most, the proposed project's water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2020 and 2040. As such, the project's water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

Table 1: Proposed Project Demand Relative to Total Retail Demand (mgd)

	2020	2025	2030	2035	2040
Total Retail Demand	72.1	79	82.3	85.9	89.9
Total Demand of Proposed Project	0.05	0.05	0.05	0.05	0.05
Total Demand of Proposed Project as Percentage of Total Retail Demand	0.07%	0.06%	0.06%	0.06%	0.06%

Sufficient water supplies are available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project's maximum demand would represent less than 0.06 percent of the total retail demand in 2040 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 49.8 percent in a multi-year drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or

¹⁰⁰ San Francisco Public Utilities Commission, *2015 Urban Water Management Plan for the City and County of San Francisco*, June 2016. This document is available at <https://sfwater.org/index.aspx?page=75>

expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. As discussed in the SFPUC memorandum, the SFPUC has established a process through its Retail Water Shortage Allocation Plan for actions it would take under circumstances requiring rationing. The level of rationing that would be required of the proposed project is unknown at this time. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the project compared to citywide demand would not substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Therefore, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment.

Impact UT-3: The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. (Less than Significant)

In September 2015, the City entered into a landfill disposal agreement with Recology, Inc. for disposal of all solid waste collected in San Francisco, at the Recology Hay Road Landfill in Solano County, through September 2024 or until 3.4 million tons have been disposed, whichever occurs first. The city would have an option to renew the agreement for a period of six years or until an additional 1.6 million tons have been disposed, whichever occurs first.¹⁰¹ The Recology Hay Road Landfill is permitted to accept up to 2,400 tons per day of solid waste. At that maximum permitted rate, the landfill has the capacity to accommodate solid waste until approximately 2034. Under existing conditions, the landfill receives an average of approximately 1,850 tons per day from all sources, with approximately 1,200 tons per day from San Francisco, which includes residential and commercial waste and demolition and construction debris that cannot be reused or recycled¹⁰² (see discussion below). At the current rate of disposal, the landfill closure has operating capacity until 2041. The city's contract with the Recology Hay Road Landfill will extend until 2031 or when the city has disposed 5 million tons of solid waste, whichever occurs first. At that point, the city would either further extend the landfill contract or find and entitle an alternative landfill site.

¹⁰¹ San Francisco Planning Department, Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County, Final Negative Declaration, Planning Department Case No. 2014.0653, May 21, 2015, http://sfmea.sfplanning.org/2014.0653E_Revised_FND.pdf, accessed July 2019.

¹⁰² CalRecycle, 2010, Jurisdiction diversion/disposal rate detail, <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=438&Year=2010>, accessed July 2019.

The project's population is part of the population growth taken into account in the San Francisco General Plan 2014 Housing Element Update, as discussed under Section E.2, Population and Housing, and therefore can be assumed to have been taken into account in waste management planning. San Francisco set a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and currently has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported by a Registered Transporter and taken to a Registered Facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the City to separate their recyclables, compostables, and landfill trash.

The proposed project would incrementally increase total City waste generation; however, the proposed project would be required to comply with San Francisco Ordinance Nos. 27-06 and 100-09. Due to the existing and anticipated increase of solid waste recycling in the City and the agreement with Recology for diversion of solid waste to the Hay Road Landfill, any increase in solid waste resulting from the proposed project would be accommodated by the existing landfill. Thus, the proposed project would have less-than-significant impacts related to solid waste.

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

The proposed project would not substantially impact utility supply or service. In addition, nearby development, such as the projects listed in Table 2 and depicted in Figure 2, would not contribute to a cumulatively substantial effect on the utility infrastructure of the Outer Mission neighborhood. Furthermore, existing service management plans address anticipated growth in the surrounding area and the region. Therefore, the proposed project, in combination with other past, present, and reasonably foreseeable future projects, has been accounted for in these plans and would not result in a cumulative utilities and service systems impact.

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E.13 Public Services

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
13. PUBLIC SERVICES. Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

For a discussion of impacts on parks, refer to section E.11, Recreation.

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

The project site receives fire protection and emergency medical services from the San Francisco Fire Department's Fire Station No. 33 at 8 Capitol Avenue, approximately 0.2 miles northwest of the project site.¹⁰³ The project site receives police protection services from the San Francisco Police Department's Ingleside Station at 1 Sgt. John V. Young Lane, approximately 1.1 miles northeast of the project site, in Balboa Park.¹⁰⁴ The proposed project would add about 16 new residents to the project site, which would increase the demand for fire protection, emergency medical, and police protection services. However, this increase in demand would not be substantial given the overall demand for such services on a citywide basis. Fire protection, emergency medical, and police protection resources are regularly redeployed based on need to maintain acceptable service ratios. Moreover, the proximity of the project site to Fire Station No. 33 and the Ingleside Police Station would help minimize Fire Department and Police Department response times should incidents occur at the project site.

The proposed project would also incrementally increase the demand for other governmental services and facilities, such as libraries. The San Francisco Public Library operates 27 branches throughout

¹⁰³ San Francisco Fire Department, Fire Station Locations, <http://sf-fire.org/FIRE-STATION-LOCATIONS#divisions>, accessed March 13, 2018.

¹⁰⁴ San Francisco Police Department, Police District Maps, <http://sanfranciscopolice.org/police-district-maps?page=796>, accessed March 13, 2018.

San Francisco;¹⁰⁵ the Ocean View and Ingleside branches, located within one mile of the project site, would accommodate the minor increase in demand for library services generated by the proposed project. Therefore, impacts on police, fire, and other governmental services would be less than significant.

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

The proposed project would result in the construction of four new residential buildings with seven dwelling units, which would increase the local population by about 16 new residents, some of which may be children. Therefore, the proposed project would not substantially increase the population of school-aged children in the project vicinity. In addition, there are six public schools (preschool, elementary, middle school and high school) located within one mile of the project site; therefore, construction of new, or alteration of existing school facilities would not be required to accommodate this level of increase. For these reasons, the impact would be less than significant.

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

Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for fire protection, police protection, school services, and other public services. The Fire Department, Police Department, San Francisco United School District, and other City agencies have accounted for such growth in their provision of public services to the residents of San Francisco. In addition, some of the nearby cumulative development projects may be subject to development impact fees, which serve to offset the effects of new development on public services, infrastructure and facilities. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on public services.

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¹⁰⁵ San Francisco Public Library, Libraries, <https://sfpl.org/index.php?pg=0000000501>, accessed March 13, 2018.

E.14 Biological Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
14. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project area does not include riparian habitat or other sensitive natural communities, as defined by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Service. The project area does not contain any wetlands, as defined by section 404 of the Clean Water Act. The project site is not located within the jurisdiction of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, topics 14b, 14c, and 14f will not be discussed further in this section.

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

The project site and surrounding area are located in a dense urban environment with high levels of human activity. The I-280 highway is located approximately 300 feet north of the project site. Therefore, any pre-existing special-status species have been previously extirpated from the area and only common bird species are likely to nest in the vicinity. In addition, due to the aforementioned urban characteristics of the location, the project site does not provide habitat for any rare or endangered plant or wildlife species. Therefore, the proposed project would have a less-than-significant impact on special-status species.

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

San Francisco is within the Pacific Flyway, a major north-south route of travel for migratory birds along the western portion of the Americas. Nesting birds, their nests, and eggs are fully protected by the California Fish and Game Code (sections 3503, 3503.5) and the federal Migratory Bird Treaty Act (MBTA). For the purposes of CEQA, a project that has the potential to substantially reduce the habitat, restrict the range, or cause a population of a native bird species to drop below self-sustaining levels could be considered a potentially significant biological resource impact requiring mitigation.¹⁰⁶ Given its location within a dense urban part of San Francisco, the proposed project would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors.

The location, height, and material of buildings, particularly transparent or reflective glass, may present risks for birds as they travel along their migratory paths. The City has adopted guidelines to address this issue and provided regulations for bird-safe design within San Francisco. Planning Code, section 139, Standards for Bird-Safe Buildings, establishes building design standards to reduce avian mortality rates associated with bird strikes.¹⁰⁷ The project site is not located in an Urban Bird Refuge, so the standards concerning location-related hazards are not applicable to the proposed project.¹⁰⁸ However, the proposed project would comply, as necessary, with the building feature-related hazard standards of section 139 by using bird-safe glazing treatment on 100 percent of any building feature-related hazard.

Overall, the proposed project would be subject to and would be required comply with City-adopted regulations for bird-safe buildings and federal and State migratory bird regulations. For these reasons, the proposed project would not interfere with the movement of any native resident or wildlife species

¹⁰⁶ California Fish and Game Code Section 3503; Section 681, Title 14, California Code of Regulations.

¹⁰⁷ San Francisco Planning Department, *Standards for Bird-Safe Buildings*, July 14, 2001.

¹⁰⁸ San Francisco Planning Department, Urban Bird Refuge Map, http://maps.sfplanning.org/Urban_Bird_Refuge_Poster.pdf, accessed March 13, 2018.

or with established native resident or migratory wildlife corridors. Therefore, the proposed project would result in a less-than-significant impact on migratory species movement.

Impact BI-3: The proposed project would not conflict with the City's local tree ordinance. (Less than Significant)

The City's Urban Forestry Ordinance, Public Works Code, sections 801 *et seq.*, requires a permit from Public Works to remove any protected trees. Protected trees include landmark trees, significant trees, or street trees located on private or public property anywhere within the territorial limits of the City and County of San Francisco.

The proposed project would not remove any trees from the project site or project vicinity. Therefore, the proposed project would not conflict with the City's local tree ordinance and impacts would be less than significant.

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

The project vicinity does not currently support any candidate, sensitive, or special-status species, any riparian habitat, or any other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service. As with the proposed project, nearby cumulative development projects would also be subject to the Migratory Bird Treaty Act, which protects special-status bird species; the California Fish and Game Code; and the bird-safe building and urban forestry ordinances. Compliance with these ordinances would reduce the effects of cumulative development projects to less-than-significant levels.

The proposed project would not modify any natural habitat and would have no impact on any candidate, sensitive, or special-status species, any riparian habitat, or other sensitive natural community; and/or would not conflict with any local policy or ordinance protecting biological resources or an approved conservation plan. For these reasons, the proposed project would not have the potential to combine with past, present, and reasonably foreseeable future projects in the project vicinity to result in a significant cumulative impact related to biological resources. Therefore, cumulative impacts to biological resources would be less than significant.

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E.15 Geology and Soils

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

The proposed project would connect to San Francisco's sewer and stormwater collection and treatment system and would not use a septic water disposal system. Therefore, topic 15(e) is not applicable to the proposed project.

The following impact discussions rely on the findings of a *preliminary geotechnical investigation* conducted for the proposed project by Frank Lee & Associates on January 8, 2018.¹⁰⁹ The geotechnical investigation included a surface site reconnaissance; drilling, inspection and logging of three exploratory borings (extended to a maximum depth of between 19.5 and 20.5 feet below grade due to refusal); recovery of selected soil samples from the borings for laboratory testing; soil engineering analysis of the data gathered during the investigation; and preparation of a report summarizing findings and providing conclusions and recommendations.

According to the geotechnical report, the project site is generally flat and lies approximately 3.4 miles northeast of the San Andreas Fault. However, it is not located in a State of California Special Studies Zone; these zones were delineated by the State Geologist along active earthquake faults. The test boring results indicate that the site is underlain by generally moist dense brown silty medium sand to a depth of 18 feet below ground surface. From a depth of about 18 feet to the maximum refusal depth (19.5 to 20.5 feet below grade), weathered sandstone fragment is encountered. As a result, the potential for expansive soils at the site is considered low as is the potential for liquefaction. Ground water was not encountered in any of the test borings (i.e., not above a depth of 19.5-20.5 feet below grade), but is expected to fluctuate seasonally and annually. However, groundwater is not anticipated to reach a depth below ground surface that would create a concern for the proposed project's foundation design or performance.

Given the soil conditions at the project site, the geotechnical report recommends that each of the proposed new buildings be supported by a continuous perimeter footing that extends to a minimum depth of 24 inches below the lowest grade and is at least 24 inches in width with interior footings. The footing must be reinforced with a minimum of four #4 reinforcing bars, two near the top and two near the bottom of the footing. Alternately, a concrete mat slab with a perimeter continuous footing (to control moisture migration) could be used to support each building.

Impact GE-1: The proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, seismic ground shaking, liquefaction, lateral spreading, or landslides. (Less than Significant)

California Regulations to Address Seismic Hazards

The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Alquist-Priolo Act). The Alquist-Priolo Act (Public Resources Code section 2621 et seq.) is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location and

¹⁰⁹ Frank Lee & Associates, *Soil and Foundation Investigation: Proposed Three Four-Story Mixed-Use and One Four-Story Residential Building, 2200-2208 Cayuga Avenue & 201-217 Sickles Avenue*, January 8, 2018. Note: the addresses cited on the report reflect that of the proposed new buildings.

construction of most types of structures intended for human occupancy¹¹⁰ over active fault traces and strictly regulates construction in the corridors along active faults (i.e., earthquake fault zones).

The Seismic Hazards Mapping Act of 1990. Similar to the Alquist-Priolo Act, the Seismic Hazards Mapping Act of 1990 (seismic hazards act, located in Public Resources Code section 2690 et seq.) is intended to reduce damage resulting from earthquakes. Although the Alquist-Priolo Act addresses surface fault rupture, the seismic hazards act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act (i.e., the state is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards, and cities and counties are required to regulate development within mapped seismic hazard zones).

A primary purpose of the seismic hazards act is to assist cities and counties in preparing the safety elements of their general plans and encourage land use management policies and regulations that reduce seismic hazards. The intent of this act is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. Under the act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites within seismic hazard zones until appropriate site-specific geologic and/or geotechnical investigations have been carried out and measures to reduce potential damage have been incorporated into the development plans. In addition, the California Geologic Survey's Special Publication 117A, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*, provides guidance for evaluating earthquake-related hazards for projects in the designated zones and includes a description of required investigations and recommends mitigation measures, as required by Public Resources Code section 2695(a).

California Building Standards Code. The California Building Standards Code, or state building code, is codified in title 24 of the California Code of Regulations. The state building code provides standards that must be met to safeguard life or limb, health, property, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures within the state. The state building code generally applies to all occupancies in California, with modifications adopted in some instances by state agencies or local governing bodies. The current state building code incorporates, by adoption, the 2016 edition of the International Building Code of the International Code Council with the California amendments. These amendments include significant building design and construction criteria that have been tailored for California earthquake conditions.

Chapter 16 of the state building code deals with structural design requirements governing seismically resistant construction (section 1604), including, but not limited to, factors and coefficients used to

¹¹⁰ With reference to the Alquist-Priolo Act, a *structure for human occupancy* is defined as one “used or intended for supporting or sheltering any use or occupancy, which is expected to have a human occupancy rate of more than 2,000 person-hours per year” (California Code of Regulations, title 14, division 2, section 3601[e]).

establish a seismic site class and seismic occupancy category appropriate for the soil/rock at the building location and the proposed building design (sections 1613.5 through 1613.7). Chapter 18 includes, but is not limited to, the requirements for foundation and soil investigations (section 1803); excavation, grading, and fill (section 1804); allowable load-bearing values of soils (section 1806); foundation and retaining walls, (section 1807); and foundation support systems (sections 1808 through 1810). Chapter 33 includes, but is not limited to, requirements for safeguards at work sites to ensure stable excavations and cut-or-fill slopes (section 3304) and the protection of adjacent properties including requirements for noticing (section 3307). Appendix J of the state building code includes, but is not limited to, grading requirements for the design of excavations and fills (sections J106 and J107) specifying maximum limits on the slope of cut and fill surfaces and other criteria, required setbacks and slope protection for cut and fill slopes (J108), and erosion control in general and regarding the provision of drainage facilities and terracing (sections J109 and J110). San Francisco has adopted Appendix J of the state building code with amendments to J103, J104, J106, and J109 as articulated in the local building code.

California Division of Occupational Safety and Health Regulations. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching, as specified in California Division of Occupational Safety and Health (Cal/OSHA) regulations (title 8).

Local Regulations to Address Seismic Hazards

Slope and Seismic Protection Hazard Zone Act (San Francisco Building Code section 106A.4.1.4).¹¹¹ Section 106A.4.1.4 of the San Francisco Building Code applies to projects on a slope of 25 percent or more, with excavation or fill involving more than 50 cubic yards; new construction with more than 1,000 square feet of new projected roof area; or an addition with more than 500 square feet of new projected roof area. As described in Information Sheet S-19,¹¹² for projects that are subject to the ordinance, the building permit must be accompanied by a geotechnical report prepared and signed by both a licensed geologist and a licensed geotechnical engineer that identifies areas of potential slope instability, defines potential geological and geotechnical risks, and makes recommendations to address these concerns. The building department would determine if the project would be subject to requirements of the act, based on the proposed scope of work and conditions at the site, as part of the building permit review process.

As discussed below, to ensure that the potential for adverse geologic, soil, and seismic hazards is adequately addressed, San Francisco relies on the state and local regulatory review process as well as building permits approved pursuant to the California Building Standards Code (California Code of Regulations, title 24); the San Francisco Building Code, which is the state building code plus local amendments that supplement the state code; the building department's implementing procedures,

¹¹¹ Enacted by Ordinance No. 121-18, effective June 23, 2018.

¹¹² San Francisco Department of Building Inspection. 2018. *Information Sheet No. S-19*. October 2, 2018. Available: <https://sfdbi.org/sites/default/files/IS%20S-19.pdf>. Accessed: January 15, 2019.

including administrative bulletins and information sheets; and the Seismic Mapping Hazards Act (Public Resources Code sections 2690 to 2699.6).

San Francisco Subdivision Code. Section 1358, Preliminary Soils Report, of the City's subdivision ordinance requires that developers file soil reports indicating any soil characteristics which may create hazards, and identifying measures to avoid soil hazards and prevent grading from creating unstable slopes. The ordinance requires that a state-registered civil engineer prepare the soils report.

San Francisco Public Works Code. Section 146, Construction Site Runoff Control, requires that all construction sites must implement best management practices to minimize surface runoff erosion and sedimentation. In addition, pursuant to section 146.7 if construction activities would disturb 5,000 square feet or more of ground surface, then the project sponsor must have an Erosion and Sediment Control Plan (erosion control plan) developed and submit a Project Application to the San Francisco Public Utilities Commission prior to commencing construction related activities. An erosion control plan is a site-specific plan that details the use, location and emplacement of sediment and erosion control devices.

Building Department Permit Review Process

Building Department Permit Review Process. Under the direction and management of the seven-member citizen Building Inspection Commission, the mission of the building department is to oversee the effective, efficient, fair and safe enforcement of San Francisco's Building, Housing, Plumbing, Electrical, and Mechanical Codes, along with disability access regulations. To ensure that the potential for adverse effects related to geology and soils is adequately addressed, San Francisco relies on the state and local regulatory process for review and approval of building permits pursuant to the California Building Code (state building code, California Code of Regulations, Title 24); the San Francisco Building Code (local building code), which is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins and information sheets.

During the building department's review of a building permit application, the building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report. The building permit application would be reviewed pursuant to the building department's implementation of the building code, local implementing procedures, and state laws, regulations, and guidelines would ensure that the proposed project would have no significant impacts related to soils, seismic, or other geological hazards.

Thus, the proposed project would not result in a significant effect related to soils, seismic, or other geological hazards, and no mitigation measures are necessary.

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

The project site consists of two lots, each occupied, in part, by a single-family home and a vacant unpaved lot. The project site topography is relatively flat with an average front-to-rear slope (measured using Sickles Avenue as the front of both lots) of about 8 percent. The proposed project would require excavation of the entire project site to depths ranging from two to six feet below ground surface as well as excavation of three utility trenches in the public right of way to depths ranging from six to eight feet below ground surface, resulting in the removal of approximately 671 cubic yards of soil in total. Therefore, the site could be affected by windborne and waterborne soil erosion.

However, the proposed project would be required to comply with the Construction Site Runoff Ordinance, which was adopted by the City in 2013.¹¹³ The San Francisco Public Utilities Commission (SFPUC) currently manages the Construction Site Runoff Control Program, which ensures that all construction sites implement Best Management Practices (BMPs) to control construction site runoff.¹¹⁴ The program also requires that projects disturbing 5,000 square feet or more of ground surface submit an Erosion and Sediment Control Plan (ESCP) and application for a Construction Site Runoff Control Permit prior to commencing construction related activities. The proposed project would construct four new buildings on two distinct lots (lot 001 and lot 034) under four separate site permits: two permits for the buildings proposed on lot 001 and two permits for the buildings proposed on lot 034. Since separate permits would be obtained for the development of each lot and the size of lot 001 is 3,000 square feet and the size of lot 034 is 2,290 square feet, the proposed project would not disturb 5,000 square feet or more of ground surface on either lot. Therefore, the San Francisco Public Utilities Commission would not require the proposed project to submit an Erosion and Sediment Control Plan (ESCP) or an application for a Construction Site Runoff Control Permit.¹¹⁵

Overall, since the proposed project would develop each lot under separate permits, disturb less than 5,000 square feet of ground surface on each lot and implement BMPs on each lot per the requirements of the Construction Site Runoff Control Program, the construction-related impacts of the proposed project, as they relate to substantial loss of topsoil or erosion would be less than significant.

Once constructed, the project would increase the amount of impervious surface at the site. However, the project would be required to comply with state and local building code requirements to address adequate drainage at the site. For these reasons, the operations-related impacts of the project, as they relate to substantial loss of topsoil or erosion, would be less than significant, and no mitigation is required.

¹¹³ San Francisco Public Works Code, Article 4.2, Section 146, Construction Site Runoff Control

¹¹⁴ San Francisco Public Utilities Commission, Construction Site Runoff Control Program, <http://sfwater.org/index.aspx?page=235>, accessed March 19, 2018.

¹¹⁵ Ilejay, Audie, Supervising Wastewater Control Inspector, Collection Systems Division, San Francisco Public Utilities Commission, email correspondence to Jeremy Schaub, Project Architect, Schaub Ly Architects, September 26, 2018.

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

As previously discussed, the project site is relatively flat, and according to the California Geological Survey (CGS), not located within a designated earthquake-induced hazard zone.¹¹⁶ Therefore, the project site does not occupy a geologic unit or soil that is unstable or could become unstable because of the project. Moreover, the proposed project would be required to comply with the California Building Code and San Francisco Building Code. Adherence to these requirements would ensure that the project sponsor adequately addresses any potential impacts related to unstable soils as part of the design-level geotechnical investigation prepared for the proposed project. Therefore, any potential impacts related to unstable soils would be less than significant.

Impact GE-4: The proposed project would not create substantial risks to life or property as a result of being located on expansive soil. (Less than Significant)

Expansive soils are characterized by their ability to undergo significant volume change (i.e., to shrink and swell) due to variations in moisture content. Expansive soils are typically very fine grained and have a high to very high percentage of clay. They can damage structures and buried utilities and increase maintenance requirements. The presence of expansive soils is typically associated with high clay content and determined based on site-specific data. Section 1803 of the state building code states that in areas likely to have expansive soil, the building official shall require soil tests to determine where such soils do exist, and if so, the geotechnical report must include recommendations and special design and construction provisions for foundations of structures on expansive soils, as necessary. As previously noted, the expansion potential of the project site soil is low. Nonetheless, compliance with building code requirements would ensure that potential impacts related to expansive soils would be less than significant. No mitigation measures are necessary.

Impact GE-5: The proposed project would not substantially change the topography or any unique geologic or physical features of the site. (Less than Significant)

The project site is relatively flat and does not contain any unique geologic or physical features. Therefore, the proposed construction of four new four-story residential buildings would have a less-than-significant impact on the general topography or any unique geologic or physical features of the site.

Impact GE-6: The proposed project would not directly or indirectly destroy a unique paleontological resource or site. (Less than Significant with Mitigation)

Paleontological resources include fossilized remains or traces of animals, plants, and invertebrates, including their imprints, from a previous geological period that provide information about the history

¹¹⁶ California Geological Survey, *State of California Seismic Hazard Zones, City and County of San Francisco, (map scale 1:24,000)*, November 17, 2000.

of life on earth. Paleontological resources represent a limited, nonrenewable, and impact-sensitive scientific and educational resource. There are no unique geologic or physical features at the project site.

As stated above, project construction would require excavation of the entire site to maximum depths of two to three feet below ground surface (majority of site) and six feet below ground surface (rear yard location). In addition, there would be excavation in the public right-of-way to accommodate utility extensions. In total, project excavation would remove about 671 cubic yards of soil (600 cubic yards from the project site, 27 cubic yards from Cayuga Avenue and 44 cubic yards from Alemany Boulevard). The project site and immediate vicinity have been mapped as having moderate paleontological potential due to the presence of Colma Formation. Based on the ground disturbance and depth of excavation, there is a chance of discovering unanticipated paleontological resources during the excavation and site preparation activities at the project site. Implementation of **Mitigation Measures M-GE-1: Worker Environmental Awareness Training and M-GE-2: Discovery of Unanticipated Paleontological Resources** would reduce paleontological impacts to less than significant.

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

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

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

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

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

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

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

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

The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and identification procedures; 3) curation into an appropriate repository; and 4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the Planning Department for review within 10 business days of the discovery. The paleontology report shall be submitted to the Planning Department for review within 30 business days from conclusion of ground disturbing activities, or as negotiated following consultation with the Planning Department.

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

Environmental impacts related to geology and soils are generally site-specific. Nearby cumulative development projects (see Table 2 and Figure 2, section B, Project Setting) would be subject to the same seismic safety standards and design review procedures applicable to the proposed project. Compliance with the seismic safety standards and the design review procedures would ensure that the effects from nearby cumulative development projects would be reduced to less-than-significant levels.

Similarly, environmental impacts related to paleontological resources are site specific. As previously described, project-related impacts on paleontological resources would be less than significant with the implementation of **Mitigation Measure M-GE-1: Worker Environmental Awareness Training** and **Mitigation Measure M-GE-2: Discovery of Unanticipated Paleontological Resources**. Under CEQA, nearby cumulative development projects would be evaluated to determine if they would result in impacts on paleontological resources, and appropriate mitigation measures identified. Implementation of applicable mitigation measures would ensure that the effects from nearby cumulative development projects on potential paleontological resources would be reduced to less-than-significant levels.

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

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E.16 Hydrology and Water Quality

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
16. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project site is not located within a 100-year Flood Hazard Zone,¹¹⁷ a dam failure area,¹¹⁸ or a tsunami hazard area.¹¹⁹ No mudslide hazards exist on the proposed project site because it is not located

¹¹⁷ San Francisco Public Utilities Commission, 100-Year Storm Flood Risk Map, <https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=eb10e6e5e05e4bce983be68cf81e5e5a>, accessed on November 20, 2018.

¹¹⁸ San Francisco Planning Department, San Francisco General Plan, Community Safety Element, Map 6, http://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf, accessed November 20, 2018.

¹¹⁹ *Ibid*, Map 5.

close enough to any landslide-prone areas.¹²⁰ A seiche is an oscillation of a waterbody, such as a bay, that may cause local flooding. A seiche could occur in the San Francisco Bay due to seismic or atmospheric activity. However, the proposed project site is more than three miles from San Francisco Bay, and thus, would not be subject to a seiche. Therefore, topic 16d is not applicable to the proposed project.

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

Construction Activities

The proposed project would involve excavation to a maximum depth of eight feet below ground surface. As discussed in section E.15, Geology and Soils, test borings extended to depths of 19.5 to 20.5 feet below ground surface at the project site did not encounter ground water. Therefore, dewatering during construction activities is not anticipated. However, any groundwater encountered during construction would be subject to the requirements of article 4.1 of the San Francisco Public Works Code (Industrial Waste Ordinance), which requires that groundwater meet specified water quality standards before it is discharged into the sewer system. The project sponsor must notify the SFPUC and obtain a Batch Wastewater Discharge Permit from the SFPUC Wastewater Enterprise Collection System Division prior to the commencement of any dewatering activities. The SFPUC may also require additional water analysis prior to permit approval.

As noted in section E.15, Geology and Soils, the proposed project would be required to comply with the Construction Site Runoff Ordinance. The purpose of the City's construction site runoff control program is to protect water quality by controlling the discharge of sediment or other pollutants from construction sites and preventing erosion and sedimentation due to construction activities. To comply with the ordinance, the proposed project would be required to obtain a construction site runoff control permit and implement Best Management Practices (BMPs) to control construction site runoff.

The project site is located within an area of the city that is served by a combined stormwater and sewer system. Stormwater and wastewater from the site would continue to be discharged to an underground piping network, which conveys the waters to the Southeast Water Pollution Control Plant (SEWPCP) for treatment. The City currently holds a National Pollutant Discharge Elimination System (NPDES) Permit (regional board Order No. R2-2013-0029) that covers the SEWPCP, the North Point Wet Weather Facility, and all Bayside wet-weather facilities, including combined sewer discharge (CSD) structures located along the bayside waterfront from Marina Green to Candlestick Park. Captured wastewater and stormwater flows in the combined sewer system are directed first to the SEWPCP and North Point Wet Weather Facility for primary or secondary treatment and disinfection. Flows exceeding the

¹²⁰ *Ibid*, Map 4.

capacity of these facilities are diverted to CSDs constructed throughout the city and receive the equivalent of primary treatment prior to discharge into San Francisco Bay.

Therefore, for the above reasons, the proposed project's construction activities would not substantially degrade water quality or violate any water quality standards or waste discharge requirements.

Operational Activities

The project site consists of two lots of approximately 3,000 square feet (lot 001) and 2,290 square feet (lot 034) in size. The site is currently occupied by a single-family home and vacant unpaved lot. The proposed project would increase the amount of impervious surface at the project site by constructing two residential buildings on each lot; a fifteen-foot-wide common rear yard with permeable paving would provide a mutual easement across the two lots. However, since each lot on the site is less than 5,000 square feet in size and each lot would be developed under separate site permits, the San Francisco Public Utilities Commission would not require the proposed project to comply with the City's Stormwater Management Ordinance or the 2016 Stormwater Management Requirements and Design Guidelines.^{121,122}

During operation, the proposed residential uses would generate wastewater discharges. Stormwater discharges would include runoff from streets, sidewalks, and other impervious surfaces. Wastewater and stormwater generated at the project site would be directed to the city's combined sewer system and treated to the standards of the NPDES permit for the Southeast Water Pollution Control Plant prior to discharge to the Pacific Ocean.

For the above reasons, the proposed project's construction and operational activities would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality, and therefore, no mitigation is required.

Impact HY-2: The proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. (Less than Significant)

¹²¹ San Francisco Public Works Code, Article 4.2, Section 147, Stormwater Management.

¹²² Hummer, Charlotte, Urban Watershed Management Program, Wastewater Enterprise, San Francisco Public Utilities Commission, email correspondence with Jeremy Schaub, Project Architect, Schaub Ly Architects, Inc., November 4, 2016.

The project site is located within the boundaries of the Islais Valley Groundwater Basin.¹²³ This groundwater basin is not currently used as a water supply, nor are there plans for it to be used as a future water supply.¹²⁴

As discussed in section E.15, Geology and Soils, test borings extended to depths of 19.5 to 20.5 feet below ground surface did not encounter any groundwater. Although groundwater levels fluctuate annually and seasonally, given that the proposed project would employ a shallow foundation and require excavation to a maximum depth of eight feet below grade, dewatering will not likely be required. However, if construction dewatering is required, the proposed project would be required to obtain a Batch Wastewater Discharge Permit from the SFPUC prior to any dewatering activities. The discharge permit would contain appropriate discharge standards and may also require the installation of meters to measure the volume of discharge. These measures would ensure the protection of groundwater resources during construction of the proposed project. Furthermore, as previously discussed, the underlying Islais Valley Groundwater Basin is not used for potable water supply, nor are there plans for its use as a future water supply.

As noted above under Impact HY-1, the proposed project would increase the amount of impervious surface at the site by constructing four residential units (two on each lot) with a common rear yard with permeable paving. In addition, due to the size of the individual lots (less than 5,000 square feet), the proposed project would not be subject to the requirements of the Stormwater Management Ordinance. Therefore, the proposed increase in the amount of impervious surface on each lot would not interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. No mitigation is required.

Impact HY-3: The proposed project would not result in alterations to the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on-site or off-site; or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site; or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. (Less than Significant)

The project site does not contain any streams or water courses. Therefore, the proposed project would not alter the course of a stream or river. As discussed in section E.12, Utilities and Service Systems), the proposed project would increase the amount of impervious surface on each of the project site's two lots, but not to the extent that a substantial increase in the rate or amount of surface runoff would occur. Construction activities would have the potential to result in erosion and transportation of soil particles

¹²³ State of California Department of Water Resources, DWR Mapping Tool, <https://sgma.water.ca.gov/webgis/index.jsp?appid=gasmaster&rz=true>, accessed November 20, 2018.

¹²⁴ Torrey, Irina P., Bureau Manager, Bureau of Environmental Management, San Francisco Public Utilities Commission (SFPUC), letter correspondence with Jennifer McKellar, Environmental Planner, San Francisco Planning Department, August 24, 2018.

off site through excavation and grading activities. However, as described in section E.15, Geology and Soils, the proposed project would be required to implement Best Management Practices (BMPs) to control construction site runoff.

In addition, during construction and operation of the proposed project, all wastewater and stormwater runoff from the project site would be treated at the Southeast Water Pollution Control Plant. As noted above under Impact HY-1, treatment would be provided pursuant to the effluent discharge standards contained in the City's NPDES permit for the plant. Moreover, during construction and operation, the proposed project would be required to comply with all local wastewater discharge and water quality requirements. Compliance with these requirements would ensure that the proposed project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

For these reasons, the proposed project would not result in significant impacts related to the alteration of existing drainage patterns of the project site or area. No mitigation is required.

Impact HY-4: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Less than Significant)

As discussed under impacts HY-1 through HY-3, the proposed project would be required to comply with existing water quality, dewatering and drainage control regulations. In addition, the proposed project would not increase the amount of impervious surface at the site so as to interfere substantially with groundwater recharge. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. No mitigation is required.

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

The proposed project would result in no impact with respect to 100-year flood zones, failure of dams or levees, and/or seiche, tsunami, or mudflow hazards. Therefore, the project would not have the potential to contribute to cumulative impacts related to these topics. As previously described, the proposed project would result in less-than-significant impacts related to water quality, groundwater levels, alteration of drainage patterns, and the capacity of the drainage infrastructure. Since the proposed project and all future projects within San Francisco would be required to comply with the existing water quality, dewatering and drainage control requirements described above, cumulative contributions to erosion, siltation and water pollution in the site vicinity would not be substantial and peak stormwater drainage rates and volumes resulting from design storms would gradually decrease over time with the implementation of new, conforming development projects. In addition, San Francisco's limited current use of groundwater would preclude any significant adverse cumulative effects to groundwater levels.

Therefore, the proposed project would not combine with cumulative development projects to create or contribute to a significant cumulative impact related to hydrology and water quality, and thus, cumulative impacts would be less than significant.

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E.17 Hazards and Hazardous Materials

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
17. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area or within an airport land use plan, or within two miles of a public airport or public use airport which would result in a safety hazard or excessive noise for people residing or working in the area; therefore, topic E.17(e) is not applicable. The project site is not located within or adjacent to a wildland area; therefore, topic E.17(g) is not applicable.

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

The proposed project would demolish an existing single-family home, built between 1915 and 1917, and construct four new residential buildings on two separate lots. Given its age, the existing building

may contain materials composed of hazardous substances, such as asbestos, lead, polychlorinated biphenyl (PCBs) or diethylhexyl phthalate (DEHP). Disruption of these materials could pose health threats for construction workers, occupants, and members of the public if they are not handled and disposed of properly. Federal, state, and local regulations address hazardous building materials to ensure that they are properly handled during disturbance, removal, and disposal prior to the start of building demolition or renovation. The proposed project would be required to comply with these regulations.

In addition, neither construction nor operation of the project would involve the routine transport, use, or disposal of significant quantities of hazardous materials. Small quantities of commercially available hazardous materials, such as household cleaning and landscaping supplies, may be used; however, these materials would not be expected to be used in sufficient quantities or contrary to normal use, and therefore would not pose a threat to human health or the environment.

For these reasons, the impact of the proposed development on the public and the environment related to the routine transport, use, and handling of hazardous materials therefore would be less than significant.

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

Hazardous Soil and Groundwater

The proposed project would require the excavation and removal of more than 50 cubic yards of soil (approximately 671 cubic yards would be removed) from a site located in a “Maher zone”; a Maher zone is an area that the San Francisco Health Department, as set forth in San Francisco Building Code section 106A.3.2.4, has identified as likely containing hazardous substances in the soil or groundwater. Therefore, before the project may obtain a building permit, it must comply with the requirements of article 22A of the San Francisco Health Code, which the San Francisco Department of Public Health (the health department) administers. Under article 22A (commonly called “the Maher program”), the project sponsor must retain the services of a qualified professional to prepare a site history report (commonly referred to as a phase I environmental site assessment). The site assessment must determine whether hazardous substances may be present on the site at levels that exceed health risk levels or other applicable standards established by California Environmental Protection Agencies, the Regional Water Quality Control Board, and the Department of Toxics Substances Control (Cal/EPA). If so, the project sponsor is required to conduct soil and/or groundwater sampling and analysis under a work plan approved by the health department. The sampling analysis must provide an accurate assessment of hazardous substances present at the site that may be disturbed, or may cause a public health or safety hazard, given the intended use of the site. Where such analysis reveals the presence of hazardous substances that exceed Cal/EPA public health risk levels given the intended use, the project sponsor must submit a site mitigation plan (SMP) to the health department. The SMP must identify the measures that the project sponsor will take to assure that the intended use will not result in public

health or safety hazards in excess of the acceptable public health risk levels established by Cal/EPA or other applicable regulatory standards. The SMP also must identify any soil and/or groundwater sampling and analysis that it recommends the project sponsor conduct following completion of the measures to verify that remediation is complete. If the project sponsor chooses to mitigate public health or safety hazards from hazardous substances through land use or activity restrictions, the project sponsor must record a deed restriction specifying the land use restrictions or other controls that will assure protection of public health or safety from hazards substances remaining on the site.

To comply with various regulatory requirements, the health department will require the SMP to contain measures to mitigate potential risks to the environment and to protect construction workers, nearby residents, workers, and/or pedestrians from potential exposure to hazardous substances and underground structures during soil excavation and grading activities. The SMP must also contain procedures for initial response to unanticipated conditions such as discovery of underground storage tanks, sumps, or pipelines during excavation activities. Specified construction procedures at a minimum must comply with building code section 106A.3.2.6.3 and health code article 22B related to construction dust control; and San Francisco Public Works Code section 146 *et seq.* concerning construction site runoff control. Additional measures would typically include notification, field screening, and worker health and safety measures to comply with Cal/OSHA requirements. The health department would require discovered USTs to be closed pursuant to article 21 of the health code and comply with applicable provisions of chapters 6.7 and 6.75 of the California Health and Safety Code (commencing with section 25280) and its implementing regulations. The closure of any UST must also be conducted in accordance with a permit from the San Francisco Fire Department.

If remediation is required, it would typically be achieved through one of several methods that include off-haul and disposal of contaminated soils,¹²⁵ on-site treatment of soil or groundwater, or a vapor barrier installation. Alternatively or in addition, restriction on uses or activities at the project site may be required along with a recorded deed restriction. Compliance with health code article 22A and the related regulations identified above would ensure that project activities that disturb or release of hazardous substances that may be present at the project site would not expose users of the site to unacceptable risk levels for the intended project uses.

In compliance with health code article 22A, the project sponsor has enrolled in the Maher program and submitted to the health department a *phase I environmental site assessment* to assess the potential for site contamination.¹²⁶ The site assessment determined that the project site was vacant in 1897, but by 1915 contained two residential units with associated out buildings. By 1938, the site contained only the current single-family home. From about 1962 through 1975, the yard area on the site was utilized as a used car sales lot. Since then, the site has been occupied by residential tenants. In addition, the site

¹²⁵ Off-haul and disposal of contaminated materials from the project site would be in accordance with the federal Resource Conservation and Recovery Act (RCRA) and United States Department of Transportation regulations and the California Hazardous Waste Control program (California Health and Safety Code section 21000 *et seq.*

¹²⁶ Pangea Environmental Services, Inc., *Phase I Environmental Site Assessment Report: 2214 Cayuga Avenue and 3101 Alemany Boulevard, San Francisco, California, 94112*, September 18, 2017.

assessment identified no on-site or off-site *recognized environmental conditions* (RECs),¹²⁷ *controlled recognized environmental conditions* (CRECs),¹²⁸ or *historical recognized environmental conditions* (HRECs).¹²⁹ The health department reviewed the phase I environmental site assessment, along with additional documentation submitted as part of the project's Maher application, and determined that a *phase II environmental site investigation* (subsurface investigation) is warranted.¹³⁰ To initiate this investigation, the health department requested that the project sponsor submit a phase II site environmental assessment work plan.

The proposed project would be required to remediate potential soil (*and/or*) groundwater contamination described above in accordance with article 22A of the health code. The health department would oversee this process, and various regulations would apply to any disturbance of contaminants in soil or groundwater that would be encountered during construction to assure that no unacceptable exposures to the public would occur. Thus, the proposed project would not result in a significant hazard to the public or environment from the disturbance or release of contaminated soil and/or groundwater and the proposed project would result in a *less than significant* impact.

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

There are no existing or proposed schools within one-quarter mile of the project site. The closest schools are Sheridan Elementary School/Preschool (431 Capitol Avenue) approximately 2000 feet northwest of the site and Longfellow Elementary School (755 Morse Street) about 2,500 feet east of the project site. In addition, any hazardous waste at the project site would be remediated and handled in accordance with local, state and federal law. Furthermore, the proposed project would include the use of common household items in quantities too small to create a significant hazard to the public or the environment. This impact would be less than significant.

¹²⁷ Recognized Environmental Conditions are defined by ASTM E1527-13 as "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment. *De minimis* conditions are not recognized environmental conditions."

¹²⁸ A Controlled Recognized Environmental Conditions is defined in ASTM E1527-13 as "a recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls).

¹²⁹ A Historical Recognized Environmental Condition (HREC) is defined by ASTM Standard Practice E1527-13 as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls.

¹³⁰ Ossai, Joseph, Senior Environmental Health Inspector, San Francisco Department of Public Health-Environmental Health Unit, letter correspondence with Mr. Yin Kwan Tam, 2214 Cayuga Avenue property owner, January 16, 2019.

Impact HZ-4: The proposed project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and not create a significant hazard to the public or the environment. (Less than Significant)

Pursuant to Section 65962.5 of the Government Code, the Secretary for Environmental Protection maintains a list of sites with potentially hazardous wastes, commonly referred to as the Cortese list. The Cortese list includes hazardous waste sites from the Department of Toxic Substances Control's (DTSC's) EnviroStor database, hazardous facilities identified by DTSC that are subject to corrective action pursuant to Health and Safety Code Section 25187.5, a leaking underground storage tank sites from the State Water Resources Control Board's (state board's) Geotracker database, solid waste disposal sites maintained by the state board, and sites with active cease and desist orders and clean up and abatement orders. The project site is not on the Cortese List as determined by federal and state/tribal database searches conducted as part of the project-specific phase I environmental site assessment.¹³¹ In addition, according to the State Water Resources Control Board's (SWRCB) GeoTracker online database and the Department of Toxic Substances Control's (DTSC) EnviroStor online database, the project site is not associated with any hazardous materials cleanup sites. Therefore, project-related impacts would be less than significant.

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

No changes are proposed to the public right-of-way; thus, the project would not substantially increase hazards due to a design feature or incompatible uses and would not result in an inadequate emergency access. The impact would be less than significant.

Impact C-HZ-1: The proposed project, in conjunction with other past, present and reasonably foreseeable project, would not make a cumulatively considerable contribution to significant impacts with respect to hazards to people or the environment. (Less than Significant)

Development in the city is subject to city and state controls designed to protect the public and the environment from risks associated with hazards and hazardous materials, and to ensure that emergency access routes are maintained. Any future development in the project vicinity would be subject to these same laws and regulations. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

¹³¹ Pangea Environmental Services, Inc., *Phase I Environmental Site Assessment Report: 2214 Cayuga Avenue and 3101 Alemany Boulevard, San Francisco, California, 94112*, September 18, 2017.

E.18 Mineral Resources

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
18. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact MI-1: The proposed project would have no impact on mineral resources. (No Impact)

All land in the city, including the project site, is designated Mineral Resource Zone 4 (MRZ-4) by the California Division of Mines and Geology under the Surface Mining and Reclamation Act of 1975.¹³² This designation indicates that there is insufficient information available to assign the site to any other mineral resource zone and that the site contains no significant mineral deposits. Furthermore, according to the San Francisco General Plan, no significant mineral resources exist in all of San Francisco.¹³³ Therefore, the proposed project would not result in the loss of availability of a locally or regionally important mineral resource and would have no impact on mineral resources. No mitigation measures are required.

Impact C-MI-1: The proposed project, in combination with reasonably foreseeable projects, would not result in a significant cumulative impact related to mineral resources. (No Impact)

As described above, the entire City of San Francisco is designated MRZ- 4, which indicates that no known significant mineral resources exist at the project site or within the project vicinity. Because the project would result in no impact to mineral resources, the proposed project would not have the potential to contribute to cumulative impacts related to mineral resources. No mitigation measures are required.

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¹³² California Division of Mines and Geology, Mineral Land Classification: Aggregate Materials in the San Francisco – Monterey Bay Area, 1987. Accessed February 4, 2019. ftp://ftp.consrv.ca.gov/pub/dmg/pubs/sr/SR_146-2/SR_146-2_Text.pdf.

¹³³ San Francisco Planning Department, San Francisco General Plan, Environmental Protection Element, December 2004, Accessed February 4, 2019. http://generalplan.sfplanning.org/I6_Environmental_Protection.htm.

E.19 Energy

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

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

In California, energy consumption in buildings is regulated by Title 24 of the California Code of Regulations. Title 24 includes standards that regulate energy consumption for the heating, cooling, ventilation, and lighting of residential and non-residential buildings. In San Francisco, documentation demonstrating compliance with Title 24 standards is required to be submitted with a building permit application. Compliance with Title 24 standards is enforced by the building department. The proposed project, which would be located on an infill site, would include new construction. The proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Code.

Non-renewable energy consumption would occur during the proposed project construction and operational phases. Construction energy consumption would be primarily in the form of indirect energy inherent in the production of materials used for construction (e.g., the energy necessary to manufacture a steel beam from raw materials) and the fuel used by construction equipment. Construction-related energy consumption is roughly proportional to the size of the new building proposed.

Operational-related energy consumption would include electricity and natural gas, as well as fuel used by residents as expressed through vehicle miles traveled. Electricity and natural gas would be used for building space heating and lighting, as well as for operation of equipment and machines.

Energy conservation design features to meet state and local goals for energy efficiency and renewable energy have been incorporated into the project design to reduce wasteful, inefficient, and unnecessary consumption of energy during project construction and operation. As stated above, the proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Code, thus minimizing the amount of fuel, water, and energy used. As discussed in Section E.5, Transportation and Circulation, the project site is in an area with a comparably low level of VMT per capita, relative to the regional average, and new residents would most likely

engage in vehicle use patterns similar to those of the existing population in the neighborhood and general vicinity. Given the project's features and location, it would not result in wasteful use of fuel from vehicle trips.

Construction

Energy use associated with construction of the proposed project would include the use of electric equipment, diesel fuel consumption from on-road hauling trips and off-road construction diesel equipment, and gasoline consumption from on-road worker commute and vendor trips. Construction of the proposed project would occur over an 18-month timeframe; thus, construction-related energy use would be temporary. Furthermore, as compared to other states and the country as whole, construction projects in California and in the San Francisco Bay Area use the most energy-efficient equipment available in order to meet state and local goals for criteria air pollutant and GHG emissions reductions. As a result, construction activities would not have a measurable effect on regional energy supplies or on peak energy demand resulting in a need for additional capacity. Therefore, as a temporary activity, construction of the proposed project would not result in inefficient or wasteful use of fuel or energy.

Operation

Energy use associated with operation of the proposed project would include onsite uses associated with buildings and fuel from mobile sources. With implementation of the energy conservation measures required to meet the city's Green Building Code, the proposed project would meet the Title 24 energy conservation standards.

As discussed in Section E.5, Transportation and Circulation, project VMT is expected to be at least 15 percent below the regional average. Furthermore, compliance with the city's bicycle parking requirements would reduce the proposed project's transportation-related emissions.

As such, compliance with the Title 24 energy conservation standards of the California Code of Regulations would ensure that operation of the proposed project would not have a measurable effect on regional energy supplies or on peak energy demand resulting in a need for additional capacity. Natural gas and electric service would be provided to meet the needs of the project, as required by the California Public Utilities Commission, which obligates PG&E and the SFPUC to provide service to its existing and potential customers. PG&E and the SFPUC update their service projections in order to meet regional energy demand. Energy conservation measures incorporated into the proposed project would decrease overall energy consumption, decrease reliance on non-renewable energy sources, and increase reliance on renewable energy sources at the project site. The proposed project would also be consistent with San Francisco's GHG reduction strategy (see section E.8, Greenhouse Gas Emissions). Therefore, energy consumption associated with operation of the proposed project would not occur in an inefficient or wasteful manner.

In summary, construction and operation of the proposed project would not use energy resources in a wasteful, inefficient, or unnecessary manner, nor would the proposed project conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency. Therefore, the proposed project would have a less-than-significant impact on energy resources and no mitigation measures are required.

Impact C-EN-1: The proposed project, in combination with reasonably foreseeable future projects, would not result in cumulative energy impacts. (Less than Significant)

The geographic context for the analysis of cumulative impacts associated with energy is the service territory of the energy utility that serves the project site, PG&E, while the geographic context for the analysis of cumulative impacts associated with fuel use is the city. The proposed project would involve construction of new residential uses, resulting in an increase of energy use at the site. Like the proposed project, all new development in the city would be required to comply with the standards of Title 24 and the San Francisco Green Building Code, thereby minimizing the amount of fuel, water, and energy used. Per capita VMT in the city is relatively low compared with the regional average; therefore, reasonably foreseeable development, including the project, would not result in wasteful use of fuel for transportation purposes. As such, the proposed project, in combination with reasonably foreseeable future projects, would have less-than-significant cumulative energy impacts and no mitigation measures are required.

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E.20 Agriculture and Forestry Resources

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
20. AGRICULTURE AND FORESTRY 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 information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact AF-1: The proposed project would not convert farmland; conflict with existing zoning for agricultural uses, forest land, timberland, or a Williamson Act contract; and would not result in the loss or conversion of forest land. (No Impact)

The project site is located within an urbanized area of San Francisco (Outer Mission neighborhood) and is currently developed with a single-family home. There are no lands in the City of San Francisco, including the project site, designated Prime Farmland, Unique Farmland, Farmland of State Importance, or Farmland of Local Importance.¹³⁴ Additionally, there are no lands in San Francisco zoned agriculture, forest land, or timberland production.¹³⁵ The City of San Francisco does not participate in the Williamson Act program and therefore the proposed project would not conflict with

¹³⁴ California Department of Conservation. 2016. California Important Farmland Finder. Accessed February 4, 2019. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

¹³⁵ San Francisco Planning Department. 2018. San Francisco Zoning Map. Accessed February 4, 2019. <https://sf-planning.org/zoning-map>.

a Williamson Act contract.¹³⁶ As such, the proposed project would not conflict with zoning for forest land, cause a loss of forest land, or convert forest land to a different use. The proposed project would have no impact on agricultural and forest resources. No mitigation measures are required.

Impact C-AF-1: The proposed project, in combination with other reasonably foreseeable projects, would not result in a significant cumulative impact related to agriculture and forestry resources. (No Impact)

As discussed above, the proposed project would result in no impact with respect to agriculture and forestry resources. Therefore, the proposed project would not have the potential to contribute to cumulative impacts related to agriculture and forestry resources. No mitigation measures are required.

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¹³⁶ California Department of Conservation. 2019. Land Conservation (Williamson) Act. Accessed February 4, 2019. https://www.conservation.ca.gov/dlrp/wa/Pages/LCA_QandA.aspx.

E.21 Wildfire

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
21. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.¹³⁷ Therefore, this topic is not applicable to the proposed project. No mitigation measures are required.

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¹³⁷ California Department of Forestry and Fire Protection. San Francisco County Draft Fire Hazard Severity Zones in Local Responsibility Areas Map, October 5, 2007.
http://frap.fire.ca.gov/webdata/maps/san_francisco/fhszl06_1_map.38.pdf.

E.22 Mandatory Findings of Significance

<i>Topics:</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>	<i>Not Applicable</i>
22. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

As discussed in sections E.1 through E.21, impacts resulting from the proposed project are anticipated to be less than significant or less than significant with mitigation in the case of cultural resources and air quality. As described in section E.3, Cultural Resources, the proposed project could result in a substantial adverse change to archeological resources. However, implementation of **Mitigation Measure M-CR-2, Archeological Testing** would reduce this potential impact to a less-than-significant level. As detailed in section E.7, Air Quality, construction activities associated with the proposed project would generate additional air pollution that would affect nearby sensitive receptors and result in a significant impact. However, implementation of **Mitigation Measure M-AQ-2, Construction Air Quality**, would reduce the magnitude of this impact to a less-than-significant level. Therefore, the proposed project would not result in a significant impact through the elimination of important examples of major periods of California history or prehistory or the exposure of nearby sensitive receptors to substantial additional air pollution.

In summary, both short-term and long-term project-level and cumulative environmental effects, including substantial adverse effects on human beings, associated with the proposed project would be less than significant or less than significant with mitigation, as discussed under each environmental topic.

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F. MITIGATION MEASURES

The following mitigation measures have been identified to reduce potentially significant environmental impacts resulting from the proposed project to less-than-significant levels.

Mitigation Measure M-CR-2: Archeological Testing

Based on a reasonable presumption 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 and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). 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) and (c).

Consultation with Descendant Communities: On discovery of an archeological site¹³⁸ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative¹³⁹ of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of

¹³⁸ By the term "archeological site" is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

¹³⁹ An "appropriate representative" of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archaeologist.

the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.

Archeological Testing Program. The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.

At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include preservation in place, additional archeological testing, archeological monitoring, and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist.

If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource. If preservation in place is not feasible, a 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.

Archeological Monitoring Program. If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented 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 archeological consultant 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 risk these activities pose to potential archaeological resources and to their depositional context;
- The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the

expected resource(s), and 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 project 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, irrespective of whether an archeologist is present, 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 activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO.

Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.

Archeological Data Recovery Program. The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. 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. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.

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

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

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

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. The Draft

FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.

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

Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program

In the event of the discovery of an archaeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option, then archaeological data recovery shall be implemented as required by the ERO. In addition, the project sponsor shall prepare an interpretive program of the TCR in consultation with affiliated Native American tribal representatives. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.

Mitigation Measure M-AQ-2: Construction Air Quality

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

A. Engine Requirements.

1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or

exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.

2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two minute idling limit.
4. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers.

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

Table – Off-Road Equipment Compliance Step-down Schedule

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

How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment

meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3.

** Alternative fuels are not a VDECS.

- C. *Construction Emissions Minimization Plan.* Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the Contractor will meet the requirements of section A.
1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used.
 2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.
 3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right of way.
- D. *Monitoring.* After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.

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

Prior to commencing construction, the project sponsor shall ensure that all workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site, during

ground disturbing activities, to provide pre-construction worker environmental awareness training regarding potential paleontological resources.

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

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

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

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

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

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

The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and identification procedures; 3) curation into an appropriate repository; and 4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary

to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the Planning Department for review within 10 business days of the discovery. The paleontology report shall be submitted to the Planning Department for review within 30 business days from conclusion of ground disturbing activities, or as negotiated following consultation with the Planning Department.

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G1. PUBLIC NOTICE AND COMMENT

On March 28, 2018, the Planning Department mailed a Notification of Project Receiving Environmental Review to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups. Two replies were received in response to the notification. One respondent expressed concern that the existing building set to be demolished could potentially qualify as a historical resource. In response, the Planning Department provided information to the individual, by telephone and mail, demonstrating that the existing building did not qualify as a historic resource under CEQA. The second respondent expressed concern that the proposed project would exacerbate existing parking shortages and traffic congestion in the area, which would adversely impact pedestrian, bicycle and vehicle safety, emergency access and the condition of local streets. The respondent also identified concerns unrelated to the potential physical environmental effects of the proposed project, including the inappropriateness of the size, scale and uses (in particular, the commercial uses)¹⁴⁰ of the proposed new buildings relative to the existing community's needs, the loss of the neighborhood's last remaining open space, and potential fire- and earthquake-related hazards associated with the poorly constructed illegal dwelling units occupying the garages of a majority of the existing single-family homes on the block. All concerns related to potential physical environmental impacts were incorporated into the environmental review of the proposed project and addressed in section D, Summary of Environmental Effects; section E.5, Transportation and Circulation; section E.13, Public Services; and section E.17, Hazards and Hazardous Materials. Concerns related to the design and merits of the proposed project were forwarded to the Current Planner assigned to review the proposed project.

G2. NOTIFICATION OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

On July 22, 2020, the Planning Department circulated a Notice of Availability of and Intent to Adopt a Preliminary Mitigated Negative Declaration and Initial Study. The notice was circulated to applicable state and local agencies, interested organizations and individuals, and property owners and residents within 300 feet of the project site. Notices were also posted at multiple locations around the project site.

The planning department received two questions about the project, but no comments.


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¹⁴⁰ The project described in the neighborhood notification included ground-floor commercial uses. Since issuance of the notification, the project has been revised and no longer includes commercial uses.

H. DETERMINATION

On the basis of this initial study:

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



Lisa Gibson
Environmental Review Officer
for
Richard Hillis
Director of Planning

DATE August 27, 2020

I. INITIAL STUDY PREPARERS

Report Authors

Planning Department, City and County of San Francisco
Environmental Planning Division
City and County of San Francisco
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San Francisco, CA 94103

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Principal Environmental Planner:	Chelsea Fordham
Senior Environmental Planner:	Jennifer McKellar
Archeologist:	Sally Morgan
Current Planner:	Gabriela Pantoja

Geotechnical Consultant

Frank Lee & Associates

10 Kootenai Court
Fremont, CA 94539

Principal:	Frank Lee, Professional Engineer, CE34975
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Hazardous Materials Consultant

Pangea Environmental Services, Inc.

1710 Franklin Street, Suite 200
San Francisco, CA 94124

Principal Engineer:	Bob Clark-Riddell, P.E.
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Project Sponsor

Yin Kwan Tam

1320 Marin Street
San Francisco, CA 94124

Project Sponsor Representative:	Jeremy Schaub, Schaub Ly Architects, Inc.
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J. APPENDIX A: Project Plans

Project Plans for 2214 Cayuga Avenue & 3101 Alemany Boulevard

Sheet A-1.0: Existing & Proposed Site/Roof Plans

Sheet A-2.0: Ground Floor Plans

Sheet A-2.1: Second Floor Plans

Sheet A-2.2: Third Floor Plans

Sheet A-2.3: Fourth Floor Plans

Sheet A-2.4: Roof Plans

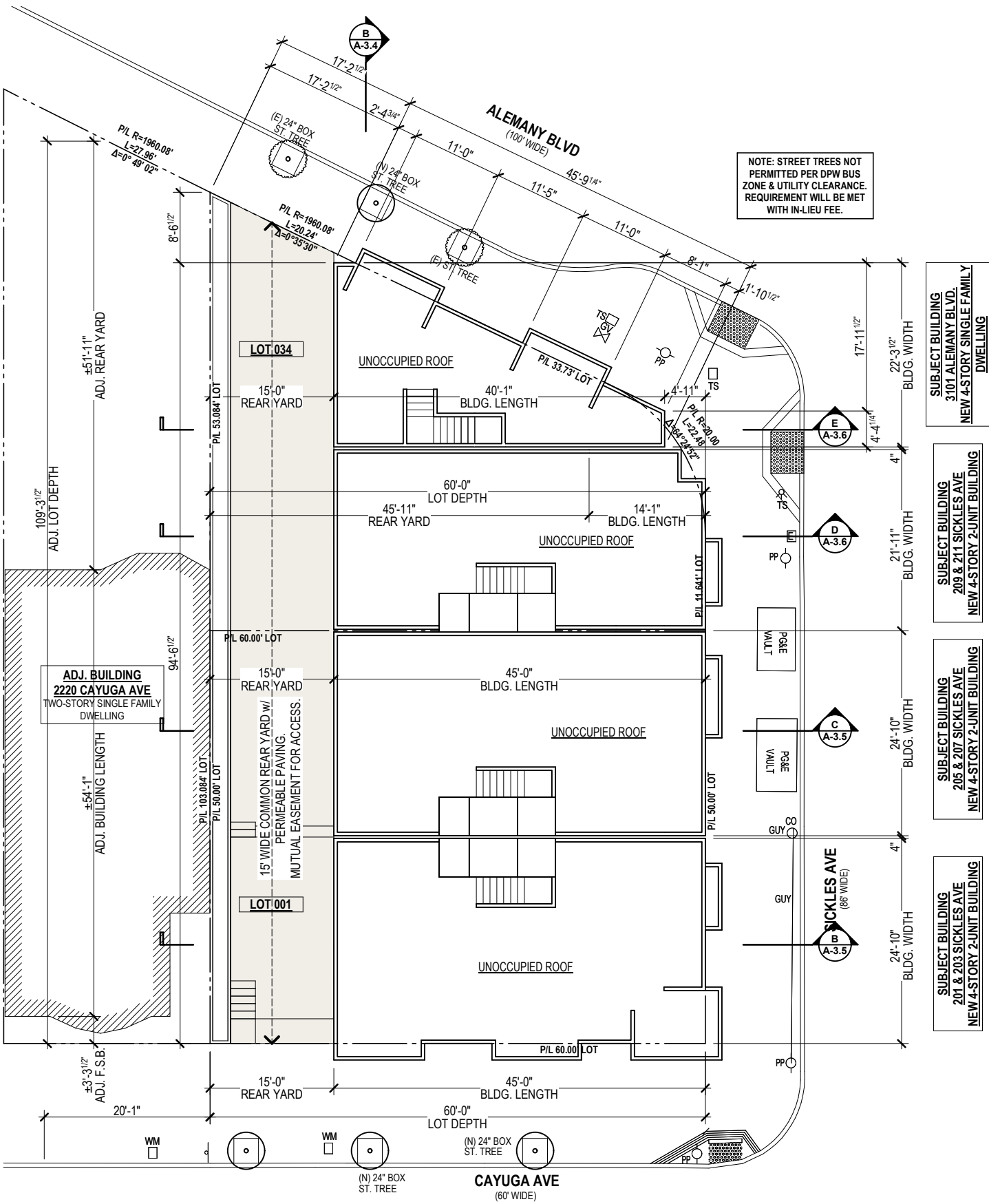
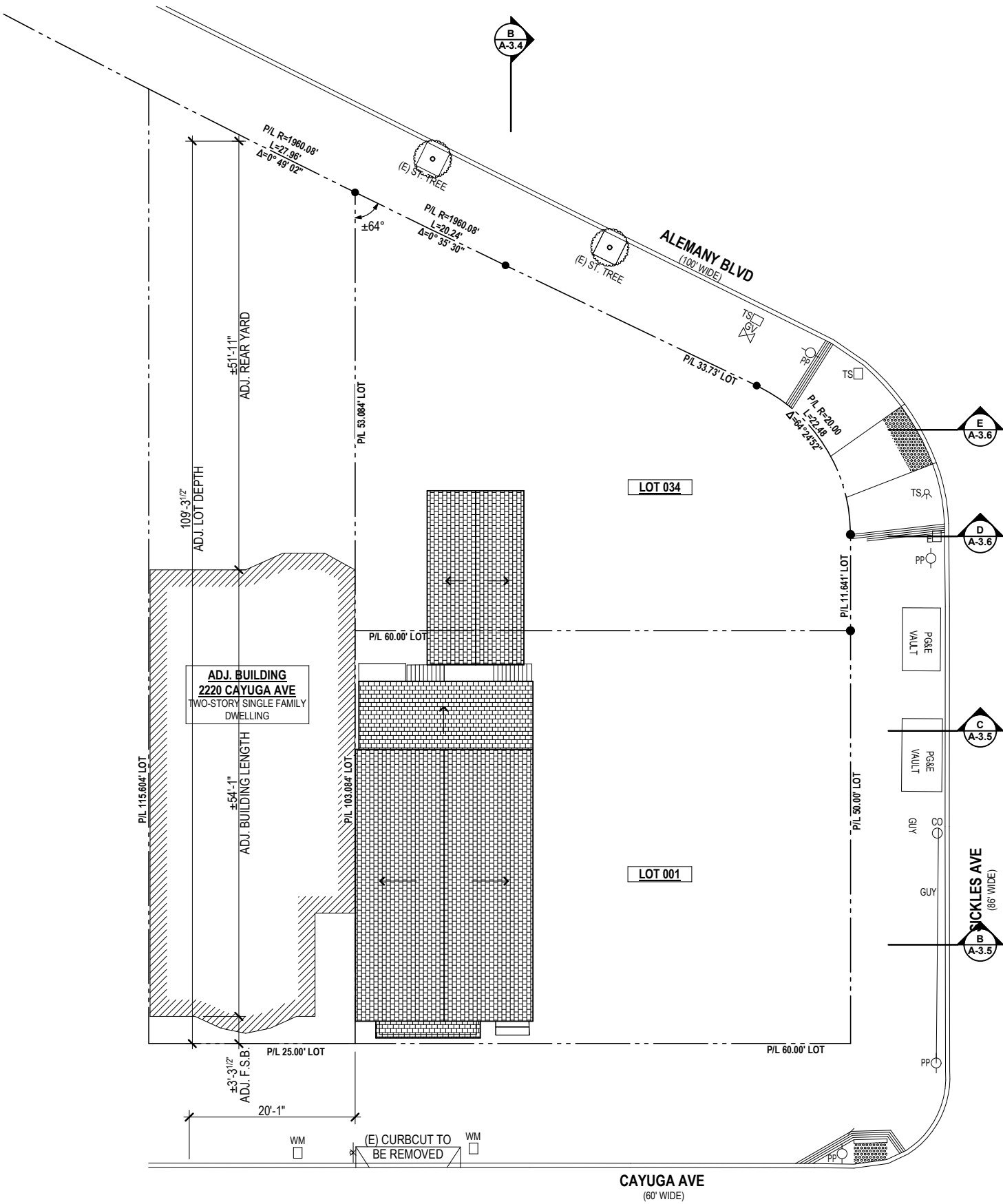
Sheet A-3.0: Elevations on Sickles Ave (Northeast)

Sheet A-3.1: Side Elevations on Cayuga Ave (Southeast)

Sheet A-3.2: Elevations on Alemany Blvd (Northwest)

Sheet A-3.3: Rear Elevations (Southwest)

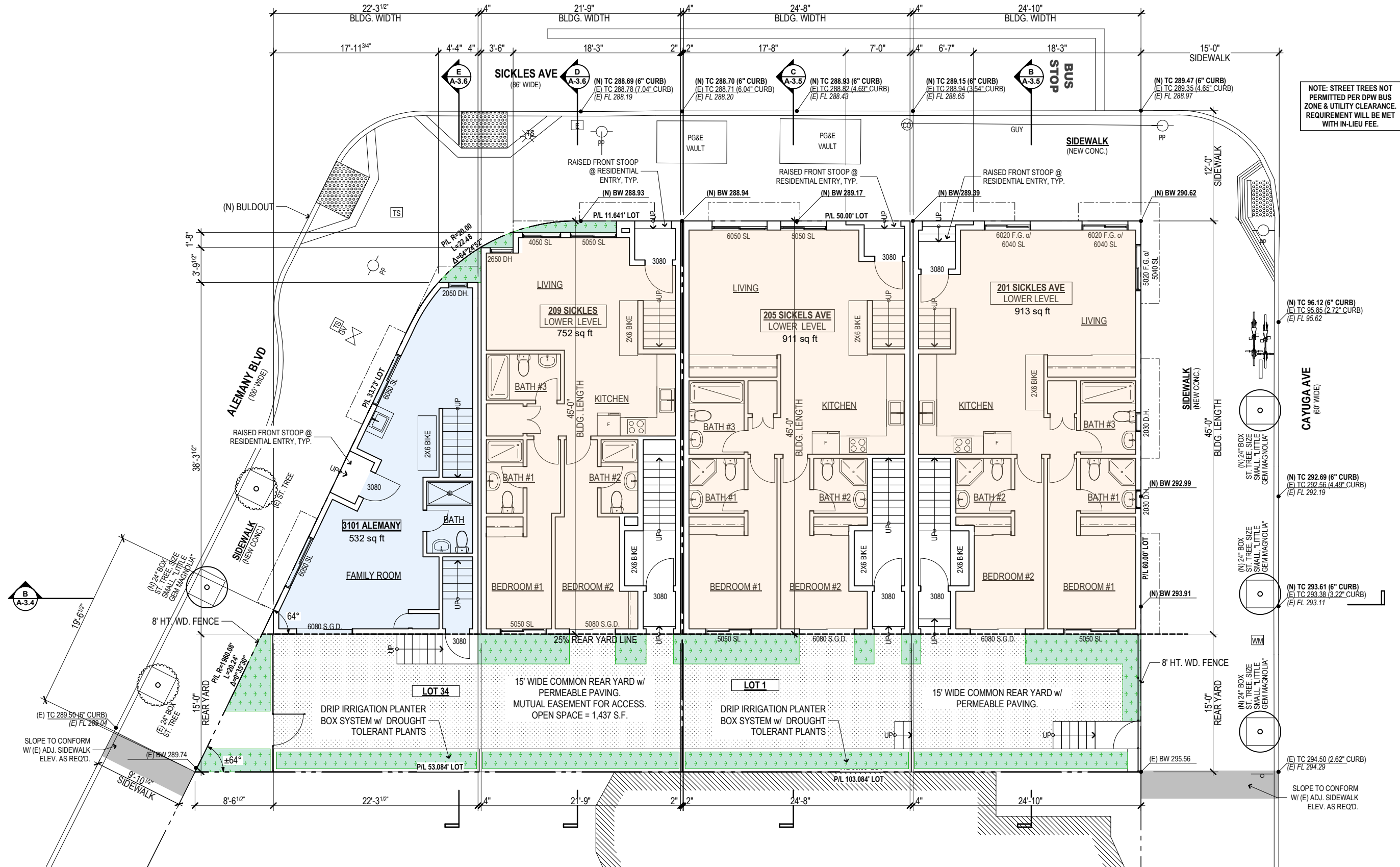
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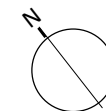
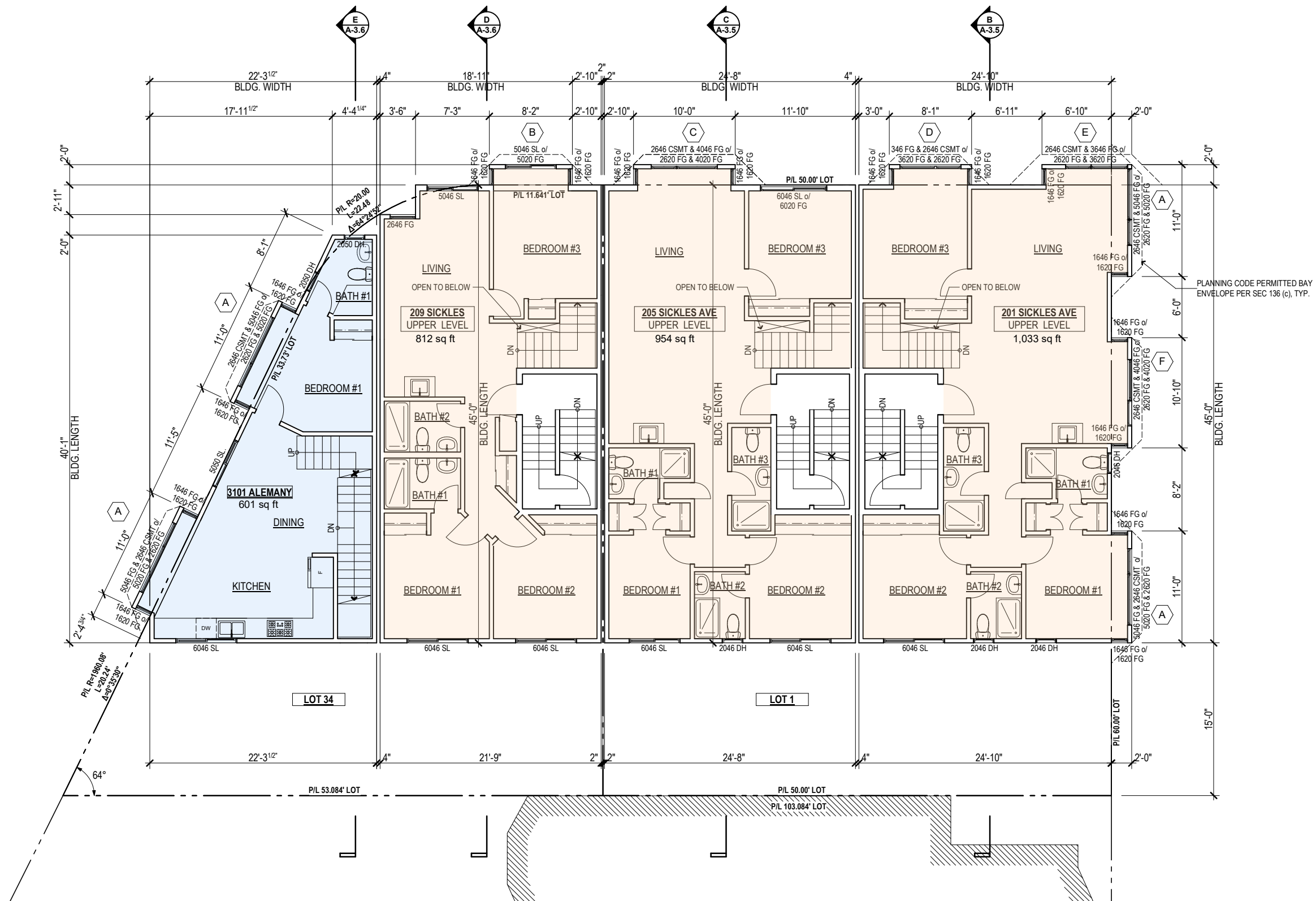
EXISTING ROOF & SITE PLAN

PROPOSED SITE PLAN





F	REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)
	CEILING HEIGHT: 8'-3"
	TOTAL WALL LENGTH: 13'-2"
	TOTAL BAY WALL AREA: 108.625 SQ. FT.
	50% GLAZING AREA REQUIRED: 54.3 SQ. FT.
	TOTAL GLAZING AREA PROVIDED: 68.25 SQ. FT.
	1/3 GLAZING AREA ON SIDES REQUIRED: 18.1 SQ. FT.
	TOTAL GLAZING AREA ON SIDES PROVIDED: 19.5 SQ. FT.



A

REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)

CEILING HEIGHT: 8'-3"
TOTAL WALL LENGTH: 13'-4"
TOTAL BAY WALL AREA: 110 SQ. FT.

50% GLAZING AREA REQUIRED: 43.3 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 68.25 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 14.4 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 19.5 SQ. FT.

B

REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)

CEILING HEIGHT: 8'-3"
TOTAL WALL LENGTH: 10'-6"
TOTAL BAY WALL AREA: 86.6 SQ. FT.

50% GLAZING AREA REQUIRED: 43.3 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 68.25 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 14.4 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 19.5 SQ. FT.

C

REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)

CEILING HEIGHT: 8'-3"
TOTAL WALL LENGTH: 12'-4"
TOTAL BAY WALL AREA: 101.75 SQ. FT.

50% GLAZING AREA REQUIRED: 50.9 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 68.25 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 16.97 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 19.5 SQ. FT.

D

REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)

CEILING HEIGHT: 8'-3"
TOTAL WALL LENGTH: 10'-5"
TOTAL BAY WALL AREA: 85.9 SQ. FT.

50% GLAZING AREA REQUIRED: 42.97 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 65 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 14.3 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 19.5 SQ. FT.

E

REQUIRED GLAZING AT BAY PER SEC. 136(c)(2)(C)

CEILING HEIGHT: 8'-3"
TOTAL WALL LENGTH: 11'-2"
TOTAL BAY WALL AREA: 92.125 SQ. FT.

50% GLAZING AREA REQUIRED: 46.1 SQ. FT.
TOTAL GLAZING AREA PROVIDED: 58.5 SQ. FT.

1/3 GLAZING AREA ON SIDES REQUIRED: 15.4 SQ. FT.
TOTAL GLAZING AREA ON SIDES PROVIDED: 19.5 SQ. FT.

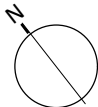
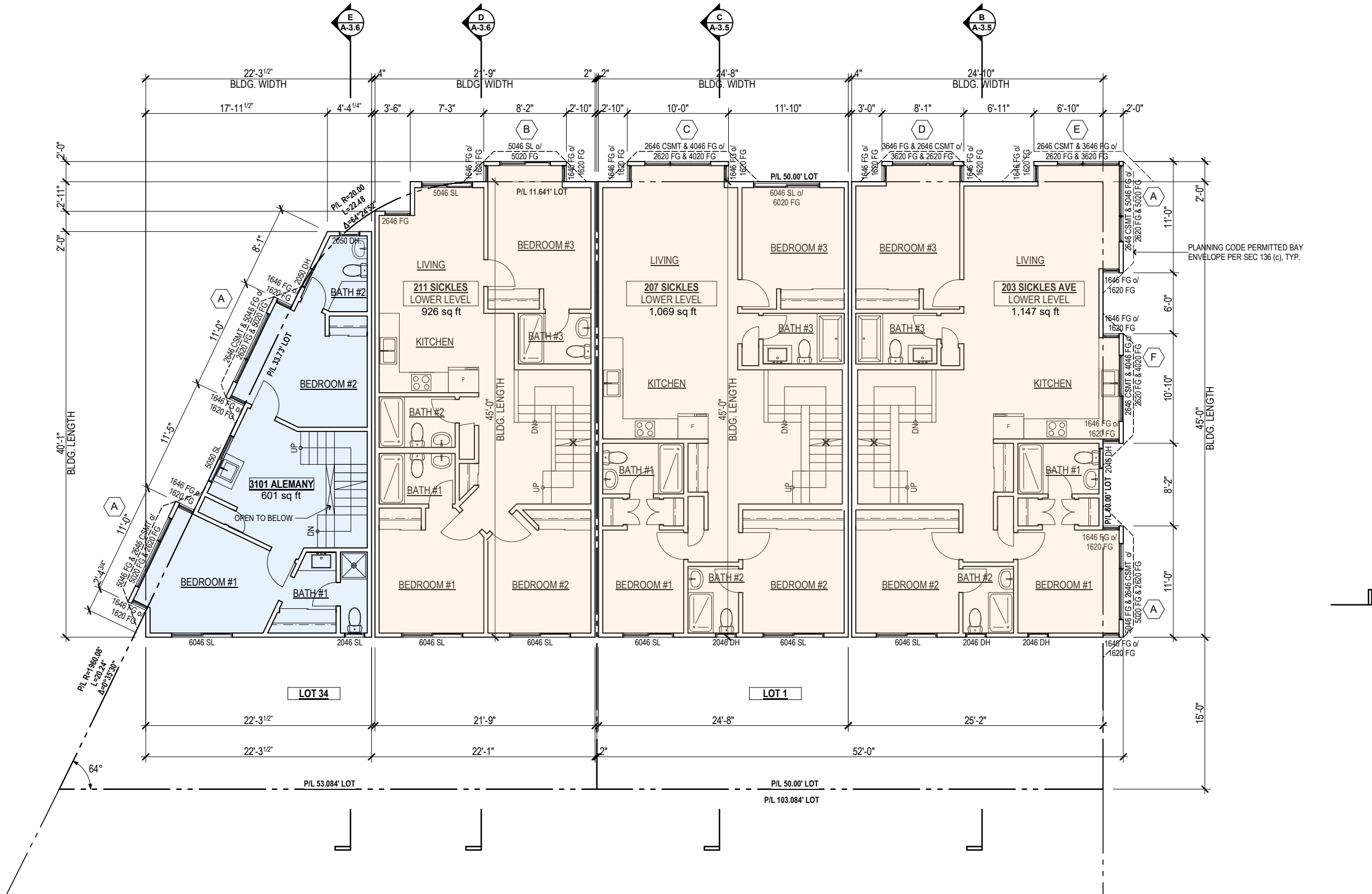
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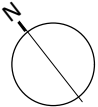
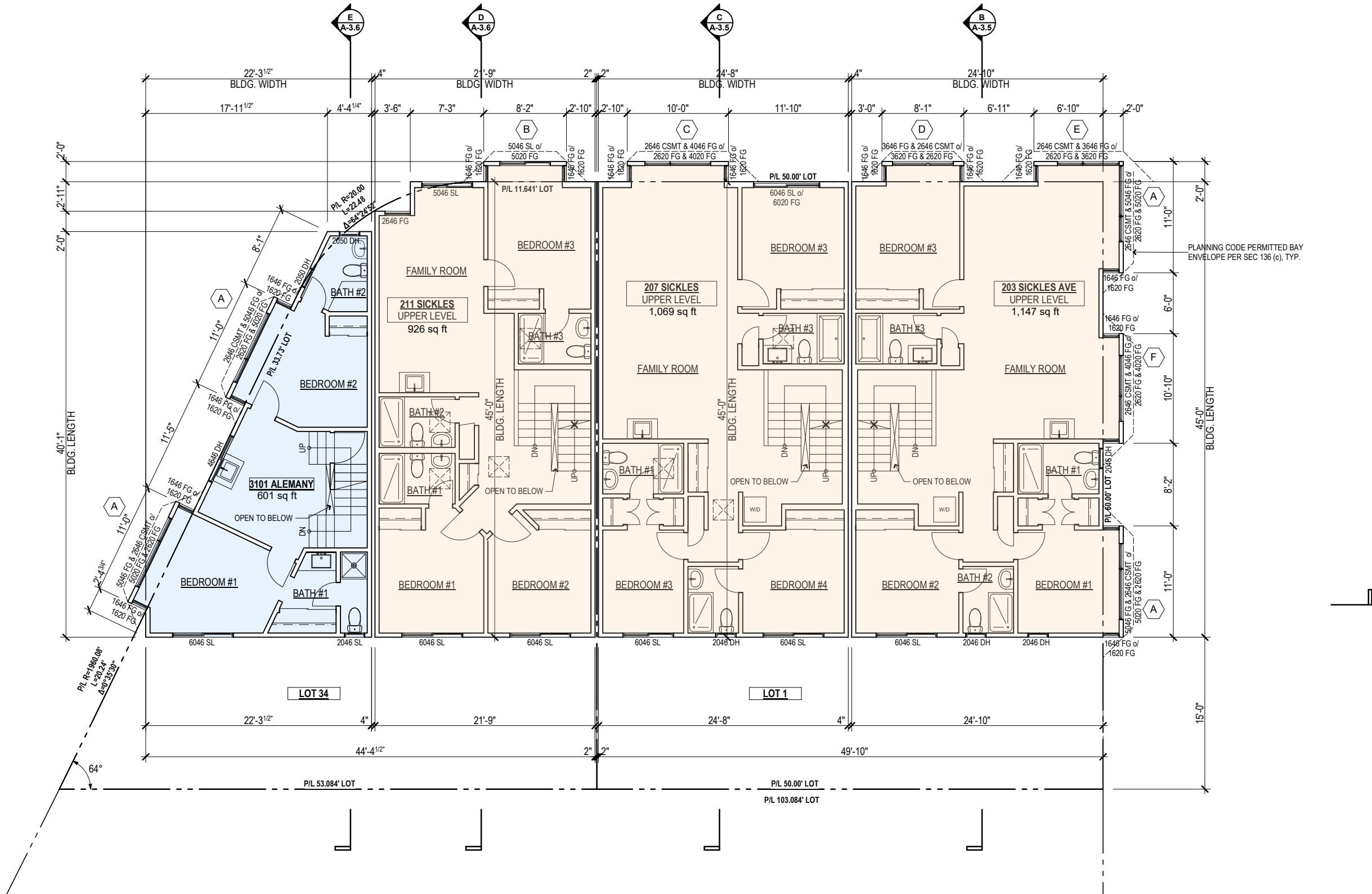
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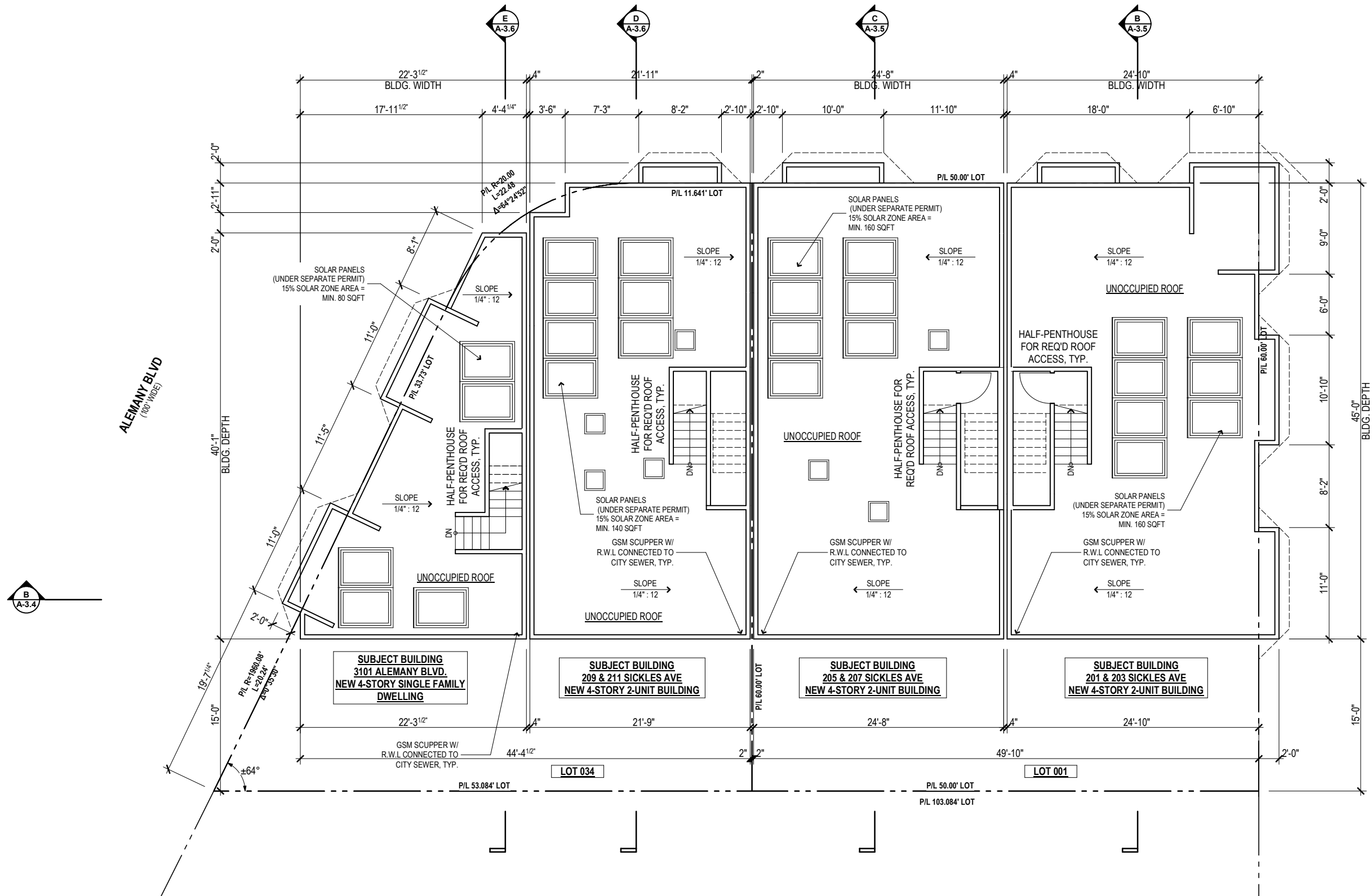
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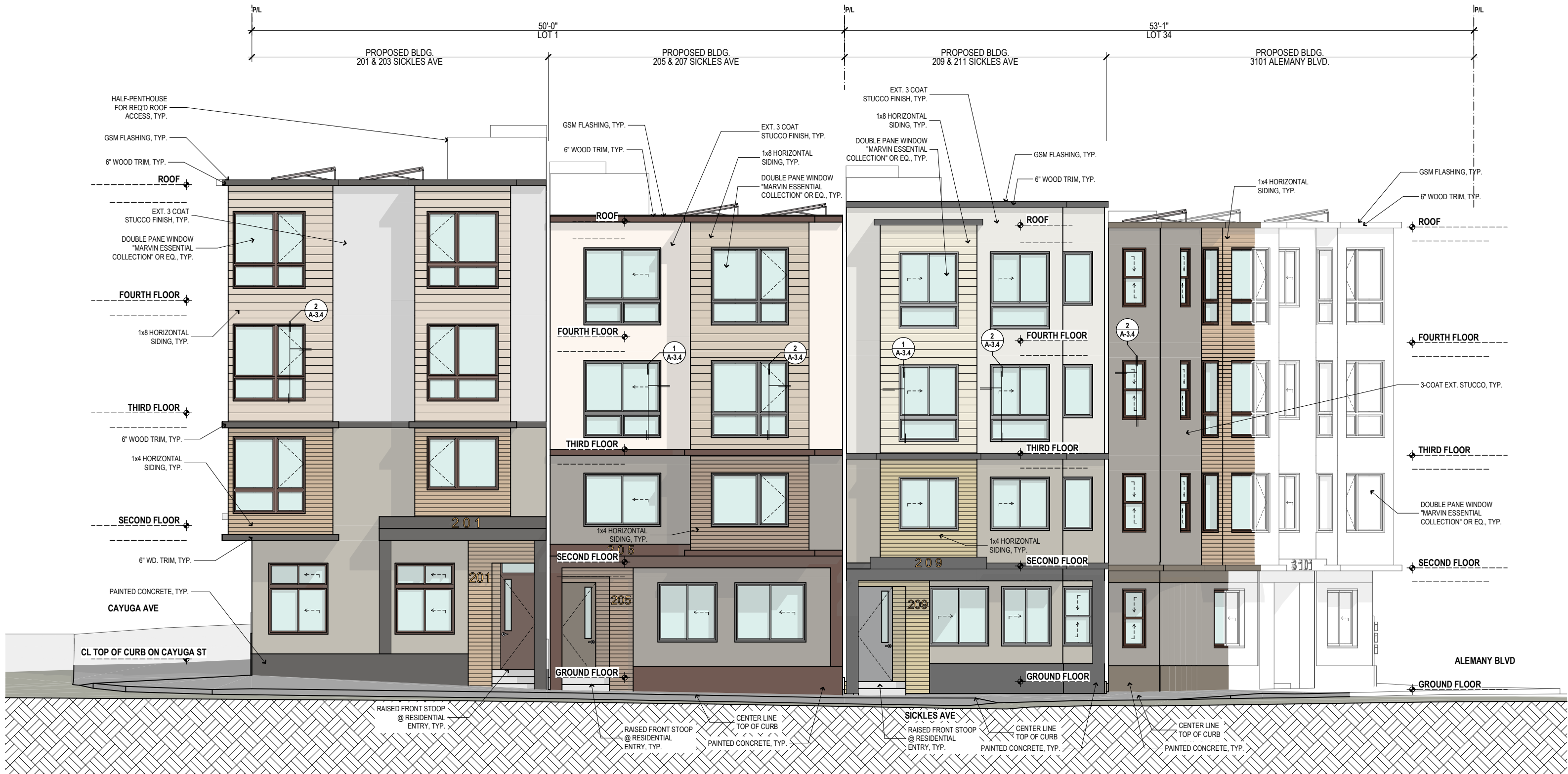
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SAN FRANCISCO PLANNING DEPARTMENT

Agreement to Implement Mitigation Measure(s)

Record No.: 2016-012135ENV
Project Title: 2214 Cayuga Avenue/ and 3101 Alemany Boulevard
BPA Nos: 201612286123, 201612286107, 201612286109, 201612286110,
201612286111
Zoning: NC-1 (Neighborhood Commercial, Cluster) Use District
40-X Height and Bulk District
Block/Lot: 7146/001 and 7146/034
Lot Size: 5,290 square feet (combined lots)
Project Sponsor: Jeremy Schaub, Schaub Ly Architects, Inc.
(415) 682-8060 x 103
Lead Agency: San Francisco Planning Department
Staff Contact: Jennifer McKellar
(415) 575-8754
Jennifer.McKellar@sfgov.org

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377

MITIGATION MEASURES

☒ I agree to implement the attached mitigation measure(s) as a condition of project approval.

Property Owner or Legal Agent Signature

Date



COVER SHEET

MITIGATION MONITORING AND REPORTING PROGRAM

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages of the Mitigation Monitoring and Reporting Program. *Note: This cover sheet must be included as the title page of the first construction document submitted to the San Francisco Planning Department for review.*

Mitigation Measure	Period of Compliance			
	Prior to the start of Construction*	During Construction	Post-Construction or Operational	Compliance with MM completed?
Archeological Resources				
Mitigation Measure M-CR-2: Archeological Testing	X	X	X	
Tribal Cultural Resources				
Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program		X	X	
Air Quality				
Mitigation Measure M-AQ-2: Construction Air Quality	X	X		
Geology and Soils				
Mitigation Measure M-GE-1: Worker Environmental Awareness Training	X	X		
Mitigation Measure M-GE-2: Discovery of Unanticipated Paleontological Resources		X	X	

*Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Responsibility for Implementation	Mitigation Schedule	Monitoring/Report Responsibility	Status/Date Completed
Cultural Resources				
<p>Project Mitigation Measure M-CR-2: Archeological Testing</p> <p>Based on a reasonable presumption 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 and on human remains and associated or unassociated funerary objects. The project sponsor shall retain the services of an archaeological consultant from the rotational Department Qualified Archaeological Consultants List (QACL) maintained by the Planning Department archaeologist. After the first project approval action or as directed by the ERO, the project sponsor shall contact the Department archaeologist to obtain the names and contact information for the next three archeological consultants on the QACL. The archeological consultant shall undertake an archeological testing program as specified herein. In addition, the consultant shall be available to conduct an archeological monitoring and/or data recovery program if required pursuant to this measure. The archeological consultant's work shall be conducted in accordance with this measure at the direction of the Environmental Review Officer (ERO). 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) and (c).</p>	Project sponsor, Planning Department's archaeologist or qualified archaeological consultant, and Planning Department Environmental Review Officer (ERO).	Prior to issuance of site permits.	Planning Department (ERO; Department's archaeologist or qualified archaeological consultant).	Considered complete after archeological consultant is retained and archeological consultant has approved scope by the ERO for the archeological testing program.

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<p><i>Consultation with Descendant Communities:</i> On discovery of an archeological site¹ associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative² of the descendant group and the ERO shall be contacted. The representative of the descendant group shall be given the opportunity to monitor archeological field investigations of the site and to offer recommendations to the ERO regarding appropriate archeological treatment of the site, of recovered data from the site, and, if applicable, any interpretative treatment of the associated archeological site. A copy of the Final Archaeological Resources Report shall be provided to the representative of the descendant group.</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>In the event that an archeological site associated with a particular descendant group is uncovered during the construction period.</p>	<p>Planning Department.</p>	<p>Considered complete after Final Archeological Resources Report is approved and provided to descendant group.</p>
<p><i>Archeological Testing Program.</i> The archeological consultant shall prepare and submit to the ERO for review and approval an archeological testing plan (ATP). The archeological testing program shall be conducted in accordance with the approved ATP. The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, the testing method to be used, and the locations recommended for testing. The purpose of the archeological testing program will be to determine to the extent possible the presence or absence of archeological resources and to identify and to evaluate whether any archeological resource encountered on the site constitutes an historical resource under CEQA.</p> <p>At the completion of the archeological testing program, the archeological consultant shall submit a written report of the findings to the ERO. If based on the archeological testing program the archeological consultant finds that significant archeological resources may be present, the ERO in consultation with the archeological consultant shall determine if additional measures are warranted. Additional measures that may be undertaken include preservation in place, additional archeological testing, archeological monitoring,</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>Prior to soil disturbance.</p>	<p>Planning Department.</p>	<p>Considered complete after approval of Archeological Testing Report.</p>

¹ By the term “archeological site” is intended here to minimally include any archeological deposit, feature, burial, or evidence of burial.

² An “appropriate representative” of the descendant group is here defined to mean, in the case of Native Americans, any individual listed in the current Native American Contact List for the City and County of San Francisco maintained by the California Native American Heritage Commission and in the case of the Overseas Chinese, the Chinese Historical Society of America. An appropriate representative of other descendant groups should be determined in consultation with the Department archeologist.

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<p>and/or an archeological data recovery program. No archeological data recovery shall be undertaken without the prior approval of the ERO or the Planning Department archeologist.</p> <p>If the ERO determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, the ERO, in consultation with the project sponsor, shall determine whether preservation of the resource in place is feasible. If so, the proposed project shall be redesigned so as to avoid any adverse effect on the significant archeological resource. If preservation in place is not feasible, a 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.</p>				
<p><i>Archeological Monitoring Program.</i> If the ERO in consultation with the archeological consultant determines that an archeological monitoring program shall be implemented the archeological monitoring program shall minimally include the following provisions:</p> <ul style="list-style-type: none"> • 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 archeological consultant 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 risk these activities pose to potential archaeological resources and to their depositional context; • The archeological consultant shall undertake a worker training program for soil-disturbing workers that will include an overview of expected resource(s), how to identify the evidence of the expected resource(s), and the appropriate protocol in the event of apparent discovery of an archeological resource; 	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>During soil disturbing activities.</p>	<p>Planning Department.</p>	<p>Considered complete after completion of the archeological monitoring program.</p>

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<ul style="list-style-type: none"> 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 project 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, irrespective of whether an archeologist is present, 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 activities and equipment until the deposit is evaluated. The archeological consultant shall immediately notify the ERO of the encountered archeological deposit. The archeological consultant shall make a reasonable effort to assess the identity, integrity, and significance of the encountered archeological deposit, and present the findings of this assessment to the ERO. <p>Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the monitoring program to the ERO.</p>				
<p><i>Archeological Data Recovery Program.</i> The archeological data recovery program shall be conducted in accord with an archeological data recovery plan (ADRP). The archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP prior to preparation of a draft ADRP. The archeological consultant shall submit a draft ADRP to the ERO. 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</p>	<p>Project sponsor and archeological consultant at the direction of the ERO.</p>	<p>Following discovery of significant archeological resources.</p>	<p>Planning Department.</p>	<p>Considered complete after FARR is reviewed and approved.</p>

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<p>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.</p> <p>The scope of the ADRP shall include the following elements:</p> <ul style="list-style-type: none"> • <i>Field Methods and Procedures.</i> Descriptions of proposed field strategies, procedures, and operations. • <i>Cataloguing and Laboratory Analysis.</i> Description of selected cataloguing system and artifact analysis procedures. • <i>Discard and Deaccession Policy.</i> Description of and rationale for field and post-field discard and deaccession policies. • <i>Interpretive Program.</i> Consideration of an on-site/off-site public interpretive program during the course of the archeological data recovery program. • <i>Security Measures.</i> Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities. • <i>Final Report.</i> Description of proposed report format and distribution of results. • <i>Curation.</i> 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. 				
<p><i>Human Remains Associated or Unassociated Funerary Objects.</i> The treatment of human remains and of associated or unassociated funerary objects discovered during any soils disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco and, in the event of the Medical Examiner's determination that the human remains are Native American remains, notification of the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his</p>	<p>Project sponsor and archeological consultant at the direction of the ERO, Medical Examiner, and NAHC as warranted.</p>	<p>Following the discovery of human remains.</p>	<p>Planning Department.</p>	<p>Considered complete on finding by the ERO that all state laws regarding human remains/burial objects have been adhered to, consultation with MLD is completed as warranted, sufficient</p>

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<p>or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98). The ERO also shall be notified immediately upon the discovery of human remains.</p> <p>The project sponsor and ERO shall make all reasonable efforts to develop a Burial Agreement (“Agreement”) with the MLD, as expeditiously as possible, for the treatment and disposition, with appropriate dignity, of human remains and associated or unassociated funerary objects (as detailed in CEQA Guidelines section 15064.5(d)). The Agreement shall take into consideration the appropriate excavation, removal, recordation, scientific analysis, custodianship, curation, and final disposition of the human remains and associated or unassociated funerary objects. If the MLD agrees to scientific analyses of the remains and/or associated or unassociated funerary objects, the archaeological consultant shall retain possession of the remains and associated or unassociated funerary objects until completion of any such analyses, after which the remains and associated or unassociated funerary objects shall be reinterred or curated as specified in the Agreement.</p> <p>Nothing in existing State regulations or in this mitigation measure compels the project sponsor and the ERO to accept treatment recommendations of the MLD. However, if the ERO, project sponsor and MLD are unable to reach an Agreement on scientific treatment of the remains and associated or unassociated funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance.</p> <p>Treatment of historic-period human remains and of associated or unassociated funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project’s archaeological treatment documents, and in any related agreement</p>				<p>opportunity has been provided to the archeological consultant for scientific/historical analysis of human remains/funerary objects, and after FARR is reviewed and approved.</p>
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ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

established between the project sponsor, Medical Examiner and the ERO.				
<p><i>Final Archeological Resources Report.</i> 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. The Draft FARR shall include a curation and deaccession plan for all recovered cultural materials. The Draft FARR shall also include an Interpretation Plan for public interpretation of all significant archeological features.</p> <p>Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, the consultant shall also prepare a public distribution version of the FARR. Copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The Environmental Planning division of the Planning Department shall receive one bound and one unlocked, searchable PDF copy on CD of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of public interest in or the high interpretive value of the resource, the ERO may require a different or additional final report content, format, and distribution than that presented above.</p>	Archeological consultant at the direction of the ERO.	Following completion of additional measures by archeological consultant as determined by the ERO.	Planning Department.	Considered complete upon distribution of approved FARR.
Tribal Cultural Resources				
<p>Mitigation Measure M-TCR-1: Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program</p> <p>In the event of the discovery of an archaeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the tribal representative, shall consult to determine whether preservation in place would be feasible and effective. If it is determined</p>	Project sponsor archeological consultant, and ERO, in consultation with the affiliated Native American	If significant archeological resource is discovered, during implementation of the project	Planning Department	Considered complete upon approval and implementation of the ARPP (if this option is selected), or implementation of the

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

that preservation-in-place of the tribal cultural resource (TCR) would be both feasible and effective, then the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during construction. If the ERO in consultation with the project sponsor and the tribal representative determines that preservation-in-place of the TCR is not a sufficient or feasible option then archeological data recovery shall be implemented as required by the ERO.	tribal representatives			interpretive program of the TCR.
In addition, the project sponsor shall prepare a plan for interpretation of the TCR, in consultation with affiliated Native American tribal representatives. The plan shall identify proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, artifacts displays and interpretation, and educational panels or other informational displays. Upon approval by the ERO and prior to project occupancy, the interpretive program shall be implemented by the project sponsor.	Project sponsor	Prior to project occupancy	Planning Department	Considered complete upon implementation of the interpretive plan, including installation of any identified interpretive display.
Air Quality				
Project Mitigation Measure M-AQ-2: Construction Air Quality The project sponsor or the project sponsor's Contractor shall comply with the following: A. <i>Engine Requirements.</i> 1. All off-road equipment greater than 25 hp and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (USEPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards, and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy.	Project sponsor; Planning Department.	Prior to the start of diesel equipment use onsite.	Planning Department (ERO, Air Quality technical staff).	Considered complete upon Planning Department review and acceptance of Construction Emissions Minimization Plan.

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<p>Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement.</p> <ol style="list-style-type: none"> Where access to alternative sources of power are available, portable diesel engines shall be prohibited. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The Contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. The Contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment, and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications. <p>B. <i>Waivers.</i></p> <ol style="list-style-type: none"> The Planning Department's Environmental Review Officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the Contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1). The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment with an ARB Level 3 VDECS is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; installation of the equipment would create a safety hazard or impaired visibility for the operator; or, there is a compelling emergency need to use off-road equipment that 				
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ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

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

Table – Off-Road Equipment Compliance Step-down Schedule

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

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

** Alternative fuels are not a VDECS.

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

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

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<p>2. The project sponsor shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the Contractor agrees to comply fully with the Plan.</p> <p>3. The Contractor shall make the Plan available to the public for review on-site during working hours. The Contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The Contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right of way.</p> <p>D. <i>Monitoring.</i> After start of Construction Activities, the Contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the Plan.</p>				
<p>Paleontological Resources</p>				
<p>Project Mitigation Measure Mitigation M-GE-1: Worker Environmental Awareness Training</p> <p>Prior to commencing construction, the project sponsor shall ensure that all workers are trained on the contents of the Paleontological Resources Alert Sheet, as provided by the Planning Department. The Paleontological Resources Alert Sheet shall be prominently displayed at the construction site, during ground disturbing activities, to provide pre-construction worker environmental awareness training regarding potential paleontological resources.</p>	<p>Prior to and during ground disturbing construction activities: project sponsor and contractor</p>	<p>Before the start of ground disturbing construction activities and ongoing during construction</p>	<p>Planning Department (ERO or identified designee)</p>	<p>Documentation of compliance: A letter confirming the project's location, the date of training, the location of the informational handout display and the number of participants. The letter</p>

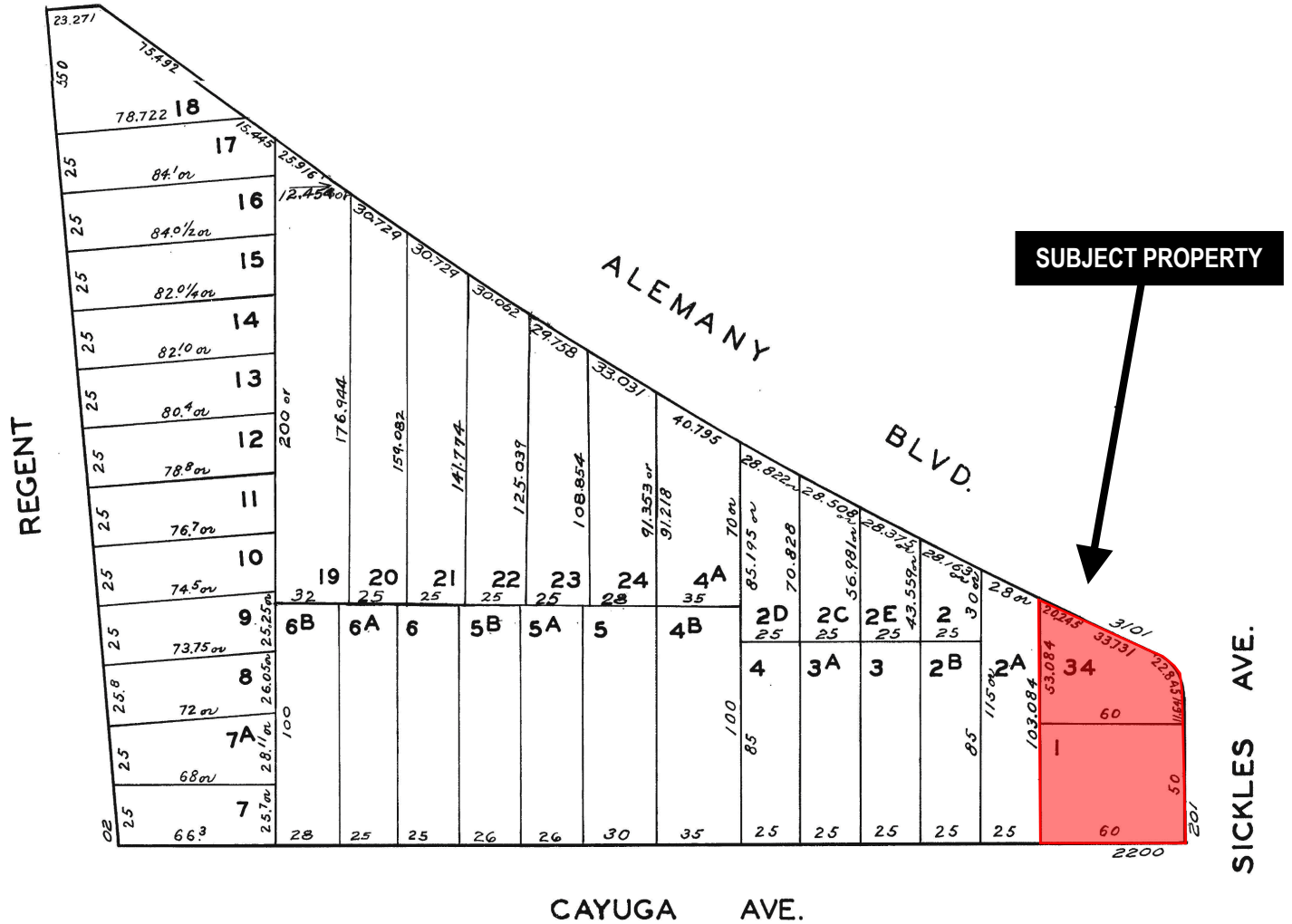
ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

<p>In addition, the project sponsor (through a designated representative) shall inform construction personnel of the immediate stop work procedures and contact information to be followed if bones or other potential fossils are unearthed at the project site, and the laws and regulations protecting paleontological resources. As new workers arrive at the project site for ground disturbing activities, they would be trained by the construction supervisor.</p> <p>The project sponsor shall submit a letter confirming the timing of the worker training to the Planning Department. The letter shall confirm the project's location, the date of training, the location of the informational handout display and the number of participants. The letter shall be transmitted to the Planning Department within five (5) business days of conducting the training.</p>				<p>shall be transmitted to the Planning Department within five (5) business days of conducting the training.</p>
<p>Mitigation Measure M-GE-2: Discovery of Unanticipated Paleontological Resources</p> <p>In the event of the discovery of an unanticipated paleontological resource during construction, excavations within 25 feet of the find shall temporarily be halted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). Work within the sensitive area shall resume only when deemed appropriate by the qualified paleontologist in consultation with the Planning Department.</p> <p>The qualified paleontologist shall determine if: 1) the discovery is scientifically significant; 2) the necessity for involving other agencies and stakeholders; 3) the significance of the resource; and 4) methods for resource recovery. If a paleontological resource assessment results in a determination that the resource is not scientifically important, this conclusion shall be documented in a Paleontological Evaluation Letter to demonstrate compliance with applicable statutory requirements. The Paleontological Evaluation Letter shall be submitted to the Planning Department for review within 30 days of the discovery.</p> <p>If a paleontological resource is determined to be of scientific importance, and there are no feasible avoidance measures a</p>	<p>Project sponsor and contractor, Project sponsor, contractor, qualified paleontological consultant, and Planning Department Environmental Review Officer (ERO) or designee.</p>	<p>In the event of discovery of an unanticipated paleontological resource during ground disturbing construction activities, the project sponsor and/or contractor shall halt construction, notify the Planning Department, and have a qualified paleontologist</p>	<p>Qualified paleontologist and Planning Department (ERO) or designee</p>	<p>Considered complete upon submittal of preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities and approval by ERO or designee.</p>

ATTACHMENT A: MITIGATION MONITORING AND REPORTING PROGRAM

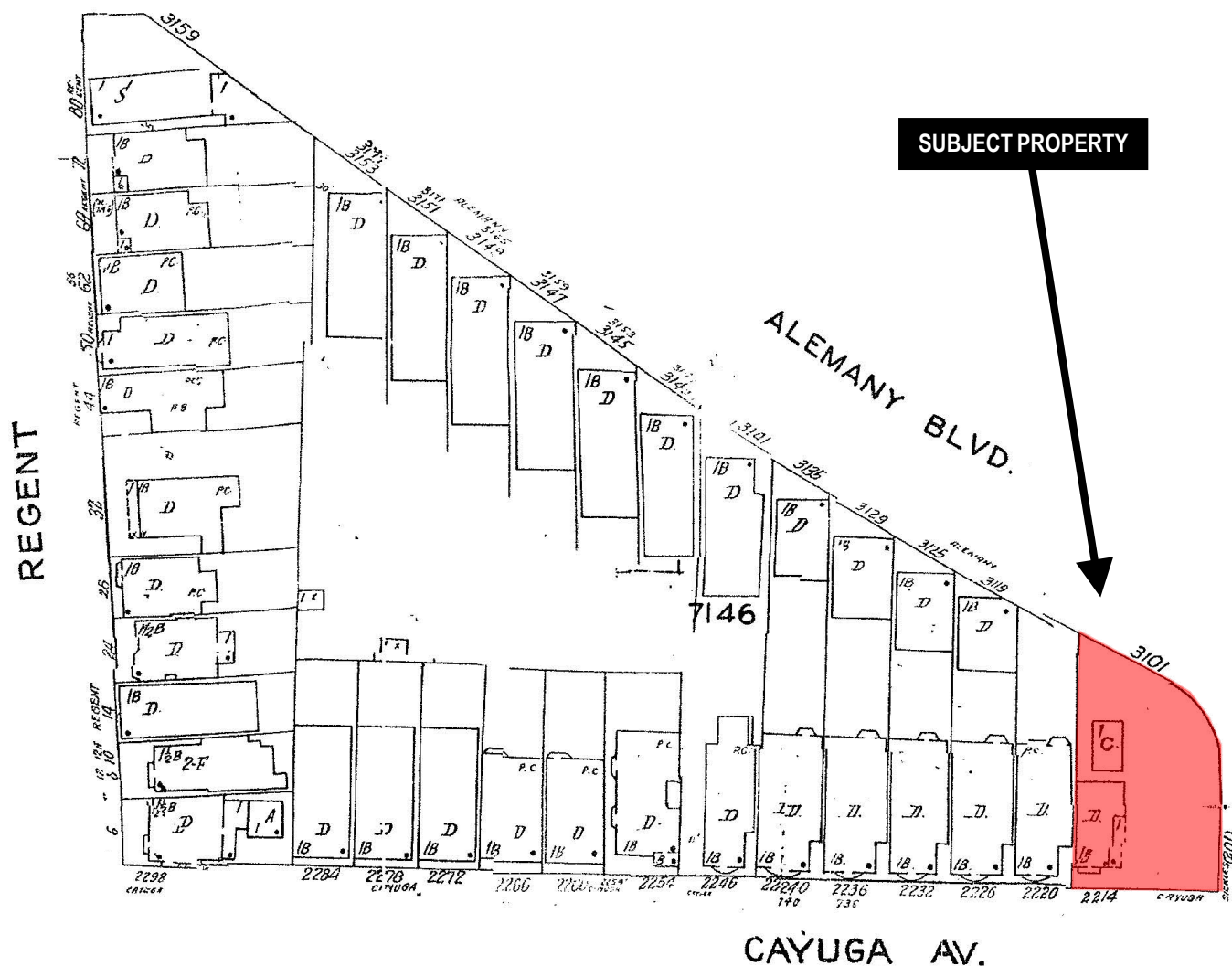
<p>Paleontological Mitigation Program (mitigation program) must be prepared by the qualified paleontologist engaged by the project sponsor. The mitigation program shall include measures to fully document and recover the resource. The mitigation program shall be approved by the Planning Department. Ground disturbing activities in the project area shall resume and be monitored as determined by the qualified paleontologist for the duration of such activities in collaboration with the Planning Department, once work is resumed.</p> <p>The mitigation program shall include: 1) procedures for construction monitoring at the project site; 2) fossil preparation and identification procedures; 3) curation into an appropriate repository; and 4) preparation of a Paleontological Resources Report (report or paleontology report) at the conclusion of ground disturbing activities. The report shall include dates of field work, results of monitoring, fossil identifications to the lowest possible taxonomic level, analysis of the fossil collection, a discussion of the scientific significance of the fossil collection, conclusions, locality forms, an itemized list of specimens, and a repository receipt from the curation facility. The project sponsor shall be responsible for the preparation and implementation of the mitigation program, in addition to any costs necessary to prepare and identify collected fossils, and for any curation fees charged by the paleontological repository. The mitigation program shall be submitted to the Planning Department for review within 10 business days of the discovery. The paleontology report shall be submitted to the Planning Department for review within 30 business days from conclusion of ground disturbing activities, or as negotiated following consultation with the Planning Department.</p>		<p>examine the discovery.</p> <p>If determined applicable, a Paleontological Mitigation Program (mitigation program) must be prepared by the qualified paleontologist engaged by the project sponsor.</p>		
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Parcel Map



Conditional Use Authorization
 File No. 2016-012135PRJ
 2214 Cayuga Ave. & 3101 Alemany Blvd.

Sanborn Map*



**The Sanborn Maps in San Francisco have not been updated since 1998, and this map may not accurately reflect existing conditions.*



Conditional Use Authorization
File No. 2016-012135PRJ
 2214 Cayuga Ave. & 3101 Alemany Blvd.

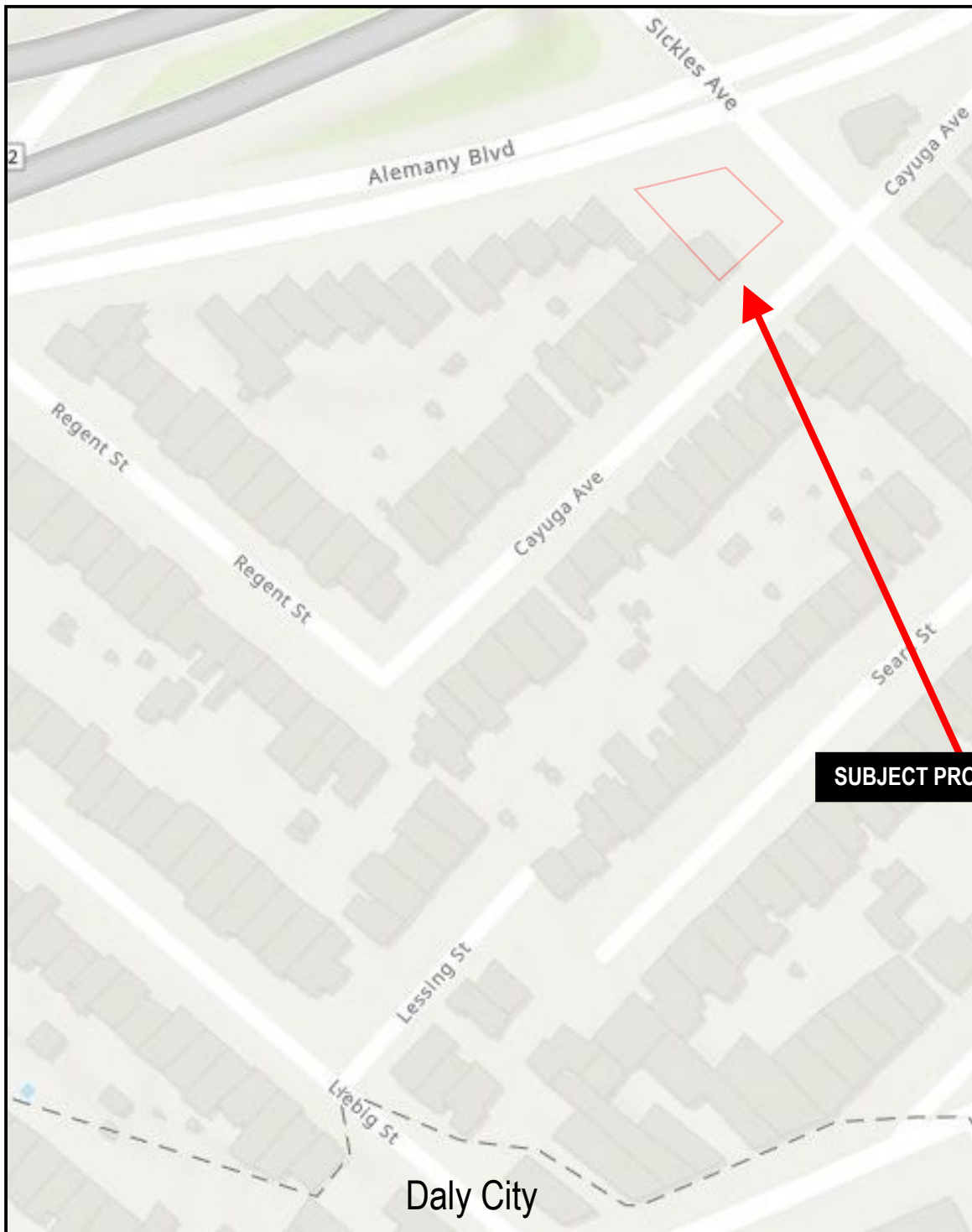
Aerial Photo – View 1



SUBJECT PROPERTY



Aerial Photo – View 2



Conditional Use Authorization
File No. 2016-012135PRJ
2214 Cayuga Ave. & 3101 Alemany Blvd.

Zoning Map



Conditional Use Authorization
File No. 2016-012135PRJ
2214 Cayuga Ave. & 3101 Alemany Blvd.

Site Photo- Cayuga Avenue



Conditional Use Authorization
File No. 2016-012135PRJ
2214 Cayuga Ave. & 3101 Alemany Blvd.

Site Photo- Alemany Boulevard



Conditional Use Authorization
File No. 2016-012135PRJ
2214 Cayuga Ave. & 3101 Alemany Blvd.

Site Photo- Sickles Avenue



Conditional Use Authorization
File No. 2016-012135PRJ
2214 Cayuga Ave. & 3101 Alemany Blvd.



LAND USE INFORMATION

PROJECT ADDRESS: 2214 CAYUGA AVEN. & 3101 ALEMANY BLVD.

RECORD NO.: 2016-012135CUA

	EXISTING	PROPOSED	NET NEW
GROSS SQUARE FOOTAGE (GSF)			
Parking GSF	539	0	-539
Residential GSF	1,007	15,179	14,172
Retail/Commercial GSF	0	0	0
TOTAL GSF	2,546	15,179	
	EXISTING	NET NEW	TOTALS
PROJECT FEATURES (Units or Amounts)			
Dwelling Units - Affordable	0	0	0
Dwelling Units - Market Rate	1	6	7
Dwelling Units - Total	1	6	7
Number of Buildings	1	4	3
Number of Stories	1	4	3
Parking Spaces	2	0	-2
Bicycle Spaces	0	7	7
	EXISTING	PROPOSED	NET NEW
LAND USE - RESIDENTIAL			
Studio Units	0	0	0
One Bedroom Units	0	0	0
Two Bedroom Units	1	0	-1
Three Bedroom (or +) Units	0	7	7

Rent Board Response to Request for Planning Department Records Search

Re: 2214 Cayuga

This confirms that the undersigned employee of the San Francisco Rent Board has reviewed its database records pertaining to the above-referenced unit(s) to provide records that may demonstrate evidence of residential use. All searches are based on upon the street addresses provided.

☒ No database records were identified.

There are no Rent Board records in our database related to your search request for the property address requested. However, it is important to note that the absence of records for some or all of the residential units at a property does not mean there is or has been no residential use. Property owners are not required by law to provide any information or file any documents with the Rent Board, unless they are seeking to take a certain action such as an eviction, a rent increase, or a buyout. Thus, there are many properties and many residential units for which the Rent Board has no records.

☐ Yes, the following records were identified:

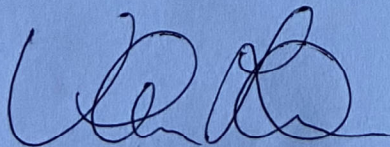
o See attached documents.

Pursuant to your request, we have searched the Rent Board's database for records related to the property requested. Attached are some Rent Board records resulting from our search. These records can be used as evidence of prior and/or current residential use of the property. However, it is important to note that the absence of records for some or all of the residential units at a property does not mean there is or has been no residential use. Property owners are not required by law to provide any information or file any documents with the Rent Board, unless they are seeking to take a certain action such as an eviction, a rent increase, or a buyout. Thus, there are many properties and many residential units for which the Rent Board has no records.

Regarding the records provided, please note that the data in the "# of units" field was imported from another department's database in 2002 and might not be accurate. It does not represent a determination by the Rent Board of the number of units at the property.

Signed:

Van Lam



Dated:

7/22/20

The Rent Board is the originating custodian of these records; the applicability of these records to Planning permit decisions resides with the Planning Department.

APPLICATION FOR Conditional Use Authorization

1. Owner/Applicant Information

PROPERTY OWNER'S NAME:	
PROPERTY OWNER'S ADDRESS:	TELEPHONE:
	()
	EMAIL:
APPLICANT'S NAME:	
Same as Above <input type="checkbox"/>	
APPLICANT'S ADDRESS:	TELEPHONE:
	()
	EMAIL:
CONTACT FOR PROJECT INFORMATION:	
Same as Above <input type="checkbox"/>	
ADDRESS:	TELEPHONE:
	()
	EMAIL:
COMMUNITY LIAISON FOR PROJECT (PLEASE REPORT CHANGES TO THE ZONING ADMINISTRATOR):	
Same as Above <input type="checkbox"/>	
ADDRESS:	TELEPHONE:
	()
	EMAIL:

2. Location and Classification

STREET ADDRESS OF PROJECT:		ZIP CODE:
CROSS STREETS:		
ASSESSORS BLOCK/LOT:	LOT DIMENSIONS:	LOT AREA (SQ FT):
/		
ZONING DISTRICT:	HEIGHT/BULK DISTRICT:	

3. Project Description

(Please check all that apply) <input type="checkbox"/> Change of Use <input type="checkbox"/> Change of Hours <input type="checkbox"/> New Construction <input type="checkbox"/> Alterations <input type="checkbox"/> Demolition <input type="checkbox"/> Other Please clarify:	ADDITIONS TO BUILDING: <input type="checkbox"/> Rear <input type="checkbox"/> Front <input type="checkbox"/> Height <input type="checkbox"/> Side Yard	PRESENT OR PREVIOUS USE:	
		PROPOSED USE:	
		BUILDING APPLICATION PERMIT NO.:	DATE FILED:

4. Project Summary Table

If you are not sure of the eventual size of the project, provide the maximum estimates.

	EXISTING USES:	EXISTING USES TO BE RETAINED:	NET NEW CONSTRUCTION AND/OR ADDITION:	PROJECT TOTALS:
PROJECT FEATURES				
Dwelling Units				
Hotel Rooms				
Parking Spaces				
Loading Spaces				
Number of Buildings				
Height of Building(s)				
Number of Stories				
Bicycle Spaces				
GROSS SQUARE FOOTAGE (GSF)				
Residential				
Retail				
Office				
Industrial/PDR <i>Production, Distribution, & Repair</i>				
Parking				
Other (Specify Use)				
TOTAL GSF				

Please describe any additional project features that are not included in this table:
 (Attach a separate sheet if more space is needed)

Pursuant to Planning Code Section 303(c), before approving a conditional use authorization, the Planning Commission needs to find that the facts presented are such to establish the findings stated below. In the space below and on separate paper, if necessary, please present facts sufficient to establish each finding.

Priority General Plan Policies Findings

Proposition M was adopted by the voters on November 4, 1986. It requires that the City shall find that proposed projects and demolitions are consistent with eight priority policies set forth in Section 101.1 of the City Planning Code. These eight policies are listed below. Please state how the project is consistent or inconsistent with each policy. Each statement should refer to specific circumstances or conditions applicable to the property. Each policy must have a response. IF A GIVEN POLICY DOES NOT APPLY TO YOUR PROJECT, EXPLAIN WHY IT DOES NOT.

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

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

3. That the City's supply of affordable housing be preserved and enhanced;

4. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

5. 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;

6. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

7. That landmarks and historic buildings be preserved; and

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

Estimated Construction Costs

TYPE OF APPLICATION:	
OCCUPANCY CLASSIFICATION:	
BUILDING TYPE:	
TOTAL GROSS SQUARE FEET OF CONSTRUCTION:	BY PROPOSED USES:
ESTIMATED CONSTRUCTION COST:	
ESTIMATE PREPARED BY:	
FEE ESTABLISHED:	

Applicant's Affidavit

Under penalty of perjury the following declarations are made:

- a: The undersigned is the owner or authorized agent of the owner of this property.
- b: The information presented is true and correct to the best of my knowledge.
- c: The other information or applications may be required.

Signature: _____

Date: _____

Print name, and indicate whether owner, or authorized agent:

Owner / Authorized Agent (circle one)

Application Submittal Checklist

Applications listed below submitted to the Planning Department must be accompanied by this checklist and all required materials. The checklist is to be completed and **signed by the applicant or authorized agent and a department staff person.**

APPLICATION MATERIALS	CHECKLIST
Application, with all blanks completed	<input type="checkbox"/>
300-foot radius map, if applicable	<input type="checkbox"/>
Address labels (original), if applicable	<input type="checkbox"/>
Address labels (copy of the above), if applicable	<input type="checkbox"/>
Site Plan	<input type="checkbox"/>
Floor Plan	<input type="checkbox"/>
Elevations	<input type="checkbox"/>
Section 303 Requirements	<input type="checkbox"/>
Prop. M Findings	<input type="checkbox"/>
Historic photographs (if possible), and current photographs	<input type="checkbox"/>
Check payable to Planning Dept.	<input type="checkbox"/>
Original Application signed by owner or agent	<input type="checkbox"/>
Letter of authorization for agent	<input type="checkbox"/>
Other: Section Plan, Detail drawings (ie. windows, door entries, trim), Specifications (for cleaning, repair, etc.) and/or Product cut sheets for new elements (ie. windows, doors)	<input type="checkbox"/>

NOTES:

- ☐ Required Material. Write "N/A" if you believe the item is not applicable, (e.g. letter of authorization is not required if application is signed by property owner.)
- ☒ Typically would not apply. Nevertheless, in a specific case, staff may require the item.
- ☐ Two sets of original labels and one copy of addresses of adjacent property owners and owners of property across street.

After your case is assigned to a planner, you will be contacted and asked to provide an electronic version of this application including associated photos and drawings.

Some applications will require additional materials not listed above. The above checklist does not include material needed for Planning review of a building permit. The "Application Packet" for Building Permit Applications lists those materials.

No application will be accepted by the Department unless the appropriate column on this form is completed. Receipt of this checklist, the accompanying application, and required materials by the Department serves to open a Planning file for the proposed project. After the file is established it will be assigned to a planner. At that time, the planner assigned will review the application to determine whether it is complete or whether additional information is required in order for the Department to make a decision on the proposal.

For Department Use Only

Application received by Planning Department:

By: _____

Date: _____



**SAN FRANCISCO
PLANNING
DEPARTMENT**

**FOR MORE INFORMATION:
Call or visit the San Francisco Planning Department**

Central Reception

1650 Mission Street, Suite 400
San Francisco CA 94103-2479

TEL: **415.558.6378**

FAX: **415 558-6409**

WEB: **<http://www.sfplanning.org>**

Planning Information Center (PIC)

1660 Mission Street, First Floor
San Francisco CA 94103-2479

TEL: **415.558.6377**

*Planning staff are available by phone and at the PIC counter.
No appointment is necessary.*

Conditional Use & Variance Findings
2214 Cayuga Avenue & 3101 Alemany Boulevard
Block 7146 / Lots 001 & 034

PROPERTY ADDRESS: 2214 Cayuga Ave & 3101 Alemany Boulevard
Block 7146 / Lots 001 & 034

CASE NUMBER: 2016-012529

ZONING DISTRICT: NC-1

CONDITIONAL USE: Residential Demolition §317

VARIANCES SOUGHT: Above Grade Parking Setback – §145.1(c)(1)

SITE DESCRIPTION:

The subject lots are approximately 3,000 & 2,292 square foot lots in the Outer Mission neighborhood. The project site is located on a block bound by Cayuga Avenue, Sickles Avenue, Alemany Boulevard, & Regent Street. Zoning at the subject sites is NC-1, along with the lot across Sickles Avenue. Highway 280 and BART tracks lie on the opposite site of Alemany Boulevard. The existing single family dwelling and outbuildings span both lots.

The neighbors along Sickles Avenue are 2-4 story, ranging from 1-12 dwelling units. Across Sickles Avenue is 2198 Cayuga Avenue, operating as Mac's Children and Family Services. The immediate neighbor to the south faces Cayuga Avenue, and further down the block the adjacent buildings also front on to Alemany Boulevard. These buildings are predominantly 2 stories, with some 3 story buildings.

PROPOSED PROJECT:

The project would demolish an existing single family dwelling, which spans two existing lots. On lot 1, we would construct two new buildings, each two dwellings over ground floor commercial. On lot 34, we would build another building with two dwellings over retail, as well as one single family dwelling. This totals 7 dwellings, and 3 retail spaces. Vehicle access would be provided via a common driveway behind the buildings, accessed off of Cayuga Avenue. Five vehicle parking spaces are provided, as well as 16 bicycle parking spaces. A variance will be required for the 25' active street frontage, which is nearly impossible to meet on parcels of these sizes.

CONDITIONAL USE FINDINGS:

- 1. That the proposed use or feature, at the size and intensity contemplated and at the proposed location, will provide a development that is necessary or desirable for, and compatible with, the neighborhood or the community:**

The project site is zoned NC-1, surrounded by neighboring RH-2 & RH-1 buildings. The majority of the neighborhood is 2-4 stories, often with multiple units per building. Our proposed project will be designed to conform with the specific zoning, which will bring neighborhood service commercial uses to the area.

- 2. That such use or feature as proposed will not be detrimental to the health, safety, convenience or general welfare of persons residing or working in the vicinity, or injurious to property, improvements or potential development in the vicinity, with respect to aspects including but not limited to the following:**

- a. The nature of the proposed site, including its size and shape, and the proposed size, shape and arrangement of structures;

The new buildings will face onto Sickles Avenue, and shift the rear yard to the sole adjacent structure. This project will more fully build up the neighborhood commercial district as contemplated by the zoning of the site.

- b. The accessibility and traffic patterns for person and vehicles, the type and volume of such traffic, and the adequacy of proposed off-street parking and loading:

The proposed project provides 5 off-street spaces for vehicles and 16 secure spaces for bicycles. The existing curb cut will be re-used, so on-street parking is not affected.

- c. The safeguards afforded to prevent noxious or offensive emissions such as noise, glare, dust and odor:

The proposed project would mechanically ventilate all exhaust to the roof, away from the adjacent neighbors. This will alleviate any noise and odor concerns. Safeguards will be used during construction to mitigate any impact to the neighborhood.

- d. Treatment given, as appropriate, to such aspects as landscaping, screening, open spaces, parking and loading areas, service areas, lighting and signs:

The project will locate the new buildings away from the neighbors, and towards Sickles Avenue. The rear yard abutting 2220 Cayuga will be landscaped, and also screened. Any lighting and/or signage will comply with all Planning Code regulations, and will be long with Sickles Avenue frontage.

3. That such use or feature as proposed will comply with the applicable provisions of this Code, and will not adversely affect the Master Plan:

The existing house is in poor condition, and does not adequately serve the Neighborhood Commercial zoning. The proposed project would demolish an existing single family home, and replace it with seven family sized dwellings and three commercial space. Five vehicle parking spaces are proposed, which is below the allowable limit, however the location will require a variance due to the corner location of the site. The Master Plan supports in-fill housing development under existing zoning, and this project is a prime example.

VARIANCE FINDINGS

The proposed project is found to comply with the criteria of Section 305(c) of the Code in that.

1. **That there are exceptional or extraordinary circumstances applying to the property involved or to the intended use of the property that do not apply generally to other property or uses in the same class of district:**

The subject parcels are surrounded by street frontages on three sides. Given the 25' parking setback requirement, only two parking spaces would legally fit within the entire site. None of the adjacent buildings have this configuration, without also providing off-street vehicle parking. We feel this layout balances the active street use provisions, while providing the vehicle and bicycle parking the future occupants would desire.

2. **That owing to such exceptional or extraordinary circumstances the literal enforcement of specified provisions of this City Planning Code would result in practical difficulty or unnecessary hardship not created by or attributable to the applicant or the owner of the property:**

Literal enforcement of the Planning Code would allow for creation of only 2 off street vehicle parking spaces, while also requiring 7 spaces (one for each unit). The proposed project strikes a compromise at 5 vehicle parking, and 16 bicycle parking.

3. **That the variance is necessary for the preservation and enjoyment of a substantial property right of the subject property, possessed by other property in the same class of district:**

Every single other property on the subject block has a garage door on the main façade of the building, often with more than one space per dwelling. Our lots do not have the same depth as the others, where the parking must be near a street.

4. **That the granting of such variance will not be materially detrimental to the public welfare or materials and injurious to the property or improvements in the vicinity:**

The proposed project will help create and foster the neighborhood commercial cluster in this area, by locating three new storefronts along Sickles Ave. The design of the project provides only one point of potential vehicle and pedestrian conflict, while ensuring the new dwellings do not affect the supply of off-street parking nearby.

5. **That the granting of such variance will be in harmony with the general purpose and intent of this City Planning Code and will not adversely affect the Master Plan:**

This proposed subdivision is consistent with the generally stated intent and purpose of the Planning Code to promote orderly and beneficial development. Most importantly, the Mayor's policy on housing currently calls for increasing market rate units during a housing shortage. Planning Code Section 101.1 establishes eight priority-planning policies and requires review of variance applications for consistency with said policies. The project meets all relevant policies, including conserving neighborhood character and increasing housing stock.