San Francisco Planning

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MITIGATED NEGATIVE DECLARATION

PMND Date:	December 29, 2021; amended on March 16, 2022 (amendments to the initial study are shown as deletions in ~~strikethrough~~ and additions in double underline)
Record No.:	2018-009081ENV, 2055 Chestnut Street
Zoning:	NC-2 (Neighborhood Commercial, Small Scale) NC-3 (Neighborhood Commercial, Moderate Scale) 40-X Height and Bulk District
Block/Lot:	0491/009
Lot Size:	28,875 square feet
Project Sponsor:	Don Bragg – The Prado Group, Inc. 415.395.0880, dbragg@pradogroup.com
Staff Contact:	Sherie George 628.652.7558, sherie.george@sfgov.org

Project Description

The proposed project would result in the demolition of an existing 6,000 square foot commercial building (that contains a 35-space parking lot) and the construction of a new 3-story building containing residential and retail uses, and a 20-space below-grade accessory parking garage. Vehicular access to the parking garage would be provided from Lombard Street, and vehicles would exit the parking garage via Lombard Street. The attached initial study contains a comprehensive project description, including figures, and an anticipated list of required project approvals.

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 the Mitigation Monitoring and Reporting Program included as Attachment B to the initial study.

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

Devyani Jain

Lisa Gibson
Environmental Review Officer

March 24, 2022

Date of Issuance of
Final Mitigated Negative Declaration

CC: Don Bragg, The Prado Group, Inc.;
Supervisor Stefani, District 2;
Matthew Dito, Current Planning Division;

INITIAL STUDY
2055 CHESTNUT
PLANNING DEPARTMENT CASE NO. 2018-009081ENV

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A. Project Description

Project Location and Site Characteristics

The 28,875-square-foot rectangular project site (Assessor's Block 0491, Lot 009) is located in the Marina neighborhood centered within the block bounded by Chestnut Street to the north, Fillmore Street to the east, Lombard Street (U.S. 101) to the south, and Steiner Street to the west (see Figure 1: Project Location). The project site is occupied by a one-story (25-foot-tall), 6,000-square-foot commercial building and a 22,000-square-foot (35-space) surface parking lot. The building, constructed in 1973, has been continuously occupied as a bank even as the name of the bank has changed over the years (currently operated by Wells Fargo Bank). The existing building extends approximately 135-feet south from the Chestnut Street property line. The project site slopes up from north (Chestnut Street) to south (Lombard Street). The elevation at the project's southern property line is approximately five feet higher than the elevation at the northern property line.

The main vehicular and pedestrian entrance to the existing commercial building is oriented towards Chestnut Street. Vehicle and pedestrian access to the project site is currently along Chestnut Street and Lombard Street. The site is accessible from four curb cuts and active driveways. Two driveways, one ingress and one egress, are located on Lombard Street and lead to the surface parking lot with 35 vehicle parking spaces. Due to the median dividing Lombard Street, these driveways are right-turn in and right-turn out, respectively. The remaining two driveways, one ingress and one egress, are located on Chestnut Street. The egress driveway on Chestnut Street serves as a drive-through ATM and exit from the surface parking lot. There are no existing designated on- or off-street passenger or commercial loading spaces at the site. In addition, four existing street trees are currently located on the Lombard and Chestnut Street frontages which include 3 Indian Laurel Figs on Lombard Street and 1 Victorian Box on Chestnut Street. Remaining vegetation on the project site itself consists of ornamental shrubs and landscaping, including 2 New Zealand Christmas Trees, and 10 Mayten Trees within the paved parking lot.

The northern portion of the project site is located in the NC-2 (Neighborhood Commercial, Small Scale) zoning district and the southern portion of the project site is located in the NC-3 (Neighborhood Commercial, Moderate Scale) zoning district. The entire project site is within a 40-X Height and Bulk District. The northern portion of the project is also located in the Chestnut Street Financial Service Subdistrict.

Construction of the proposed project would require the existing Wells Fargo business to be vacated on the project site.[1] The proposed project includes demolition of the existing 6,000-square-foot commercial building and 22,000-square-foot (35-space) surface parking lot and would result in a three-story (40-foot-tall), approximately 96,000-gross-square-foot mixed-use residential and retail building over a below-grade retail space and parking garage with 20 accessory off-street parking spaces. The height to the primary roofline would be 40 feet. There would be an approximate 16-foot-tall elevator penthouse and 10-foot-tall stair penthouse on

[1] San Francisco Planning Department, Project Application Case Number 2020-0018183PRJ. This project application currently on file and under review by the department, proposes relocation of the Wells Fargo bank to 2100 Chestnut Street. This document is available for review on the San Francisco Property Information Map, which can be accessed at http://sfplanninggis.org/PIM/.

FIGURE 1

SOURCE: San Francisco Planning Department, 2021

FIGURE 1
Project Location Map

the roof of the building, resulting in a maximum height of approximately 56 feet. The proposed project would include 49 residential dwelling units (34 one-bedroom, 8 two-bedroom, 7 three-bedroom) on the second and third levels. Approximately 18 percent of the total units would be designated as below market rate. The project would include a 5,600-square-foot roof deck above the third floor to be used as common open space for building residents. Approximately 6,500-square-feet of landscaped courtyards, separate from common open space, are proposed within the interior of the development for additional light and air. The basement and ground floor would include approximately 36,700 gross square feet of retail space, including the loading dock. A total of about 14,000 square feet of rentable retail space would be provided on the basement level and for the purposes of this study was analyzed for a grocery tenant. Additionally, on the ground floor, 5,500 gross square feet of retail space would front on Lombard Street and 10,850 gross square feet of retail space would front on Chestnut Street.[2] Although it is currently unknown whether the proposed project's retail uses would require an emergency standby generator, the analysis presented in this initial study conservatively assumes one generator is required. The project proposes location of required PG&E electrical transformer vaults be located on Lombard Street.[3] See Attachment A (attached) for the project plans. Table 1, Proposed Project Details, provides a summary of the proposed project, compared to existing conditions.

Table 1 Proposed Project Details

Project Component	Existing (sf)	Proposed (sf)	Net New (sf)
2055 CHESTNUT STREET			
Building Use	Bank	Residential / Retail / Parking	-
Units	-	49	49
Residential (gross square feet) [a]	-	47,700	47,700
Retail (gross square feet) [a]	6,000	36,700	30,700
Parking (gross square feet) [a]	22,000	11,800	-10,200
Height of Building (stories, feet) [b]	1-story, 25 feet	3-story, 40 feet	2-story, 15 feet
Basement (number of levels, max depth)	0, 0 feet	1, 19 feet	1-story, 19 feet
Landscaped Courtyards (square feet) [c]	-	6,500	6,500
Usable Open Space / Roof Deck (square feet)	-	5,600	5,600
Off Street Parking Spaces	35	20	-15
Class 1 Bicycle Parking Spaces [d]	0	80	80
Class 2 Bicycle Parking Spaces	4	16	12

NOTES:

[a] Totals may not add due to rounding. Refer to Attachment A for detailed proposed project square footage details.
[b] As measured under the Planning Code, the height to the primary roofline is 40 feet. A permitted 16-foot elevator penthouse projection would be 16 feet tall, for a maximum height of 56 feet.
[c] Interior landscaped courtyards are proposed for light and air; not accessible to units
[d] See footnote 2 for definition of class 1 and class 2 bicycle parking

SOURCES: Prado Group, Jensen Architects, MFLA, Planning Application Resubmittal #4, July 16, 2021

[2] Proposed gross square footage of retail spaces excludes loading area and retail support. Totals may not add up due to rounding. Please refer to Attachment A for detailed list and locations of proposed project square footage details.
[3] When electrical transformer vaults are not located on private property, an exemption must be granted by a Sidewalk Vault Encroachment Permit authorized by San Francisco Public Works. If the exemption is not granted; redesign may be required to accommodate the vaults inside the proposed building thereby reducing the project's proposed rentable square footage. For the purposes of CEQA, the proposed location of the vaults on public right-of-way represents the most conservative design representing a worst-case scenario.

Proposed Access

People walking would access the site at multiple locations along the building's perimeters. The retail tenants would provide pedestrian access along Lombard and Chestnut streets. The grocery store would provide access for people walking via two stairways, one on Lombard Street and one on Chestnut Street. Residents would be able to access the residential lobby from Chestnut Street. The proposed project would provide 80 class 1 bicycle parking spaces (52 residential, 28 retail) and 16 class 2 bicycle parking spaces (mixed residential and retail use).[4] The class 1 spaces would be provided in two rooms on the ground floor—a 28-space room accessed via the basement retail lobby and a 52-space room accessed via the residential lobby. Three bicycle racks (six class 2 bicycle parking spaces) would be provided on the Lombard Street sidewalk and five bicycle racks (10 class 2 bicycle parking spaces) would be provided on the Chestnut Street sidewalk.

The proposed project would result in the removal of 35 existing surface parking spaces and would provide 20 off-street vehicle parking spaces on the basement level for the retail use, including three American Disability Act (ADA) spaces. Access to the garage would be provided by a new 18-foot-wide two-way right turn-in/right turn-out driveway on Lombard Street. The proposed project would include one 14-foot by 55-foot off-street freight loading space with access on Lombard Street via a new 12-foot-wide curb cut. The on-street freight loading space would be located approximately two feet west of the proposed driveway entrance. The freight loading space would be shared by retail and residential tenants.

Approximately 95 feet of curb space along the project's Lombard Street frontage would be converted from on-street metered parking to commercial loading (yellow curb). One 50-foot-long commercial loading zone would be located between the garage entry and the loading dock driveway and one 45-foot-long commercial loading zone would be located immediately west of the off-street freight loading driveway and it would extend approximately 30 feet beyond the property line. The commercial loading zones would be in effect 24 hours per day, seven days per week, subject to SFMTA approval.

Approximately 40 feet of curb space along the project's Chestnut Street frontage would be converted from on-street parking to passenger loading (white curb) providing space for approximately two vehicles. Typical of other passenger loading zones near the project site, the proposed passenger loading zone would be in effect between the hours of 7 a.m. and 9 p.m. from Monday to Saturday, subject to SFMTA approval. The passenger loading zone would be placed in front of the Chestnut Street retail and residential entrances. The designation of loading zones would involve removal of at least six on-street metered parking spaces: two on Chestnut Street and four on Lombard Street.

Proposed Landscaping

The proposed project would involve the removal of two of the three existing street trees and would install two new street trees on the Lombard Street frontage. Along the Chestnut Street frontage, the project would retain the existing street tree and install two new street trees. Upon project completion, there would be 6 street trees on

[4] *Class 1* bicycle parking spaces are spaces in secure, weather-protected facilities intended for use as long-term, overnight, and work-day bicycle storage. *Class 2* bicycle parking spaces are spaces located in a publicly accessible, highly visible location intended for short-term use. Each *class 2* rack serves two bicycles.

the surrounding street frontages.[5] The project would remove all existing landscaping and trees (12 trees) on the existing surface parking lot.

Project Construction

Construction of the proposed project would occur over an approximately 18-month period and would consist of the following partially overlapping phases: (1) demolition; (2) site preparation (3) grading and shoring (4) building construction (5) architectural coatings and (6) paving and finishing. The excavation would encompass an approximate 28,875 square foot area to a depth of up to 19 feet below ground surface, resulting in about 19,500 cubic yards of soil and debris excavation. The proposed building improvements would be founded on a mat slab foundation. No impact or vibratory pile driving techniques would be used.

Project Approvals

The proposed project would require the following approvals:

PLANNING COMMISSION

- Conditional Use Authorization (section 303 of the planning code). The project sponsor is seeking a conditional use authorization for retail square footage greater than 4,000 square feet on the NC-2 portion of the site and 6,000 square feet on the NC-3 portion of the site, pursuant to planning code section 121.2. The project also requires conditional use authorization for development of a lot greater than 10,000 square feet in the NC-2 and NC-3 districts. As part of the Conditional Use Authorization, the project sponsor is requesting approval for a Planned Unit Development (section 304 of the planning code), including PUD modification of the rear yard requirement per planning code section 134e; ~~a modification of the off-street freight loading space requirement per section 152,~~ and an increase in dwelling unity density.

ACTIONS BY OTHER CITY AND STATE DEPARTMENTS (APPROVING BODIES IN PARENTHESES)

- Demolition permit (planning department and department of building inspection)
- Site/Building permit (planning department and department of building inspection)
- Approval of color curb changes including removal of at least 5 metered parking spaces for a new passenger loading zone on Chestnut Street and commercial loading zone on the Lombard Street frontage (SFMTA)
- Special Traffic Permit for construction (if sidewalks are used for construction staging and walkways are constructed in the curb lane) (SFMTA)
- Street Space Permit for construction (if sidewalks are used for construction staging and walkways are constructed in the curb lane) (San Francisco Public Works)

[5] As part of the review process for the proposed PG&E electrical transformers location, the existing street tree on Chestnut may be relocated or removed. If required to be removed, its removal would constitute an additional tree removal. Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk require a permit from SF Public Works Bureau of Urban Forestry.

- Approval of construction within the public right of way (e.g., excavation of trenches, curb cuts, new street sidewalk vaults, removal of street trees, planting trees, and other streetscape improvements) (San Francisco Public Works)
- Approval of Sidewalk Vault Encroachment Permit (San Francisco Public Works)[6]
- Approval of new, removed, or relocated street trees and/or landscaping within the public sidewalk (SF Public Works Bureau of Urban Forestry)
- Approval of encroachment permit for any work or traffic control that encroaches onto the State right-of-way on Lombard Street. Approval of a transportation management plan may be required for project construction and encroachment permit activities (California Department of Transportation)
- Approval of any changes to sewer laterals (connections to the city sewer system) (San Francisco Public Utilities Commission (SFPUC))
- Batch Wastewater Discharge Permit when encountering of groundwater during construction (SFPUC)
- Construction Site Runoff Control Permit with submittal an erosion and sediment control plan or a storm water pollution prevention plan (SFPUC)
- Review and approval of site mitigation plan in accordance with San Francisco Health Code Article 22A (department of public health).
- Review and approval of Dust Control Plan in accordance with San Francisco Health Code Article 22B (department of public health)
- Approval of the use of dewater wells per Article 12B of the health code (joint approvals by the department of public health and the SFPUC)
- Approval of enhanced ventilation for residential units per Article 38 of the health code (department of public health)
- Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to construct/Permit to operate) of individual air pollutant sources, such as an emergency backup generator, if a generator is required (Bay Area Air Quality Management District)

Approval Action: Approval of the conditional use authorization for a planned unit development by the planning commission would constitute the *approval action* for the proposed project. The approval action date establishes the start of the 30-day period for the appeal of the Final Mitigated Negative Declaration to the board of supervisors pursuant to section 31.04(h) of the San Francisco Administrative Code.

[6] If approval of the sidewalk vault encroachment permit exemption is not granted; redesign may be required; this action may require recertification of project approval by the San Francisco Planning Commission.

B. Project Setting

The project site fronts two streets: Chestnut Street to the north and Lombard Street to the south. On Chestnut Street, a three-story building with double height retail on the ground floor and residential units on the top two floors is adjacent to the project site to the west and a one-story building with a restaurant is to the east. On Lombard Street, a four-story inn is adjacent to the project site to the west and a two-story building with a fitness studio is to the east.

Nearby buildings are one- to five-stories, and include several restaurants, cafés, retail stores, and an inn. There are one and two-story commercial buildings on the north side of Chestnut Street across from the project site. In addition, there is a four-story residential building with ground floor commercial that occupies the northwest corner of Chestnut Street and Mallorca Way and a five-story residential building with ground floor commercial occupies the northwest corner of Chestnut and Fillmore streets. There are two-and three-story residential, office, and commercial buildings and a one-story restaurant on the south side of Lombard Street across from the project site. The project site is located approximately one block west of Marina Middle School, and about two blocks west of the Moscone Recreation fields. Existing parking facilities in the area include both on-street spaces and off-street lots/garages. The Pierce Street Lot[7] (116 parking spaces) and Lombard Garage[8] (205 parking spaces) are located within two blocks of the project site. The project is located within Residential Parking Permit Area "M" and on-street, metered parking is generally provided on both sides of the street.

Regional access to the site is provided by US Highway 101, Interstate 80 (I-80), and I-280. U.S. 101 runs adjacent to the project site and operates as Lombard Street in this area. Interstate 80 and I-280 are each located approximately 3 miles southeast, and 3.5 miles southeast of the project site, respectively. Local transit service is provided by San Francisco Municipal Railway (Muni) lines, which provide access to regional transit operators (e.g., Bay Area Rapid Transit [BART], AC Transit). There are four Muni transit routes within the immediate vicinity of the project site (22-Filmore, 28-19th Avenue, 30-Stockton, and 43-Masonic). Golden Gate Transit operates a combination of commute bus routes and regional bus routes, most of which serve the Van Ness Avenue corridor or the Financial District. Golden Gate Transit bus service on Lombard Street and Chestnut Streets (Routes 2, 4, 8, 18, 24(C, X), 27, 30, 38, 44, 54(C), 56, 58, 70, 72(X), 74, 76, 101, and 101X) can be accessed from the project site via a stop at Lombard Street/Fillmore Street.

Cumulative Setting

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach." The list-based approach refers to the use of a list of projects that would produce closely related impacts that could combine with those of a proposed project to evaluate whether the project would contribute to significant cumulative impacts. The projections-based approach uses projections contained in a general plan or related planning document to evaluate the potential for cumulative impacts. This project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

[7] Pierce Street Lot, https://www.sfmta.com/garages-lots/pierce-street-lot, accessed December 21, 2021.
[8] Lombard Garage, https://www.sfmta.com/garages-lots/lombard-garage, accessed December 21, 2021.

The cumulative context for land use development project effects is typically localized, within the immediate vicinity of the project site, or at the neighborhood level. Development projects with the potential to contribute to cumulative effects within a 0.25-mile radius of the project site are identified below in Figure 2 and Table 2. These projects are either projects for which the planning department has a project application on file or projects that have been entitled but have not yet begun construction. The planning department treats past and present projects, generally including projects that are under construction, as part of the existing setting/environmental baseline and does not consider these projects as part of the cumulative impact analysis.[9] As shown, these projects include new residential, mixed-use, and transportation infrastructure projects. Given the project's location within the NC-2 and NC-3 zoning districts, the project site is situated in an active neighborhood commercial corridor where retail and commercial uses are continuously changing over with minor tenant improvements to accommodate new retail uses. A number of these projects are shown below in Table 2.

Table 2 Cumulative Projects within 0.25-Mile of the Project Site

Address	Planning Department Case No.	Project Description
90 Alhambra	2021-001077PRJ	Construction of 5 units within the first level of an existing 18-unit residential building.
245 Alhambra	2019-004931PRJ	Addition of one new dwelling unit at the ground floor of an existing single-family home
2040 Chestnut Street	2021-005183PRJ	Conditional Use Authorization request for establishment of a Formula Retail Use (doing business as Sweetgreen) within an existing ground-floor retail space, measuring approximately 3,485 square feet of an existing one-story commercial building. Interior tenant improvements, signage, and establishment of an outdoor dining area along Mallorca Way are proposed.
2100 Chestnut Street	2020-008183PRJ	Conditional Use Authorization request for approval of a Wells Fargo relocation from 2055 Chestnut Street (proposed project location) to 2100 Chestnut Street. Proposed tenant improvements to the existing building and storefront modifications.
1973 Greenwich Street	2014-002568PRJ	Demolition of an existing 2-story residential building and construction of a 3-story residential building with 2 units.
3535 Fillmore Street	2017-009977PRJ	Construction of 4 units through conversion of garage within existing residential building
1990 Lombard Street	2020-009619PRJ	Conversion of two upper floors of an existing 29,000 gross square foot office and commercial building to residential use (total of six units).
2101 Lombard Street	2015-000702PRJ	The demolition of an existing approximately 3,000 square foot commercial building and the construction of a new mixed-use retail/residential building. The proposed 6-story building would include 15 residential units, approximately 3,200 square feet of ground floor retail space, and a below grade parking level.
1690 North Point Street	2020-010852PRJ	Construction of six dwelling units within the garage of an existing residential building.
25 Toledo Way	2019-017985PRJ	Vertical addition of one dwelling unit within an existing residential building.
2027 Chestnut Street [a]	2022-000313PRJ	Conditional Use Authorization request from retail use to restaurant under 50 occupants by combining 2025 Chestnut into the existing restaurant at 2027 Chestnut, measuring approximately 1,546 square feet of tenant use within a 6,565-square-foot building. Exterior façade improvements and interior tenant improvements are proposed.
2110 Chestnut Street [a]	2021-012857PRJ	Conditional Use Authorization request for establishment of a Formula Retail Use (doing business as Faherty) within an existing ground-floor retail space, measuring approximately 2,085 square feet of existing 1-story commercial building. Exterior facade improvements and interior tenant improvements are proposed.
3251 Steiner Street [a]	2021-011722PRJ	Conditional Use Authorization request for removal of two dwelling units within existing 3-story building and establishment of 2,464 square feet of Non-Retail Professional Service use.

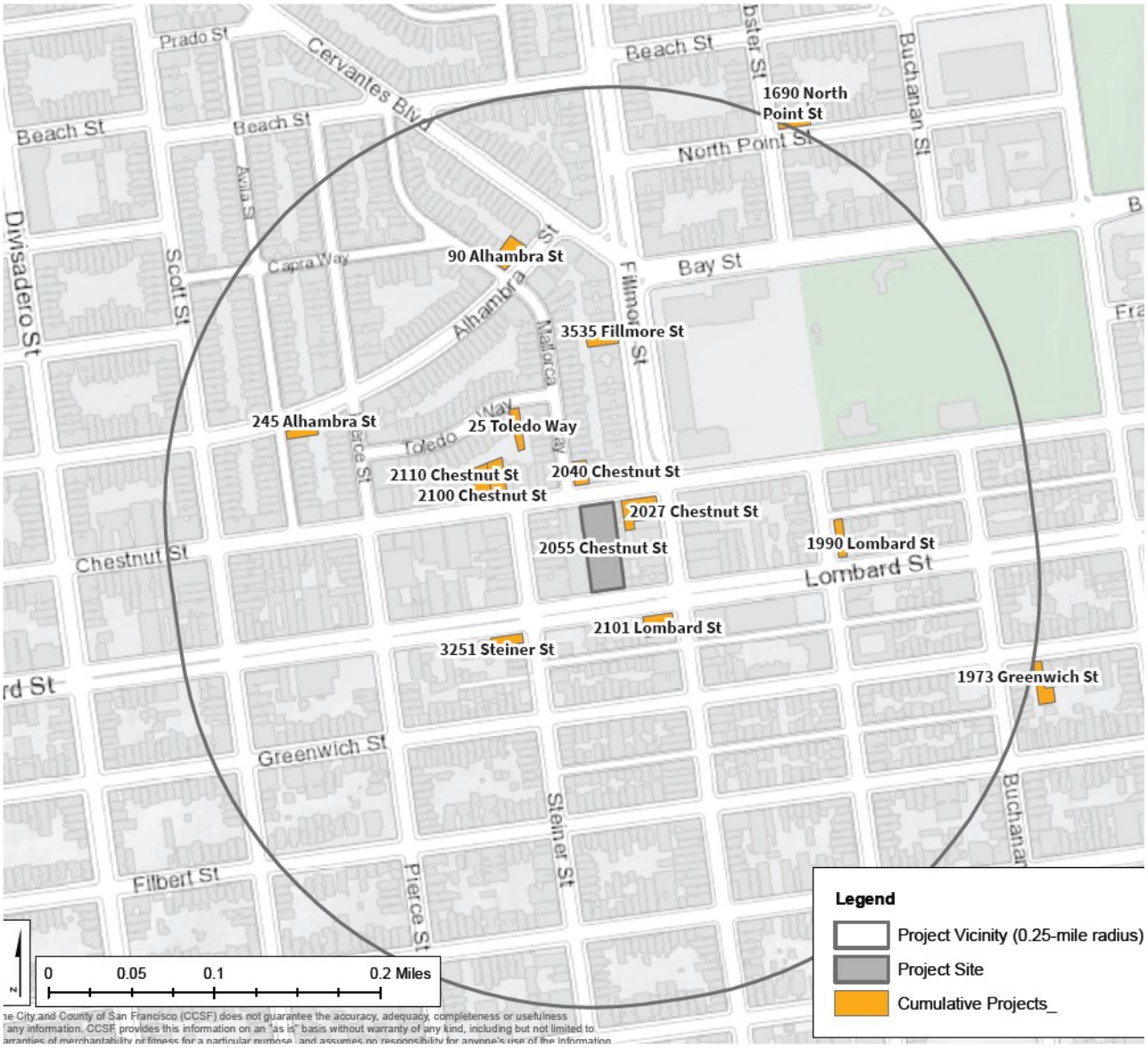
SOURCE: SF Development Pipeline Map, http://sfplanninggis.org/Pipeline/, San Francisco Planning Department, Property Information Map. https://sfplanninggis.org/PIM/, San Francisco Planning Department, CEQA Exemptions Map, https://sanfrancisco.buildingeye.com/planningceqa, accessed June 1, 2021~~01.~~ and March 8, 2022.

NOTES:

[a] Project application was accepted by the department after publication of the 2055 Chestnut Street PMND on December 29, 2021. These are small projects that involve similar changes in use to what is under existing operations and included for completeness.

[9] An exception to this is a cumulative project whose construction activities may overlap with those of the proposed project. In this instance, the construction of that project and the proposed project is analyzed in the cumulative analysis.

Figure 2



SOURCE: San Francisco Planning Department, 2022

FIGURE 2
Cumulative Projects Map

C. Compatibility with Existing Zoning and Plans

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

San Francisco Planning Code and Zoning Maps

The San Francisco Planning Code, which incorporates by reference the City and County of San Francisco's (the City's) zoning maps, governs permitted uses, densities, and the configuration of buildings within the city. 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 planning code, or (3) legislative amendments to the planning code are included and adopted as part of the proposed project.

LAND USE

As previously indicated, a portion of the project site is in both NC-2 and NC-3 zoning districts. Pursuant to planning code section 711, the NC-2 zoning district, is intended to serve as a small-scale neighborhood commercial district. These districts are linear shopping streets which provide convenience goods and services to the surrounding neighborhoods as well as limited comparison-shopping goods for a wider market. The range of comparison goods and services offered is varied and often includes specialty retail stores, restaurants, and neighborhood-serving offices. NC-2 districts are commonly located along both collector and arterial streets which have transit routes. Buildings typically range in height from two to four stories with occasional one-story commercial buildings. Housing development in new buildings is encouraged above the ground floor. The northern portion of the project is also located in the Chestnut Street Financial Service Subdistrict, which is generally applicable for the NC-2-zoned portion of Chestnut Street. Pursuant to Planning Code Section 712, the NC-3 districts are intended in most cases to offer a wide variety of comparison and specialty goods and services to a population greater than the immediate neighborhood, additionally providing convenience goods and services to the surrounding neighborhoods. NC-3 districts are linear districts located along heavily trafficked thoroughfares which also serve as major transit routes. Large-scale lots and buildings and wide streets distinguish the districts from smaller-scaled commercial streets, although the districts may include small as well as moderately scaled lots. Buildings typically range in height from two to four stories with occasional taller structures. Housing development in new buildings is encouraged above the second story. The project is consistent with the goals of the NC-2 and NC-3 districts, both of which call for housing development in new buildings above the ground story, with retail at the street level.

HEIGHT AND BULK

The project site is located in a 40-X height and bulk district, which permits a maximum building height of 40 feet. Bulk controls reduce the size of a building's floorplates as the building increases in height. Pursuant to planning code section 270(a), there are no bulk controls in an "X" bulk district. Measured from the top of the curb on

Chestnut Street, the proposed project would be 40 feet in height to the parapet. The building would also include an elevator penthouse extending above the roof slab an additional 16 feet for a maximum building height of 56 feet. Although these additional features would extend above 40 feet, these features are exempt from being measured as part of building height per planning code section 260(b). Thus, the proposed project would comply with the 40-X height and bulk district limits.

FLOOR AREA RATIO

Floor area ratio (FAR) is the ratio of the gross floor area of a building to the area of the lot it occupies. In the NC-2 district, the maximum FAR is 2.5 to 1. The northern half of the property is 14,437.5 square feet in area, allowing for 30,093.75 square feet of non-residential development on that portion of the lot. In the NC-3 district, the FAR limit is 3.6 to 1. Accordingly, 14,437.5 square feet of area on the southern portion of the property would allow for up to 51,975 square feet of non-residential development. The project proposes 17,350 square feet of retail on the NC-2 portion of the property resulting in an FAR of 1.2 to 1 and 22,727 square feet of retail on the NC-3 portion of the property resulting in an FAR of 1.6 to 1. Accordingly, the project conforms to the applicable planning code FAR limits.

CONDITIONAL USE

The proposed project is requesting a conditional use authorization (planning code sections 303 and 121.2) from the planning commission for individual retail use(s) larger than the use size limits of 4,000 square feet on the NC-2 portion of the site and 6,000 square feet on the NC-3 portion of the site up to a maximum of 36,700 square feet. The project also requires conditional use authorization for development of a lot greater than 10,000 square feet in the NC-2 and NC-3 districts.

PLANNED UNIT DEVELOPMENT

The planning code regulates the use of property, including the size, design, and siting of buildings that may be constructed on a site. The planning code includes standards for buildings that govern such features as rear yards, front setbacks, usable open space, height, and parking. As part of the planned unit development (PUD) process, the planning commission may grant modifications from certain requirements of the planning code for projects that exhibit outstanding overall design and are complementary to the design and values of the surrounding area. The project is proposing a PUD in order to provide 49 total dwelling units. As part of the project's PUD application, the project sponsor is requesting a modification~~s~~ for the rear yard requirement pursuant to section 134(e)~~; and for a reduction of the freight loading requirements pursuant to section 152~~.

Plans and Policies

SAN FRANCISCO GENERAL PLAN

The San Francisco General Plan (general plan) establishes objectives and policies to guide land use decisions related to the physical development of San Francisco. It is comprised of 10 elements, 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 polices that relate to physical environmental issues addressed by CEQA 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

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.2(b), Population and Housing, regarding housing supply and displacement issues); (4) discouragement of commuter automobiles (Sections E.5(a) and E.5(b), 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.15(a) through E.15(d), Geology and Soils); (7) preservation of landmark and historic buildings (Section E.3(a), Cultural Resources); and (8) protection of open space (Section E.9, Wind; Section E.10, Shadow; Section E.13, Public Services; and Section E.11(a), 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*)[10], 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.

[10] The analysis in this section is based on Play Bay Area 2040. On October 21, 2021 the Association of Bay Area Governments and the Metropolitan Transportation Commission adopted Plan Bay Area 2050, shortly before publication of this document. For more information, refer to: https://www.planbayarea.org/, Accessed December 21, 2021.

D. Summary of Environmental Effects

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

☐	Land Use/Planning	☐	Wind	☐	Hazards and Hazardous Materials
☐	Population and Housing	☐	Shadow	☐	Energy
☒	Cultural Resources	☐	Recreation	☒	Mandatory Findings of Significance
☒	Tribal Cultural Resources	☐	Utilities/Service Systems		
☒	Transportation and Circulation	☐	Public Services		
☐	Noise	☒	Biological Resources		
☒	Air Quality	☐	Geology/Soils		
☐	Greenhouse Gas Emissions	☐	Hydrology/Water Quality		

This initial study examines the proposed project to identify potential effects on the environment. For each item on the initial study checklist, the evaluation has considered the impacts of the proposed project both individually and cumulatively. All items on the initial study checklist that have been checked "Less than Significant with Mitigation Incorporated," "Less than Significant Impact," "No Impact" or "Not Applicable" indicate that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect relating to that topic. A discussion is included for those issues checked "Less than Significant with Mitigation Incorporated" and "Less than Significant Impact" and for most items checked with "No Impact" or "Not Applicable." For all of the items checked "No Impact" or "Not Applicable" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience and expertise on similar projects, and/or standard reference material available within the planning department, such as the department's Transportation Impact Analysis Guidelines for Environmental Review, or the California Natural Diversity Database and maps, published by the California Department of Fish and Wildlife. This initial study finds that for the environmental topics checked above, the proposed project's impact would be "Less than Significant with Mitigation Incorporated." A discussion of initial study checklist topics that are either "No Impact" or "Not Applicable" are described below.

No Impact or Not Applicable Environmental Topics

The proposed project would have no impact on the following environmental topics and as a result these topics are not discussed further in this initial study: Aesthetics, Parking, Mineral Resources, Agriculture and Forestry Resources, and Wildfire. This section briefly describes why the proposed project would have either no impact on the topic or why the topic is not applicable to the proposed project.

Aesthetics and Parking

In accordance with California Public Resources Code 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:

1. The project is in a transit priority area; and
2. The project is on an infill site; and
3. The project is residential, mixed-use residential, or an employment center.

The proposed project meets 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.[11]

Public resources code section 21099(e) states that a lead agency maintains the authority to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers, and that aesthetic impacts as addressed by the public resources code do not include impacts on historical or cultural resources. Thus, there is no change in the planning department's methodology related to design and historic review. Visual renderings of the proposed project prepared by the project sponsor's architect are provided in Attachment A.

MINERAL RESOURCES

The project site is not located in an area with known mineral resources and would not extract mineral resources. Therefore, the proposed project would have no impact on mineral resources and would not have the potential to contribute to any cumulative mineral resource impact.

AGRICULTURE AND FORESTRY RESOURCES

The project site is within an urbanized area in the City and County of San Francisco that does not contain any prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under Williamson Act contract. The area is not zoned for any agricultural uses. Therefore, the project would have no impact, either individually or cumulatively, on agricultural or forest resources.

WILDFIRE

The project site is not located in or near state responsibility lands for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

[11] San Francisco Planning Department, Transit-oriented Infill Project Eligibility Checklist for 2055 Chestnut Street, July 6, 2020. This document (and all project-related documents cited in this report unless otherwise noted), is available for review on the San Francisco Property Information Map, which can be accessed at http://sfplanninggis.org/PIM/. Individual files can be viewed by clicking on the Planning Applications link, clicking on the "More Details" link under the project's environmental case number (2018-009081ENV), and clicking on the "Related Documents" link.

E. Evaluation of Environmental Effects

Land Use and Planning

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
1. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐

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

The division of an established community would involve 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 a new building containing 49 dwelling units and 36,700 gross square foot (gsf) of retail uses. Implementation of the proposed project would not alter the established street grid or permanently close any streets or sidewalks. Although 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. For these reasons, the proposed project would not result in significant impacts relating to physically dividing an established community and this impact would be less than significant.

Impact LU-2: The proposed project would not cause a significant 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 land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Examples of such plans and policies are the city's General Plan and Zoning Ordinance. The proposed project is consistent with the zoning designation, which implements the General Plan, and height and bulk district for the project site, and would not substantially conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project's consistency with other applicable plans and policies are further discussed in the respective topic sections below. Therefore, the proposed project would have a less than significant impact related to conflicts with land use plans, policies, or regulations.

Impact C-LU-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact related to land use and planning. ***(Less than Significant)***

The cumulative context for land use effects is typically localized, within the immediate vicinity of the project site, or at the neighborhood level. Figure 2 and Table 2, in Section B. Project Setting, identifies development projects within a one-quarter-mile radius of the project site. The cumulative development projects listed in Table 2 consist of residential and mixed-use building projects, as well as retail change of use and tenant improvement projects, all of which ~~and~~ would be developed within established lot boundaries. Therefore, the proposed project, in combination with these nearby cumulative development projects, would not physically divide an established community by constructing a physical barrier to neighborhood access or removing a means of access.

The nearby cumulative development projects would introduce new residential and retail uses to the project vicinity. All of these uses currently exist in the project vicinity. Furthermore, these projects would not combine with the proposed project in a manner that would result in a conflict with a land use plan, policy, or regulation adopted for the purpose of mitigating an environmental effect. For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative land use impact.

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)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	☐	☐	☒	☐	☐

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

The project would be considered growth inducing if its implementation were to result in a substantial population increase and/or new development that might not occur without the project. The proposed project, which would result in an 96,000-gross-square-foot (gsf) mixed-use building containing 49 dwelling units and

36,700 gsf of retail uses, and 11,800 gsf of parking, would directly increase the residential population on the project site and contribute to anticipated population growth in both the neighborhood and citywide contexts. No new roads or other infrastructure is proposed.

The U.S. Census Bureau's most recent American Community Survey (based on 2018 data) reported a population of 881,549 persons in San Francisco and a population of 4,556 persons in census tract 128, which includes the project site and its immediate vicinity. [12,13] Based on the average household size in the City and County of San Francisco of 2.3 people per household, the addition of 49 new residential units would increase the residential population onsite by approximately 116 residents.[14] The addition of approximately 116 new residents would represent a residential population increase of approximately 0.0001 percent citywide and 2.5 percent within census tract 128, which would not be considered a substantial increase in population within a citywide or neighborhood context.

The proposed project would introduce additional retail activity and add approximately 91 net new employees to the project site.[15] The Plan Bay Area: Sustainable Communities Strategy (Plan Bay Area 2040) growth projections prepared by ABAG for San Francisco County anticipate that by 2040 San Francisco will have a population of 1,169,485 persons and 872,500 employees.[16,17] Even if all of the 91 net new employees associated with the proposed project were conservatively assumed to be new to San Francisco, the project-related employment growth would represent considerably less than 1 percent of the City's estimated employment growth between the years 2010 and 2040. As part of the planning process for Plan Bay Area, San Francisco identified Priority Development Areas (PDA), which are areas within existing neighborhoods that are served by public transit and have been identified for additional, compact development. The project site is in the Lombard Street PDA.[18] For these reasons, implementation of the proposed project would not induce substantial growth or concentration of employment that would cause a substantial adverse physical change to the environment.

In summary, any potential project-related population increases would be less than significant in relation to the existing number of residents and employees in the project vicinity and to the expected increases in the residential and employment projections for San Francisco. The proposed project would not directly or indirectly induce substantial population growth or concentration of employment in the project vicinity or citywide such that an adverse physical change to the environment would occur. This impact would be less than significant. The physical environmental effects of the project's anticipated increase in population (both residents and employees) are analyzed in the environmental topic sections of this initial study.

[12] U.S. Census Bureau, San Francisco County, California, Families and Living Arrangements, Households, 2013-2017, https://www.census.gov/quickfacts/sanfranciscocountycalifornia, accessed December 21, 2021.
[13] Census Reporter, Census Tract 128, San Francisco California, 2018, https://censusreporter.org/profiles/14000US06075012800-census-tract-128-san-francisco-ca/, accessed December 21, 2021.
[14] U.S. Census Bureau, Profile of City of San Francisco Persons per household, 2014-2018, https://www.census.gov/quickfacts/fact/table/sanfranciscocitycalifornia,US/HSD310218, accessed December 21, 2021.
[15] The existing retail onsite employs approximately 14 people. The proposed project would result in approximately ~~152~~ 105 employees based on the planning department's employee density factor of one retail employee per 350 gross square feet (36,700÷350= 104.85). The net new number of employees would be 91 (105-14). San Francisco Planning Department, Citywide Division, Information & Analysis Group.
[16] Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2040: Projections 2040: Forecasts for Population, Household and Employment for the Nine County San Francisco Bay Area Region, http://projections.planbayarea.org/, accessed December 21, 2021.
[17] The analysis in this section is based on Plan Bay Area 2040. On October 21,2021 the Association of Bay Area Governments and the Metropolitan Transportation Commission adopted Plan Bay Area 2050, shortly before publication of this document. Overall Plan Bay Area 2050 projects more growth for San Francisco than Plan Bay Area 2040. For more information, refer to: https://www.planbayarea.org/, accessed December 21, 2021.
[18] Metropolitan Transportation Commission. Plan Bay Area Priority Development Map. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050/explore?location=37.781285%2C-122.463979%2C13.65, accessed December 21, 2021.

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

The proposed project would not displace substantial numbers of existing housing units, because there are no existing housing units on the project site. Implementation of the proposed project would not result in the need to construct replacement units to house substantial numbers of people. Additionally, the demolition of one existing commercial building would not displace employees, resulting in need for construction of replacement housing elsewhere. The planning department has an application on file for the Wells Fargo Bank to relocate to 2100 Chestnut Street.[19] Wells Fargo does not anticipate any change in employment numbers or in the daily volume of customers as a result of the relocation. [20] This impact would be less than significant.

Impact C-PH-1: The proposed project, in combination with cumulative projects, would not induce substantial population growth or displace substantial numbers of people or housing units. ***(Less than Significant)***

The cumulative context for population and housing effects is typically citywide. The proposed project would provide housing units and retail use space that would result in increases in population (households and jobs). As discussed above, ABAG includes housing and employment projections. It is anticipated that by 2040 San Francisco will have a population of 1,169,485 and 872,510 employees. The ABAG Regional Housing Needs Allocation assigned 82,069 housing units to San Francisco in 2021, which represents its share of the state's housing needs for 2023-2031.[21] According to 2019 census information (based on 2018 data) San Francisco's population is 881,549 with 673,488 employees.

The San Francisco Development Pipeline (the pipeline) for the fourth quarter of 2020 states, approximately 72,414 net new housing units are in the pipeline (e.g., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects).[22] The pipeline also includes the proposed project's 49 residential units. Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline would accommodate an additional 72,414 households. Based on the citywide average household size of 2.3 persons per household, the pipeline would accommodate approximately 170,897 new residents. The pipeline also includes projects with land uses that would result in an estimated 73,288 new employees.[23]

[19] Ruben, Junius & Rose, LLP, 2100 Chestnut Street, Project Application Case Number 2020-0018183PRJ, is available for review at https://sfplanninggis.org/PIM/, accessed December 21, 2021.

[20] Ruben, Junius & Rose, LLP, Wells Fargo Relocation Letter to Sherie George, Senior Planner, San Francisco Planning Department – Environmental Planning Division, November 25, 2019.

[21] Association of Bay Area Governments, Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031, November 2021, proposed Final_RHNA_Allocation_Report_2023-2031.pdf, accessed December 13, 2021.

[22] Data SF. SF Development Pipeline 2020 Q4. Available online at: https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjie-z8kp, Accessed December 21, 2021.

[23] Ibid.

As shown in Table 3, below, cumulative household and employment growth based on the pipeline, which includes the project, is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth. The proposed project and cumulative development would not displace substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere. For this reason, cumulative population and housing impacts would be less than significant.

Table 3 Citywide Development Pipeline Compared to ABAG 2040 Projections

Data Source	Population / Residents	Employees
2020 Q4 Development Pipeline	170,897	73,288
2019 Census	881,549	673,488
Cumulative Total	1,052,442	746,776
ABAG 2040 Projections	1,169,485	872,510
Pipeline Development within ABAG 2040 Projection? (Y/N)	Y	Y
NOTES: References to information presented in this table are included in the text above.		

Cultural Resources

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐	☐

Impact CR-1: The proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5, including those resources listed in article 10 or 11 of the San Francisco Planning Code. ***(No Impact)***

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 or in an adopted local historic register. Historical resources also include resources identified as significant in a historical resource survey meeting certain criteria. Additionally, properties that are not listed but are otherwise determined to be historically significant, based on substantial evidence, would also be considered historical resources. The significance of a historical resource is materially impaired when a project "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance.[24]

Implementation of the proposed project would include the demolition of the existing building on the project site. In evaluating whether the proposed project would cause a substantial adverse change in the significance of a historical resource, the planning department must first determine whether the existing building on the project site is a historical resource. A property may be considered a historical resource if it meets any of the California Register criteria related to (1) events, (2) persons, (3) architecture, or (4) information potential, that make it eligible for listing in the California Register, or if it is considered a contributor to a potential historic district.

The existing building on the project site was constructed in 1973 and was evaluated to determine if it is a historic resource. A Historic Resource Evaluation (HRE) was prepared to assist the planning department in determining whether the building is a historical resource.[25] The planning department reviewed the HRE, concurred with the findings, and issued a determination that the building is not a historical resource, as summarized below.[26]

The existing building at 2055 Chestnut Street was designed by Wong & Brocchini and Associates as a branch of the Crocker Bank. Although Crocker Bank was a pioneering financial institution in San Francisco, the Marina branch was one of many similar bank branches throughout the city and its construction does not have a specific relation to the bank's history. The building also does not herald any specific pattern of development for the Marina neighborhood. By the bank's construction in 1973, the commercial corridor of Chestnut Street had already been well built out more than 40 years prior. Therefore, the building does not possess a specific association to support a finding of significance under Criterion 1: Events.[27]

While there may be individuals related to the history of the Crocker Bank that may be important, there is no indication that any individual with specific association with 2055 Chestnut Street is of historic importance. Therefore, the building does not possess a specific association to support a finding of significance under Criterion 2: People.[28]

2055 Chestnut does not appear to be individually eligibly under Criterion 3 (architecture/design). Although the subject property was designed by Worley K. Wong and Ronald G. Brocchini, and Wong is considered a master architect, he is better known for his association with the predecessor firm Campbell & Wong and Associates that he led with John Garden Campbell from 1946-1968 and it remains to be seen if the later work done by the successor firm of Wong & Brocchini rises to the level architecturally in comparison with the work he did as Campbell & Wong. However, the subject building does not appear to be a significant example of this firm's work. Furthermore, the branch bank at the site is somewhat at odds with the firm's other much larger commissions for academic institutions. While 2055 Chestnut does exhibit some elements of a late modern vocabulary including

[24] CEQA Guidelines 15064.5(b)(2)(A).
[25] Rincon Consultants, Inc., 2055 Chestnut Street, San Francisco, CA, Historic Resource Evaluation Part 1, October 23, 2018
[26] San Francisco Planning Department, Preservation Team Review Form, 2055 Chestnut Street, San Francisco, CA, June 17, 2020.
[27] Ibid, p.2
[28] Ibid, p.2

its standing seam sawtooth roof form, its otherwise simple construction of utilitarian concrete block gives it an industrial appearance that is little more than rectangular walls of a mass-produced material. With a construction date of 1973 the subject property fits within the period when Late Modern architecture was branching out stylistically with the variations seen in Brutalism, the regional Third Bay Tradition, and other more expressive styles of the late 1960s and 1970s. However, the bank building does not rise to the level architecturally such that it would be considered representative of any of these late modern styles as its form does not represent a unique architecture, despite the interesting roofline. Therefore, the planning department concurred with the HRE that the subject property is not individually eligible for listing in the California Register under Criterion 3: Architecture.[29]

The subject property does not appear to be eligible for listing in the California Register under Criterion 4: Information Potential since this significance criterion typically applies to rare construction types when involving the built environment. The subject property is not an example of a rare construction type.[30] Therefore, the existing building on the project site is not a historic resource and demolition of the building, as proposed, would have no effect on individual historic resources.

The department does not find there to be a historic district in the immediate vicinity. This block of Chestnut Street was surveyed as part of the Neighborhood Commercial Buildings historic resources survey. Along the 2000 block at the corner of Chestnut and Steiner streets a number of buildings were identified as a cluster of Art Deco commercial structures. While further evaluation may find this grouping of buildings to be a historic district, the boundaries of this potential district would not extend to the subject property. The subject property does not appear to be within a cohesive collection of aesthetically or historically related buildings such that there would be a historic district.[31]

In conclusion, the existing building at 2055 Chestnut Street is not eligible for listing in the California Register as an individual resource or as a contributor to a historic district and thus is not considered a historical resource under CEQA. Further, the proposed project is not located within an identified historic district. For these reasons, the proposed project's demolition of the existing building and construction of a new, approximately 40-foot-tall (56 feet including rooftop appurtenances), building onsite would not cause a substantial adverse change in the significance of a historical resource. The proposed project would cause no impact.

Impact CR-2: The proposed project could cause a substantial adverse change in the significance of an archaeological resource and potentially disturb human remains, including those interred outside of formal cemeteries. ***(Less than Significant with Mitigation)***

Determining the potential for encountering archaeological resources requires reviewing relevant factors such as the location, depth, and amount of excavation proposed as well as any recorded information on known resources in the area. The proposed project would require excavation of approximately 19,500 cubic yards to a

[29] Ibid, p.2
[30] Ibid, p.2
[31] Ibid, p.2

depth of up to 19 feet below grade to accommodate foundations. Due to the depth of the proposed soil disturbance, the planning department conducted a *preliminary archaeological review*.[32] The existing building is on fill with brick fragments to 6-8 feet underlain by mottled clays with variable amounts of sand and black mottling to 21 feet; dense sand to 36 ft; clayey sand to 51 feet, then blue-gray clay to 70 feet (probably bay mud). The project site location lies on the 1857 bayshore (U.S.Coast Survey Map)[33]; dunes near the bay shore and adjacent to a pond and seasonal creeks are sensitive for the presence of prehistoric occupation sites. The preliminary review also determined that project site location could affect potential architectural resources associated with structures and residences that occupied the site in the 19th Century. Sandborn maps further indicate development overlaping the proposed project parcel may have been associated with a large laundry facility located immediately to the west of the site dating to the early 20th Century. The project site is modeled as very high sensitivity for prehistoric resources, both near surface and buried.[34] Therefore, the department determined that the project site is sensitive for prehistoric and 19th century historic resources. Excavation as part of the proposed project could damage or destroy these subsurface archeological resources, which would impair their ability to convey important scientific and historical information. Therefore, the proposed project would result in a significant impact on archeological resources if such resources are present within the project site. Implementation of Mitigation Measure M-CR-2, Archeological Testing, would be required to reduce the potential impact on archeological resources to a less-than-significant level. Archeological testing, monitoring, data recovery, and potentially curation would preserve and realize the information potential of archeological resources. The recovery and documentation of information about archeological resources that may be encountered within the project site would enhance knowledge of prehistory and history. This information would be available to future archeological studies, contributing to the collective body of scientific and historic knowledge. The project sponsor has agreed to implement this mitigation measure. With implementation of Mitigation Measure M-CR-2, the proposed project would not cause a substantial adverse change in the significance of an archeological resource should one be discovered during excavation of the project site.[35]

Mitigation Measure M-CR-2: Archaeological Testing

The project sponsor shall retain the services of an archeological consultant from the rotational qualified archeological consultants list (QACL) maintained by the planning department. After the first project approval action or as directed by the Environmental Review Officer (ERO), the project sponsor shall contact the department archeologist 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 ERO. All plans and reports prepared by the

[32] San Francisco Planning Department, Environmental Planning Preliminary Archaeological Review: 2055 Chestnut Street, San Francisco, California, January 2, 2019.
[33] United States Coast Survey Map, San Francisco Peninsula. - David Rumsey Historical Map Collection, https://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~2214~190053:San-Francisco-Peninsula--U-S--Coast, accessed December 21, 2021.
[34] 2019 GeoArcheological Assessment and Site Sensitivity Model for the City and County of San Francisco, California. Report prepared by Far Western for the Environmental Planning Division of the San Francisco Planning Department. Confidential document, on file with the San Francisco Planning Department, Environmental Planning Division.
[35] Ibid, p.2

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 section 15064.5 (a)(c).

Archeological Testing Program. 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.

The archeological testing program shall be conducted in accordance with the approved Archeological Testing Plan (ATP). The archeological consultant and the ERO shall consult on the scope of the ATP, which shall be approved by the ERO prior to any project-related soils disturbing activities commencing. The ATP shall be submitted first and directly to the ERO for review and comment and shall be considered a draft subject to revision until final approval by the ERO. The archaeologist shall implement the approved testing as specified in the approved ATP prior to and/or during construction.

The ATP shall identify the property types of the expected archeological resource(s) that potentially could be adversely affected by the proposed project, lay out 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. The ATP shall also identify the testing method to be used, the depth or horizonal extent of testing, and the locations recommended for testing and shall identify archeological monitoring requirements for construction soil disturbance as warranted.

A local Native American representative shall be present throughout the archeological investigation program undertaken pursuant to this measure. The local Native American representative at their discretion shall provide a Native American cultural sensitivity training to all project contractors. This training can include appropriate protocol upon the discovery of a Native American cultural resource.

Discovery Treatment Determination. At the completion of the archeological testing program, the archeological consultant shall submit a written summary of the findings to the ERO. The findings memo shall describe and identify each resource and provide an initial assessment of the integrity and significance of encountered archeological deposits.

If the ERO in consultation with the archeological consultant determines that a significant archeological resource is present and that the resource could be adversely affected by the proposed project, 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 re-designed so as to avoid any adverse effect on the significant archeological resource and the archeological consultant shall prepare an archeological resource preservation plan (ARPP), which shall be implemented by the project sponsor during

construction. The consultant shall submit a draft ARPP to the planning department for review and approval.

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. The ERO in consultation with the archeological consultant shall also determine if additional treatment is warranted, which may include additional testing and/or construction monitoring.

Consultation with Descendant Communities. On discovery of an archeological site associated with descendant Native Americans, the Overseas Chinese, or other potentially interested descendant group an appropriate representative 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 Archeological Resources Report (ARR) shall be provided to the representative of the descendant group.

Archeological Data Recovery Plan. If testing results indicate the presence of archeological resources and the ERO determines that an archeological data recovery program is warranted, 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 based on the results 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 and Funerary Objects. The treatment of human remains and 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 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 funerary objects. If the MLD agrees to scientific analyses of the remains and/or funerary objects, the archeological consultant shall retain possession of the remains and funerary objects until completion of any such analyses, after which the remains and 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 funerary objects, the ERO, with cooperation of the project sponsor, shall ensure that the remains and funerary objects 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 funerary objects discovered during any soil-disturbing activity, additionally, shall follow protocols laid out in the project's archeological treatment documents, and in any related agreement established between the project sponsor, Medical Examiner and the ERO.

Archeological Public Interpretation Plan. The project archeological consultant shall submit an Archeological Public Interpretation Plan (APIP) if a significant archeological resource is discovered during a project. If the resource to be interpreted is a tribal cultural resource, the APIP shall be prepared in consultation with and developed with the participation of Ohlone tribal representatives. The APIP shall describe the interpretive product(s), locations or distribution of interpretive materials or displays, the proposed content and materials, the producers or artists of the displays or installation, and a long-term maintenance program. The APIP shall be sent to the ERO for review and approval. The APIP shall be implemented prior to occupancy of the project.

Final Archeological Resources Report. Whether or not significant archeological resources are encountered, the archeological consultant shall submit a written report of the findings of the testing program to the ERO. The archeological consultant shall submit a draft Archeological Resources Report (ARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological, historical research methods employed in the archeological testing/monitoring/data recovery program(s) undertaken, and if applicable, discusses curation arrangements. Formal site recordation forms (CA DPR 523 series) shall be attached to the ARR as an appendix.

Once approved by the ERO, copies of the ARR shall be distributed as follows: California Archeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the ARR to the NWIC. The Environmental Planning Division of the Planning Department shall receive one bound copy and one unlocked, searchable PDF copy on digital medium of the approved ARR along with GIS shapefiles of the site and feature locations and copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest in or the high interpretive value of the resource, the ERO may require a different final report content, format, and distribution than that presented above.

Curation. If archeological data recovery is undertaken, materials and samples of future research value from significant archaeological resources shall be permanently curated at a facility approved by the ERO.

Impact C-CR-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts on historic resources. ***(No Impact)***

Cumulative impacts occur when project-specific impacts (which may be individually significant or less than significant) combine with similar impacts from other projects in a similar geographic area. As discussed above, the proposed project itself would not directly or indirectly impact a historic architectural resource because the existing building on the site is not an identified resource and the project site is not located within a historic district. Thus, the project does not have the potential to contribute to any cumulative historic resources impact.

Impact C-CR-2: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts on archaeological resources and human remains. ***(Less than Significant)***

Project-related impacts on archaeological resources and human remains are usually site-specific and generally limited to the project's construction area. There are no other cumulative projects in the vicinity that have the potential to affect the same archeological resources or human remains as the proposed project. For this reason, the proposed project, in combination with other projects, would not result in a cumulative impact on archaeological resources or human remains and this impact would be less than significant.

Tribal Cultural Resources

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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	☐	☒	☐	☐	☐
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.	☐	☒	☐	☐	☐

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 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 archaeological 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, lead agencies are required to contact the Native American tribes that are culturally or traditionally affiliated with the geographic area in which the project is located. Notified tribes have 30 days to

request consultation with the lead agency to discuss potential impacts on tribal cultural resources and measures for addressing those impacts.

On March 24, 2021, 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, one Native American tribal representative contacted the planning department to request consultation.

As discussed in Impact CR-2, the project site has potential for prehistoric archeological resources, which could also be tribal cultural resources. The potential for survival of such resources is also high because subsequent development does not appear to have entailed mass grading or deep excavation. Further, the project site is modeled as very high sensitivity for prehistoric resources, both near surface and buried.[36] In the event that prehistoric archaeological resources are determined to be tribal cultural resources and are damaged, the proposed project would have a significant impact on tribal cultural resources. Mitigation Measure M-CR-2, Archeological Testing, above, includes provisions to address resources encountered during construction. 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. Inclusion of these measures would require coordination between the project sponsor and with the affiliated Native American tribal representatives to preserve the information and value of the TCR. The project sponsor has agreed to implement this mitigation measure. With implementation of M-CR-2 and M-TCR-1, the proposed project would have a less thansignificant effect on tribal cultural resources.

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

Preservation in place. 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. The consultant shall submit a draft ARPP to planning for review and approval.

Public Interpretation and Land Acknowledgement. If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall, in consultation with local Native American representative's, design and install public interpretation at the project site that shall address the tribal values represented by the resource and acknowledge that this project is built on traditional Ohlone land. Coordination for interpretive program and land acknowledgement shall

[36] Meyer, Jack and Paul Brandy, 2019 GeoArcheological Assessment and Site Sensitivity Model for the City and County of San Francisco, California. Report prepared by Far Western for the Environmental Planning Division of the San Francisco Planning Department. Confidential document, on file with Environmental Planning Department.

take place with local Native American representatives, particularly the Association of Ramaytush Ohlone. The interpretive program may include a combination of artwork, preferably by local Native American artists, educational panels or other informational displays, a plaque, or other interpretative elements. The project sponsor shall prepare an interpretation plan in consultation with affiliated local Native American representatives and the ERO to guide the interpretive and acknowledgment program. The plan shall identify, as appropriate, proposed locations for the interpretation as outline above, the proposed content and materials of the interpretation, the producers or artists of the displays or installation, and a long-term maintenance program. If Native American cultural resources are found during project construction, interpretation of these resources may be included in the interpretative program in consultation with the local Native American representatives and the ERO. As feasible, local Native American representatives will coordinate with the project sponsor on the use of and the interpretation of native and traditional plants in proposed landscaping at the project site.

Impact C-TCR-1. The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact on tribal cultural resources. ***(Less than Significant)***

As explained in Impact C-CR-1 above, impacts to archaeological resources, including tribal cultural resources, are typically site-specific and do not generally combine with that of cumulative projects to result in cumulative impacts. There are no other cumulative projects that have the potential to affect the same resources as the proposed project. For this reason, the proposed project, in combination with other cumulative projects, would not result in a cumulative impact on tribal cultural resources and this impact would be less than significant.

Transportation and Circulation

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
5. TRANSPORTATION AND CIRCULATION. Would the project:					
a) 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?	☐	☐	☒	☐	☐
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	☐	☐	☒	☐	☐
d) Substantially delay public transit?	☐	☐	☒	☐	☐
e) Cause substantial additional vehicle miles traveled or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow travel lanes) or by adding new roadways to the network?	☐	☐	☒	☐	☐
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?	☐	☒	☐	☐	☐
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?	☐	☐	☐	☐	☒

The following discussion is based on the information provided in the *transportation impact study* prepared for the proposed project in accordance with the San Francisco Planning Department's Transportation Impact Analysis Guidelines for Environmental Review.[37]

The proposed project would satisfy the eligibility criteria for a "transit-oriented infill project" under CEQA section 21099(d)(1) because it would consist of residential, mixed-use residential, or employment center uses; would be located on an infill site; and would be located within a transit priority area.[38] Therefore, in accordance with CEQA section 21099, aesthetics and vehicular parking shall not be considered in determining if a project has the potential to result in significant environmental effects because the project meets the three components of a 'transit-oriented infill project' criteria. The project also meets the department's TIA Guidelines secondary parking analysis and vehicle miles traveled analysis for land use project screening criteria and therefore an analysis of secondary effects from vehicle parking is also not required. [39]

For these reasons, Topic E.5(g) is not applicable to the proposed project and is not discussed further in this initial study.

[37] Kittelson & Associates, Inc., 2055 Chestnut Street Transportation Study, San Francisco, CA, September 24, 2021.
[38] San Francisco Planning Department, Eligibility Checklist: CEQA section 21099 Modernization of Transportation Analysis, Table 1. July 6, 2020.
[39] San Francisco Planning Department, Eligibility Checklist: CEQA section 21099 Modernization of Transportation Analysis., Table 2a and 2b, July 6, 2020.

Transportation Setting

The transportation study area includes the block and adjacent intersections bordered by Chestnut Street to the north, Lombard Street to the south, Steiner Street to the west, and Fillmore Street to the east. Study intersections include: Chestnut Avenue/Fillmore Street, Lombard Street/Fillmore Street, Lombard Street/Steiner Street, Chestnut Street/Steiner Street, and Chestnut Street/Mallorca Way. Access to the project site by transit, on foot, or by bicycle is available from existing bus transit services, sidewalks, streets, and crosswalks near the site.

The long-term effects of the ongoing COVID-19 pandemic on the transportation system are unknown at this time. As a result of the COVID-19 pandemic, Muni, Golden Gate Transit, and other regional transit providers may be experiencing temporarily suspended or reduced service. It would be unreasonable to speculate how the transportation system and travel behavior could change in the future at the time the proposed project is operational. For these reasons, the analysis including data collection for transportation in this initial study relies on transportation data and conditions prior to COVID-19 to establish existing conditions near the project site and estimate the proposed project's travel demand.

Chestnut Street is an east-west roadway running discontinuously from Lyon Street to the Embarcadero. Near the project site, Chestnut Street is a two-way street with one travel lane in each direction and on-street, metered, parallel parking. Muni bus line 30 Stockton and 30X Marina Express operate along Chestnut Street near the project site. There are no bicycle facilities on Chestnut Street near the project site. The sidewalk is approximately 12 feet on both the north and south sides of the street. Near the project site, the Better Streets Plan classifies Chestnut Street as a neighborhood commercial street type. The general plan classifies it as a city Street.

Lombard Street (U.S. 101) is a freeway that provides local access through San Francisco and regional access to and from the North and South Bay. Near the project site, Lombard Street is a two-way street with three travel lanes in each direction and on-street, metered, parallel parking. Muni bus line 43 Masonic and 28 19th Avenue and several Golden Gate Transit bus routes operate along Lombard Street. There are no bicycle facilities on Lombard Street near the project site. The sidewalk is approximately 11 feet on both the north and south sides of the street. Near the project site, the Better Streets Plan classifies Lombard Street as a commercial throughway street type. The general plan classifies it as a major arterial. From Broderick Street to Buchanan Street, which extends along the project frontage, Lombard Street is on the Vision Zero High Injury Network.[40]

Fillmore Street is a north-south roadway running from Duboce Avenue to Marina Boulevard. Near the project site, Filmore Street is a two-way street with one travel lane in each direction and on-street, metered, parallel parking. Muni bus line 22 Fillmore operates along Fillmore Street near the project site. There are no bicycle facilities on Fillmore Street near the project site. The sidewalk is approximately 15 feet wide on both the east and west sides of the street. Near the project site, the Better Streets Plan classifies Fillmore Street as a neighborhood commercial street.

Steiner Street is a north-south roadway running from Duboce Avenue to Chestnut Street. Near the project site, Steiner Street is a two-way street with one travel lane in each direction and on-street, metered, parallel parking. There is no transit service and no bicycle facilities on Steiner Street near the project site. The sidewalk is

[40] Vision Zero SF. Vision Zero High Injury Network: 2017, https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bdddd7bdf9e708ff, accessed December 21, 2021.

approximately 15 feet on both the east and west sides of the street. Near the project site, the Better Streets Plan classifies Steiner Street as a neighborhood commercial street type. The general plan classifies it as a city Street.

Mallorca Way is a north-south roadway running from Chestnut Street to Beach Street. Near the project site, Mallorca Way is a two-way street with one travel lane in each direction and on-street, metered, parallel parking. There is no transit service and no bicycle facilities on Mallorca Way near the project site. Near the project site, the Better Streets Plan classifies Mallorca Way as a neighborhood residential street type. The general plan classifies it as a city street.

Regional access to the site is provided by US Highway 101, Interstate 80 (I-80), and I-280. U.S. 101 runs adjacent to the project site and operates as Lombard Street in this area. Interstate 80 and I-280 are located approximately 3 and 3.5 miles southeast of the project site, respectively. Local transit service is provided by Muni bus routes, which provide access to regional transit operators (e.g., Bay Area Rapid Transit [BART], AC Transit). There are four Muni transit routes within the immediate vicinity of the project site (22-Filmore, 28-19th Avenue, 30-Stockton, and 43-Masonic). Golden Gate Transit operates a combination of commute bus routes and regional bus routes, most of which serve the Van Ness Avenue corridor or the Financial District. Golden Gate Transit bus service on Lombard Street and Chestnut Streets (Routes 2, 4, 8, 18, 24(C, X), 27, 30, 38, 44, 54(C), 56, 58, 70, 72(X), 74, 76, 101, and 101X) can be accessed from the project site via a stop at Lombard Street/Fillmore Street.

TRAVEL DEMAND

Localized trip generation of 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. The methodology for estimating trip generation and travel mode split (walk, drive, transit, etc.) using the SF Guidelines, relies on observational and intercept survey data collected from recently completed projects in San Francisco. The data collected to support updated trip generation rates and mode share were collected in 2016 and 2017, when TNCs were widely in use, and therefore take into account estimates of the number of for-hire vehicles (taxis/TNCs) from new development.

Trip generation refers to the number of estimated trips people would take to and from the project site (person trips). These trips are broken down by mode, or the estimated way or method people travel (e.g., walking, bicycling, transit). Auto trips are further broken down into vehicle trips, which account for average vehicle occupancy in the census tract in which the project site is located. The proposed project would generate 6,800 total daily person trips. Of the daily person trips, the proposed project would generate an estimated 1,810 person-trips by auto, 100 person-trips by Taxi or Transportation Network Companies (TNC), 830 transit person-trips, 3,860 walk person-trips, and 195 bike-person trips. Based on the expected mode share and average vehicle occupancy, the proposed project would generate 1,163 daily vehicle trips and 67 daily Taxi/TNC trips. [41] The p.m. peak hour person trips are summarized in Table 4.

[41] Daily person and vehicle trip totals may not add due to rounding; consistent with Planning Department 2019 Transportation Impact Analysis Guidelines.

Table 4 Proposed Project P.M. Person-Trip and Vehicle Trip Generation by Mode and Land Use

	Proposed Project			
	Weekday P.M. Peak Hour			
Mode	Residential	Grocery	Retail	Total
Auto	11	79	56	147
TNC/Taxi	1	4	3	8
Transit	5	36	25	66
Walk	10	17	123	307
Bike	1	8	6	16
Total Person Trips	**28**	**301**	**213**	**542**
Auto Vehicle Trips[a]	7	44	31	82
TNC Vehicle Trips[b]	2	4	4	10

NOTES:

Totals may not add due to rounding.

[a]TNC vehicle trips are calculated based on an average vehicle occupancy of 1.67 and doubling the number of vehicle trips to account for the round trip of the TNC driver, including passenger pick up/drop off.

[b]Auto vehicle trips do not include TNC vehicle trips.

SOURCES: San Francisco Planning Department, 2019 TIA Guidelines, https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update, accessed December 21, 2021; Kittelson & Associates, Inc, 2021

Table 5 Vehicle Trips by Land Use and Net New Vehicle Trips

	Proposed Project		
	Weekday P.M. Peak Hour		
Land Use	In	Out	Total
Residential	5	2	7
Grocery	22	22	44
Retail	15	16	31
Total Vehicle Trips	42	40	82
Existing Site Vehicle Trips	51	46	97
Net New Vehicle Trips	**-9**	**-6**	**-15**

NOTES:

Totals may not add due to rounding.

Counts were conducted Thursday, June 6, 2019. Detailed count data are included in the Transportation Impact Study.

SOURCES: San Francisco Planning Department, 2019 TIA Guidelines, https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update, accessed June December 21, 2021; Kittelson & Associates, Inc, 2021

As shown in Table 4 above, the proposed project would generate 542 total person trips (inbound and outbound) on during the p.m. peak hour. During the p.m. peak hour, the proposed project would generate an estimated 147 person-trips by auto, 8 person-trips by Taxi or Transportation Network Companies (TNC), 66 transit person-trips, 307 walk person-trips, and 16 bike-person trips.

The net-new weekday p.m. peak hour vehicle trip estimates presented in Table 5 above was calculated by applying vehicle trip credits for the existing Wells Fargo bank at the existing driveways. As documented by local

and national transportation data collection, drive-in bank services are observed to have high vehicle trip count rates as compared to other common retail and service land uses.[42] Based on the expected mode share and average vehicle occupancy, the proposed project would generate 82 vehicle trips (42 inbound, 40 outbound) during the weekday p.m. peak hour. Accounting for the existing vehicle trips to and from the project site, the proposed project would result in a net reduction of 15 vehicle trips inbound and outbound at the project site (-9 inbound, -6 outbound). The vehicle trips associated with the existing Wells Fargo bank would likely occur at the new Wells Fargo location (2100 Chestnut Street) and may not necessarily be removed from the local roadway network given the proximity of the proposed Wells Fargo location to the project site. The impact analysis therefore considers the total project trips generated by the proposed project as net new vehicle trips added to the local roadway network.

The proposed project's freight and commercial loading demand is presented on Table 6, Project Freight Loading Demand by Land Use. The proposed project would generate demand of up to approximately 45 -73 delivery and service loading activities per day which corresponds to a loading demand up to three loading spaces during the peak hour of freight loading activity.

Table 6 Freight Loading Demand by Land Use

	Proposed Project		
		Freight Loading Demand (Spaces)	
Land Use	Daily Delivery and Service Loading Activities	Average Hour	Peak Hour
Residential	2	0.06	0.08
Grocery[a]			
With Average Observed	39	.99	1.24
With Upper Bound	67	1.72	2.15
Retail	4	0.17	0.21
Rounded Total			
With Average Observed	45	2	2
With Upper Bound	73	2	3

NOTES:

[a]Because of the unique freight loading characteristics of the proposed grocery store, the freight loading demand for this use was calculated based on observations of freight loading activity at two grocery stores. The default inputs from the 2019 TIA Guidelines were updated to reflect the observed truck trip generation rate, hours of operation, and turnover of loading spaces obtained from observed freight loading activity (average observed). This freight loading demand rate was applied to the proposed grocery store, assuming the larger square footage, to estimate the upper bound demand. See pages 11 and 12 within the Transportation Impact Study for detailed calculation.

SOURCES: San Francisco Planning Department, 2019 TIA Guidelines, https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update, accessed December 21, 2021; Kittelson & Associates, Inc, 2021

The proposed project passenger loading space demand by land use is presented on Table 7, Project Passenger Loading Demand by Land Use. The proposed project would generate a passenger loading demand for one passenger loading space during any given minute of the peak hour throughout the average peak period of loading activity.

[42] Institute of Transportation Engineers (ITE) Rate 912, ITE Trip Generation Manual, 10th Edition, September 2017.

Table 7 Passenger Loading Demand by Land Use

	Proposed Project	
	Passenger Loading Demand (Spaces)	
Land Use	Peak Hour	Peak 15-minute
Residential	0.03	0.07
Grocery	0.10	0.28
Retail	0.10	0.23
Rounded Total	**1**	**1**

SOURCES: San Francisco Planning Department, 2019 TIA Guidelines, https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update, accessed December 21, 2021; Kittelson & Associates, Inc, 2021

Existing Plus Project Impact Analysis

The department uses significance criteria to facilitate the transportation analysis and address the Appendix G checklist. The department separates the significance criteria into construction and operation.

CONSTRUCTION

Construction of the project would have a significant effect on the environment if it would require a substantially extended duration or intense activity; and the effects would create potentially hazardous conditions for people walking, bicycling, or driving, or public transit operations; or interfere with emergency access or accessibility for people walking or bicycling or substantially delay public transit.

OPERATION

The operational impact analysis addresses the following six significance criteria. A project would have a significant effect if it would:

- Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations
- Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access
- Substantially delay public transit
- Cause substantial additional VMT 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
- Result in a loading deficit and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit.

Impact TR-1: Construction of the project would not require a substantially extended duration or intensive activity, 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 activities for the proposed project is anticipated to take approximately 18 months and would include site demolition, preparation, grading and excavation, secant shoring, foundation construction, building construction, architectural coating, the installation of utilities, paving, interior finishing and exterior streetscape, hardscaping, and landscaping.

The San Francisco Regulations for Working in San Francisco Streets (the Blue Book) contain regulations that are prepared and regularly updated by SFMTA under the authority derived from the San Francisco Transportation Code.[43] [44] The Blue Book serves as a guide for all city agencies (public works, SFMTA, public utilities commission, the port, etc.), utility crews, private contractors, and others who work in San Francisco's public rights-of-way. It establishes rules and guidance so that work can be done safely and with the least possible interference with people walking, bicycling, taking transit, or driving and/or transit operations. It also contains relevant general information, contact information, and procedures related to working in the public right-of-way when it is controlled by agencies other than SFMTA.

Prior to construction of the proposed project the project sponsor and/or construction contractor(s) would be required to meet with public works and SFMTA staff to develop and review construction plans in preparation for obtaining relevant construction permits. This may include reviewing truck routing plans for the disposal of excavated materials, material delivery and storage, as well as staging for construction vehicles. If SFMTA determines that a construction project impacts transit routing or alters the flow of vehicle, bicycle, or pedestrian traffic, a logistic plan would be required so that SFMTA permit staff can confirm what permits from SFTMA or public works are required for the project.

Should the proposed project construction activities not comply with regulations in the Blue Book or the traffic routing specifications in the city contract or when two or more contractors work at a time on any one block,the contractor would be required to apply for a special traffic permit from SFMTA prior to the commencement of on-site work.[45] Some examples of circumstances when special traffic permits are required include, but are not limited to, closing a sidewalk, closing or detouring a bicycle route, moving a bus zone outside the limits of the project, inability to provide the required number of lanes, and/or construction work occurring within one block of an existing construction site. As part of its review for special traffic permits, SFMTA, in coordination with public works, may include necessary measures in the special traffic permit to ensure the safety and accessibility of people walking, bicycling, driving, and public transit operations at or near the project site.

If a special traffic permit is required, the project contractor may not commence construction activities until the permit is issued. A special traffic permit is issued for no more than 30 calendar days, after which the contractor is

[43] San Francisco Municipal Transportation Agency, Parking and Traffic Regulations for working in San Francisco Streets (The Blue Book), 8th Edition. http://www.sfmta.com/services/streets-sidewalks/construction-regulations, accessed December 16, 2021.
[44] The authority for the Blue Book comes from the San Francisco Transportation Code, https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_transportation/0-0-0-2, accessed December 21, 2021.
[45] San Francisco Municipal Transportation Agency, Regulations for Working in San Francisco Streets, 8th Edition, October 2021, https://www.sfmta.com/sites/default/files/reports-and-documents/2021/10/blue_book_8th_ed_accessible_rev_10-2021v3_0.pdf, accessed December 21, 2021.

required to renew to perform further construction activities.[46] SFMTA may refuse to issue, extend, or revoke a special traffic permit depending on transportation network conditions at or near the project site. Penalties may be assessed for violating the terms of a special traffic permit and/or the regulations described in the Blue Book or failing to obtain a special traffic permit when one is required. Additional penalty or six months in jail or both may be applied for the fourth and subsequent violations in a 12-month period.[47]

In addition to the regulations presented in the manual, all traffic control, warning and guidance devices must conform to the California Manual on Uniform Traffic Control Devices.[48] The construction contractor would also be required to adhere to the San Francisco Public Works Code[49] and obtain all necessary permits for construction in the public-right-of-way. Specifically, the public works code section 724 requires that a property owner obtain a street space occupancy permit from public works for occupying any part of the fronting street or sidewalk for any purpose, including building construction operations. Section 724 also establishes requirements for the temporary occupation of the public right-of- way including, but not limited to, clearances for traffic-signal equipment, notice to all impacted fronting property owners, pedestrian clearances, construction worker parking plans in certain use districts, debris management, and clearances for San Francisco Fire Department equipment. Further, section 724 also requires that lights, barriers, barricades, signs, cones, and other devices be provided to ensure pedestrian and traffic safety.

The public works code section 2.4.20 addresses permits to excavate. For a permit for major work[50] or excavation that will affect the public right-of-way that is 30 consecutive calendar days or longer contractors are required to submit for public works review a contractor parking plan, including a proposal to reduce parking demand in the project site vicinity.

San Francisco Public Works Order No. 167,840,[51] identifies requirements related to the placement of various types of barricades at construction sites, such as A-frames, barrier caution tapes, fencing, and barricades around crosswalks. These requirements are intended to protect pedestrians near construction sites consistent with all local, state, and federal codes, including the Americans with Disabilities Act and California Building Code Title 24.

In addition to the regulations in the Blue Book and the public works code, the contractor would be responsible for complying with all city, state, and federal codes rules and regulations. These regulations include any requirements for work on public rights-of-way under the jurisdiction of the California Department of Transportation, the port, or the San Francisco Recreation and Park Department. Construction activities affecting Lombard Street, as Caltrans public right-of-way, would also be subject to Caltrans encroachment permits. Additionally, a Caltrans Transportation Management Plan may be required during project construction and encroachment permit activities. Caltrans facilities must meet ADA standards during and after proposed project construction.[52]

[46] Ibid.
[47] Ibid.
[48] California Manual on Uniform Traffic Control Devices (MUTCD) Rev 5, 2014, https://dot.ca.gov/programs/safety-programs/camutcd, assessed December 16, 2021.
[49] San Francisco Public Works Code, https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_publicworks/0-0-0-2, accessed December 13, 2021.
[50] The public corks code section 2.4.4 defines "major work" as any reasonably foreseeable excavation that will affect the public right-of-way for more than 15 consecutive calendar days.
[51] San Francisco Public Works. 2008. Guidelines for the Placement of Barricades at Construction Sites (Order No.167,840), http://sfpublicworks.org/sites/default/files/Guidelines_for_Placement_of_Barricades_0.pdf, accessed December 13, 2021.
[52] On May 30, 2019, Caltrans received the proposed project's transportation study scope of work and on June 14, 2019 and provided comment that an Encroachment permit would be required. Andrew Chan, email communication, June 14, 2019.

All equipment staging is expected to occur on-site; however, due to the limited area available on site, intermittent sidewalk and/or lane closures along project frontages may be required for public safety and to permit equipment access. Given that specific details about sidewalk and lane closures are not available at this time, under a worst-case scenario (i.e., a most impactful scenario), sidewalks adjacent to the project site could be closed on Chestnut and Lombard Streets simultaneously. The sidewalk closures could require the removal of parking lanes and/or loading zones to establish temporary sidewalks.

The proposed project would generate up to 10 trucks per day at approximately five (5) loads a day during excavation activities and approximately 12-15 trucks per day (this will vary) during the remaining phases of construction.[53] The proposed truck routes would be reviewed and approved by SFMTA to minimize conflicts and potentially hazardous conditions with other roadway users. The slower movement and larger turning radii of construction truck traffic may result in a temporary lessening of roadway capacities in the study area. Transit service may occasionally be temporarily delayed due to truck traffic in and out of the project site on Chestnut and Lombard Streets; however, this level of truck traffic would not substantively delay public transit or result in hazardous conditions for people taking transit since trucks would be infrequent (average of five to six per hour).

The approximate average number of construction workers onsite by shift would be 4-9 per day during the excavation and shoring period, with a maximum of 35-55 workers during the 13 months of building construction and architectural coating phases.[54] As required by public works code section 2.4.20, the project sponsor would be required to prepare a contractor parking plan that addresses changes in parking supply.

However, because if parking shortfalls occur, they would be temporary in nature, variable depending on the construction activity, would occur prior to peak hours, and would be minimized by the contractor parking plan, the parking shortfalls would not substantially affect conditions for people walking, bicycling, or public transit. The addition of worker-related transit trips is similarly temporary, variable, and off-peak, and would not substantially affect transportation conditions. There is off-street parking available for the construction workforce at the Pierce Street Garage (116 parking spaces) and Lombard Garage (205 parking spaces), which are located within two blocks of the project site. The temporary demand for public transit would not exceed the capacity of local or regional transit services.

Construction would be conducted in compliance with city and state requirements such that construction work can be done with the least possible interference with pedestrian, bicycle, transit, or vehicle circulation or result in potentially hazardous conditions for people walking, bicycling, driving, or riding transit. For these reasons, it was determined that the proposed project would result in a less than significant construction-related transportation impact.

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[53] Prado Group, Inc., Construction Truck Information, 2055 Chestnut Street, San Francisco, CA, email correspondence, December 17, 2021.
[54] Ibid.

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

The proposed project is estimated to generate 6,800 daily person-trips and 542 p.m. peak hour person-trips in the form of 147 auto trips, 8 Taxi/TNC trips, 66 transit trips, 307 walking trips, 16 bicycle trips. From those person trips, the proposed project would generate a total of 82 vehicle trips (42 inbound, 40 outbound) during the p.m. peak hour. The proposed project would generate 10 additional Taxi/TNC vehicle trips.

The proposed project would make minor alterations to the existing public right-of-way:

LOMBARD STREET

- The project would remove two existing curb cuts, approximately 16 feet and 20 feet wide. The proposed project would then provide a new 18-foot-wide two-way right-in/right-out driveway on Lombard Street. This driveway would provide access to the basement level garage serving the retail use. This garage would include 20 off-street vehicle parking spaces, including three American Disabilities Act (ADA) spaces.

CHESTNUT STREET

- The proposed project would not include any new curb cuts or driveways along the Chestnut Street frontage. The project would remove two existing curb cuts, approximately 16 feet and 20 feet wide. The 20-foot-wide curb cut would be converted to one on-street parking space.

Additional streetscape changes, such as street trees, and other public improvements, including the design of these proposed project changes, would be consistent with Better Streets Plan guidelines. The street network changes would be required to undergo review by the SFMTA Transportation Advisory Committee, which includes representatives from Public Works, the SFMTA, the San Francisco Fire Department, the San Francisco Planning Department, the San Francisco Police Department, the Port of San Francisco, and the San Francisco Department of Public Health. As a state highway, public right-of-way streetscape improvements may also require an encroachment permit from Caltrans.

The complete assessment of proposed streetscape changes and impacts related to loading and the secondary effects that may result in a significant impact to public transit as a result of a loading deficit is discussed in Impact TR-6 below.

Walking Impacts

Implementation of the proposed project would increase the level of pedestrian activity in the area above existing levels, with the proposed project estimated to generate 307 walking trips during the p.m. peak hour. People walking to and from the project site would likely be traveling to and from public transit stops in the project vicinity or to and from nearby businesses along Lombard Street and Chestnut Street. The nearby sidewalks are wide enough to adequately accommodate an increase in the level of pedestrian activity resulting from the project. The project's off-street parking would be able to accommodate project vehicle trips, would not block access to the sidewalks adjacent to the project site. Nor is the project expected to create vehicle queues that would block nearby crosswalks. For these reasons, it was determined that the proposed project driveway would

not result in potentially hazardous conditions related to people walking, and the impact would be less than significant.

Bicycle Impacts

Implementation of the proposed project would increase the level of bicycling activity in the area above existing levels. Bicyclists intending to travel east or west from the project site can exit the building via the ground floor and exit on Chestnut or Lombard Streets. Bicyclists can connect to an eastbound/westbound bicycle route along Greenwich Street (approximately one block south of the project site) or along Alhambra Street (approximately two blocks north of the project site. A southbound bicycle route begins at the intersection of Steiner Street/Greenwich Street (approximately one block south of the project site). The proposed project is estimated to generate 16 p.m. peak hour bicycle trips. As no bicycle lanes are present on Lombard Street or Chestnut Street, and bicycle activity is limited, vehicle and public transit operation activities on Chestnut and Lombard Streets are not expected to substantially affect conditions for bicyclists. For these reasons, it was determined that operation of the proposed project driveway would not result in potentially hazardous conditions related to people bicycling, and the impact would be less than significant.

Driving and Public Transit Operations

The proposed project's two-way right-in/right-out garage driveway would measure 21 feet in width on the ramp portion and provides adequate space for one entering vehicle and one exiting vehicle to utilize the access point at the same time. The ramp would be approximately 170 feet in length and would provide capacity to store approximately eight vehicles in both directions. The drive aisles are approximately 20 feet in width and provide sufficient space for drivers to circulate within the garage, including to bypass drivers waiting for a parking space. Drivers entering would be able to see oncoming vehicles on the ramp and drivers exiting would be able to see vehicles approaching from their left on Lombard Street. There would be no sight distance obstructions within the limits of the driveways and the right-in/right-out operations would simplify decision-making and reduce the number of conflict points.

The proposed project would generate a total of 82 vehicle trips (42 inbound, 40 outbound) during the weekday p.m. peak hour. Of those 82 weekday p.m. peak hour vehicle trips, 44 vehicle trips (22 inbound, 22 outbound) would be attributable to the grocery and retail uses that may be accessing the proposed parking garage. This level of demand would result in less than one vehicle arrival and departure per minute. Based on a review of the basement floor plan and proposed garage layout, the typical time to park, or depart a parking space, would be less than one minute. If a driver arrived when all parking spaces were occupied there would be sufficient space on the driveway ramp, or within the parking garage, for the driver to wait for a vacant stall. Given there is storage for about eight vehicles on the ramp with additional space within the garage for drivers to wait, it is unlikely that vehicle queues would spill back on to Lombard Street. Additionally, the project travel demand and mode split represent a conservative estimate of peak hour vehicle trips as it is not constrained by the proposed parking supply. As such, this analysis may overstate the number of entering and exiting vehicles, further reducing the likelihood of queues developing. Furthermore, while the impact analysis considers the total project trips generated by the proposed project as net new vehicle trips added to the local roadway network, the proposed project would result in a net reduction of 15 vehicle trips inbound and outbound at the project site based on observed vehicle counts.

For these reasons, based on the anticipated project traffic volume and site design of the proposed driveway, the proposed project would not be expected to result in vehicle queueing or circulation issues that could create potentially hazardous conditions for people driving and public transit operations. The proposed project's impact related to driving and public transit operations would be less-than-significant.

Implementation of Improvement Measure I-TR-2: Queue Abatement, discussed below, is recommended to further reduce these less-than-significant impacts by ensuring project vehicles at the garage do not queue on the public right-of-way. The project sponsor has agreed to implement Improvement Measure I-TR-2 as a condition of project approval.

Improvement Measure I-TR-2: Garage Queue Abatement

The project sponsor will ensure that vehicular turning movements into and out of the project driveway or recurring vehicle queues do not occur regularly on the public right-of-way (Lombard Street). A vehicle queue is defined as one or more vehicles waiting to access the project's off-street facility and blocking any portion of any public right-of-way during operations of the project for a combined two minutes during the peak consecutive 60 minutes for the adjacent public right-of-way or a combined 15 minutes between the hours of 6 a.m. and 10 p.m.; and for at least three 24-hour periods in any consecutive seven-day period.

Prior to a recurring queue occurring, the project sponsor will prevent vehicle queues by using proactive abatement methods. The proactive abatement methods will depend on the characteristics of the project-related off-street facility, the characteristics of the street to which the off-street facility connects, and the associated land uses. The proactive abatement methods may include, but are not limited to, installation of LOT FULL signs with active management by parking attendants, use of valet parking or other space-efficient parking techniques, and transportation demand management strategies.

The project sponsor will submit to the Environmental Review Officer (ERO) or their designee, a monitoring and reporting form and supporting documentation, along with the associated enforcement fee. The project sponsor shall designate a transportation coordinator who will submit such form to the department within 30 calendar days of the 18-month anniversary of the issuance of the First Certificate of Occupancy.

The department will also conduct a site visit once in the first three years, making a reasonable effort to combine the site visit with other department site visits for the site (e.g., as part of the TDM Program pursuant to Planning Code section 169). The department will notify the transportation coordinator in advance of these site visits.

If the department determines that a recurring queue is present, the department will notify the project sponsor in writing. Upon request, the project sponsor will hire a qualified transportation consultant from the department's pool of qualified transportation consultants to evaluate the conditions at the site for no less than seven days. The consultant will prepare a monitoring report to be submitted to the department for review. If the department determines that a recurring queue does exist, the project sponsor will have 90 days from the date of the written determination to abate the queue.

Please see Impact TR-6 (below), for a discussion of loading and the secondary effects that may result in a significant impact to public transit as a result of a loading deficit. This is a separate analysis from that described above which focuses on whether the project's project traffic volume and site design of the proposed driveway could create potentially hazardous conditions.

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

Pedestrian Facilities

Sidewalks are provided on both sides of the streets adjacent to the project site. The sidewalk is approximately 11 feet wide on Chestnut Street and 12 feet wide on Lombard Street. In addition, the Lombard Street Vision Zero Project installed curb ramps and sidewalk bulbouts/bus boarding islands at all four corners of the Lombard Street/Fillmore Street and Lombard Street/Steiner Street intersections on the project block. All streets within the study area provide continuous sidewalks and pedestrian countdown signals are provided at all signalized intersections. The transportation study intersections including Chestnut Avenue/Fillmore Street, Lombard Street/Fillmore Street, Lombard Street/Steiner Street, Chestnut Street/Steiner Street, and Chestnut Street/Mallorca Way each have ADA-compliant curb ramps. These facilities provide pedestrian connectivity to and from the project site, including connections to nearby transit routes. The proposed project would not include the introduction of physical impediments to interfere with accessibility of people walking to and from the project site, nor interfere with the connectivity of people walking to adjoining areas. For these reasons, it was determined that the proposed project would result in a less than significant impact related to the accessibility of people walking.

Bicycle Facilities

There are no existing bicycle lanes on streets within the study area. The nearest bicycle facilities are Class III routes on Greenwich Street, one block south of the project site. Though there are no dedicated bicycle lanes, bicyclists were observed traveling on streets surrounding the project site. The 16 bicycle trips generated during the p.m. peak hour by the proposed project would be distributed on surrounding streets and among the nearby bicycle facilities. The proposed project would not include the introduction of physical impediments to interfere with accessibility of people bicycling to and from the project site nor interfere with connectivity of people bicycling to adjoining areas For these reasons, it was determined that the proposed project would result in a less than significant impacts related to accessibility of people bicycling.

Emergency Access

The proposed project would be accessible from frontages along Lombard and Chestnut streets and would be designed to meet building code standards for egress and emergency vehicle access. The nearest fire station (Fire Station #16) is located on Greenwich Street between Fillmore and Steiner streets (about 0.2 miles south of the project site). The proposed project would not include the introduction of physical impediments to emergency

vehicle access. The proposed project would generate a total of 82 p.m. peak hour vehicle trips. These proposed project trips nor the project's design features would result in inadequate emergency access or inhibit emergency access to the project site. For these reasons, it was determined that the proposed project would result in a less than significant impact on emergency access.

Impact TR-4: Vehicle trips generated from the proposed project would not substantially delay public transit. ***(Less than Significant)***

The project site has frontages on Chestnut Street and Lombard Street and is located within 500 feet of bus stops for four Muni surface bus lines (22 Fillmore, 28 19th Avenue, 30 Stockton, and 43 Masonic). Additionally, Golden Gate Transit bus service on Lombard Street and Chestnut Streets (Routes 2, 4, 8, 18, 24(C, X), 27, 30, 38, 44, 54(C), 56, 58, 70, 72(X), 74, 76, 101, and 101X) can be accessed at the Lombard Street/Fillmore Street stop. The proposed project would not relocate any existing transit amenities or service. Based on the preliminary travel demand estimates, the proposed project is expected to generate 66 transit person-trips during the weekday p.m. peak hour. These transit trips would be distributed among nearby transit lines and operators.

The SF Guidelines set forth a screening criterion for projects that would typically not result in significant public transit delay effects.[55] During the weekday p.m. peak hour, the proposed project would generate 82 auto vehicle trips (42 inbound and 40 outbound). The total 82 new auto and 10 Taxi/TNC vehicle trips would be less than the 300 p.m. peak hour project vehicle trips identified by the department as the number of vehicle trips that could result in delays for transit and potentially exceed the four-minute transit delay threshold of significance. Therefore, the proposed project would not add a substantial number of new peak hour vehicle trips to roadways with transit service and would not result in a significant impact related to transit delay.

Please see Impact TR-6 (below), for a discussion of loading and the secondary effects that may result in a significant impact to public transit as a result of a loading deficit. This is a separate analysis from that described above which focuses on whether the estimated total new vehicle trips generated by the project would substantially delay public transit.

Impact TR-5: Operation of the proposed project would not cause substantial additional vehicle miles traveled (VMT) or substantially induce automobile travel. ***(Less than Significant)***

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 use 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

[55] SF Planning Department, Transportation Impact Analysis Guidelines. Available at: https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update. Appendix I of the TIA Guidelines describes the transit delay screening criteria.

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 results 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.[56]

The San Francisco County Transportation Authority (the transportation authority) uses the San Francisco chained activity modeling process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different TAZs. 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 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.[57,58,59]

Table 8 Daily Vehicle Miles Traveled, presents the existing and cumulative (year 2040) average daily VMT per capita for residential and retail land uses within the nine-county San Francisco Bay Area and for transportation analysis zone 815, the zone in which the project site is located. The boundaries of transportation analysis zone 815 are generally Chestnut Street to the north, Fillmore Street to the east, Greenwich Street to the south, and Scott Street to the west. The existing average daily VMT per capita for the various land uses at the project site is less than the regional Bay Area averages.

[56] 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.

[57] 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.

[58] 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.

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

Table 8 Average Daily Vehicle Miles Traveled in TAZ 815

	Existing			Cumulative 2040		
Land Use	Bay Area Regional Average	Bay Area Regional Average Minus 15% (Significance Threshold)	TAZ 815	Bay Area Regional Average	Bay Area Regional Average Minus 15% (Significance Threshold)	TAZ 815
Retail	14.9	12.6	7.2	14.6	12.4	6.5
Residential	17.2	14.6	7.2	16.1	13.7	6.8

SOURCE: San Francisco Planning Department, *San Francisco Transportation Information Map*, 2019, https://sfplanninggis.org/TIM/, accessed December 21, 2021

A project would have a significant effect on the environment if it would cause substantial additional VMT, which is defined as VMT exceeding the regional average minus 15 percent.[60] The OPR's *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA* ("proposed transportation impact guidelines") recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT. Small Projects are projects that would generate fewer than 100 vehicle trips per day. The Proximity to Transit Stations criterion includes projects that are within a half-mile of an existing major transit stop, have a floor area ratio that is equal to or greater than 0.75, vehicle parking that is less than or equal to that required or allowed by the planning code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy.

As shown in Table 8, the existing average daily residential VMT per capita is 7.2 for TAZ 815, which is approximately 58 percent below the existing regional average daily residential VMT per capita of 17.2. The existing average daily VMT per retail employee, at 7.2 for TAZ 815, is 52 percent below the existing regional average daily VMT per capita of 14.9. Given that the project site is located in an area where existing residential and retail VMT is more than 15 percent below the existing regional average, the proposed project would meet the map-based screening criteria for residential and retail uses. The project site also meets the proximity to transit stations screening criterion.[61] 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, project impacts would be less than significant.

Induced Automobile Travel Analysis

The proposed project is not a transportation project. However, the proposed project would include features such as street trees, bike racks, and a reconfiguration of on-street metered parking and loading zones. Specifically, the proposed project would introduce four new street trees and 16 *class 2* bicycle parking spaces on the sidewalk. Reconfiguration of on-street metered parking and loading zones (yellow and white curb) along Chestnut Street and Lombard Street is also proposed.

[60] San Francisco Planning Department, Transportation Impact Analysis Guidelines for Environmental Review, February 2019 (updated October 2019), pg. 15. https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update, accessed December 21, 2021.

[61] San Francisco Planning Department, Eligibility Checklist: CEQA section 21099 – Modernization of Transportation Analysis for 2055 Chestnut Street, July 6, 2020.

These minor alterations to the transportation network fit within the general types of projects that would not substantially induce automobile travel.[62] Therefore, the proposed project would not result in a significant VMT impact with respect to induced automobile travel.

Impact TR-6: Operation of the proposed project would result in a loading deficit, the secondary effects of which would not create potentially hazardous conditions for people walking, bicycling, or driving, but could substantially delay public transit. ***(Less than Significant with Mitigation)***

The assessment of loading impacts compares the proposed loading demand against the proposed supply. The impacts of project loading activities into off-street facilities thereby creating potentially hazardous conditions—including location, design, and control—on driving and transit operations, walking, and bicycle conditions are qualitatively assessed. An evaluation of whether the project would result in a loading deficit and whether such a deficit if the secondary effects would substantially delay public transit is also discussed below.

The proposed project would make minor alterations to the existing public right-of-way for freight and passenger loading:

LOMBARD STREET

- The proposed project would include a new 12-foot-wide curb cut off Lombard Street to access one 14-foot by 55-foot off-street freight loading space.
- Approximately 95 feet of curb along the project's Lombard Street frontage (approximately four on-street metered parking spaces) would be converted to commercial loading (yellow curb).

CHESTNUT STREET

- Approximately 40 feet of curb along the project's Chestnut Street frontage (approximately two on-street metered parking spaces) would be converted from on-street parking to passenger loading (white curb) providing space for approximately two vehicles.
- The proposed project would not include any new curb cuts or driveways along the Chestnut Street frontage. The project would remove two existing curb cuts, approximately 16 feet and 20 feet wide. The 11-foot curb cut would be converted the accessible passenger loading zone. The 20-foot-wide curb cut would be converted to one on-street parking space.

As noted above, the street network changes would be required to undergo review by the SFMTA Transportation Advisory Committee, which includes representatives from Public Works, the SFMTA, the San Francisco Fire Department, the San Francisco Planning Department, the San Francisco Police Department, the Port of San Francisco, and the San Francisco Department of Public Health. As a state highway, public right-of-way

[62] Ibid.

streetscape improvements may also require an encroachment permit from Caltrans. Curb color modifications would be subject to approval from other agencies, including the San Francisco Public Works and the SFMTA.

Freight Loading

The proposed project would provide one 55-foot off-street freight loading space (loading dock) and 95 feet of commercial loading (yellow curb) in two zones on Lombard Street. One 50-foot-long commercial loading zone would be located between the garage entry and the loading dock driveway and one 45-foot-long commercial loading zone would be located immediately west of the loading dock driveway, extending approximately 30 feet beyond the property line. The commercial loading zone would be in effect 24 hours per day, seven days per week, subject to SFMTA approval. Each loading zone could accommodate one box truck (about 30 to 35 feet long each) or two delivery vans/personal vehicles (about 20 to 22 feet long each).

The proposed project would generate an estimated freight loading demand of up to three loading spaces during the peak hour of freight loading activity. As such, assuming 35-feet per vehicle[63], the proposed supply of on- and off-street freight loading spaces would meet expected peak hour demand.

Delivery trucks that would visit the site would be comprised of small vehicles and delivery vans or pick-up trucks approximately 20-22 feet in length, Single Unit (SU)-30 trucks (e.g., box truck) approximately 30-35 feet in length, and Wheelbase (WB)-50 trucks (e.g., tractor-trailers) approximately 50-53 feet in length. To assess truck and vehicle access to the loading dock, truck turn analysis was conducted using both the SU-30, the most common delivery vehicle based on conducted observations, as well as the WB-50 truck.[64] These different delivery vehicle types would be able to access the off-street loading dock on Lombard Street. However, larger vehicles including box and tractor-trailers would have to travel past the loading space and back into the space from Lombard Street. This activity would temporarily block Lombard Street travel lanes as described further here.

Based on observations, most deliveries would occur outside of the a.m. and p.m. peak vehicle travel periods and the majority of deliveries would occur via box trucks (60 percent) or delivery vans (36 percent). The Single Unit Truck (SU)-30 trucks would block up to two vehicle travel lanes for a maximum of 1.5 minutes while reversing into the off-street loading dock. Given there are three vehicle travel lanes on Lombard Street and these maneuvers would mostly occur during off-peak periods, other vehicles traveling on Lombard Street would be able to change lanes to bypass the truck and would not experience hazards or substantial delays. The wheelbase (WB)-50 trucks would block all three vehicle travel lanes for a maximum of 2.5 minutes while reversing into the off-street loading dock. As indicated in the observations, deliveries by trucks longer than 30 feet would be rare, comprising about four percent of all deliveries. Given that all three vehicle travel lanes would be blocked during the reversing maneuver, vehicles traveling on Lombard Street would need to wait for the travel lanes to clear before continuing. However, based on the frequency (one or two deliveries per week during off-peak periods) and duration of vehicle maneuvering (up to 2.5 minutes), these activities would constitute a temporary obstruction of through traffic. Furthermore, once a truck has maneuvered into the off-street loading dock, it would not block access to the sidewalks or a path of travel by people bicycling adjacent to the project site. Truck

[63] Based on observations and assuming 35 feet per box truck, 22 feet per delivery van and personal vehicles, 30 feet for armored vehicles, and 53 feet for semi-trucks, the overall average length of freight vehicles visiting the site would be 30 feet long. Given that the majority (more than 60 percent) of deliveries occurred via box truck, 35 feet is assumed per space.

[64] Truck turn templates for smaller vehicles, including passenger cars and delivery vans, such as those used by caterers and special deliveries, were not created. These vehicles may be able to make a right-turn and drive head-in into the loading dock.

and vehicle access to loading off-street facilities would not cause potentially hazardous conditions to people walking, bicycling, driving or transit operations.

However, while the project's proposed supply may meet estimated demand, when deliveries are concentrated during the same time period and simultaneous deliveries occur, a loading deficit could exist. Large delivery vehicles parked in the curbside loading zone could extend beyond the designated space and partially block the garage and/or loading dock driveway which reduces the amount of available loading spaces to accommodate the anticipated loading demand.

The design vehicle dimensions of a WB-50 tractor trailer is typically around 50-53 feet in length. As noted, there is one 50-foot-long commercial loading zone that would be located between the garage entry and the loading dock driveway. Therefore, there could be instances where large delivery vehicles (e.g., tractor-trailer) may park in the curbside loading zone and extend beyond the designated space, temporarily blocking access to/from the garage and/or loading dock driveway.[65] If this occurs, vehicle drivers may not be able to enter the loading dock or exit the garage driveway. Vehicle queue spillback on Lombard Street may occur as drivers are forced to wait, find parking elsewhere, or circle the block until the vehicle departs. Large delivery vehicles would be expected to arrive during the early morning hours (i.e., before 7 a.m.), before the grocery store or retail uses opened for business, minimizing the potential for conflicts between people driving delivery vehicles and people accessing the garage. However, this analysis conservatively assumes that if these conditions occur during a peak travel period, the increase in vehicle traffic in the rightmost travel lane that is caused by people circling the block, may affect transit service along westbound Lombard Street.

Furthermore, should one of the loading facilities be unable to accommodate the project's loading demand due to concentrated simultaneous deliveries or trucks extending beyond their designated space, double parking of freight vehicles in Lombard Street's westbound travel lane may occur. Since Lombard Street is a three-lane arterial, vehicles may be able to change lanes and avoid double-parked freight vehicles, as seen during field observations. However, vehicles traveling in the rightmost lane would need to wait for a gap in the adjacent travel lane to bypass the double-parked freight vehicle, resulting in delays and causing possible queues during periods of peak vehicle travel when gaps in traffic are limited. According to the Muni and Golden Gate Transit headways, approximately 50 buses travel westbound on Lombard Street during the peak period. The presence of double-parked vehicles and resulting queues may increase transit delay for a substantial amount of people taking transit via westbound buses on Lombard Street.

For the reasons described above, to the extent that the off-street loading dock is used by SU-30 or SU-50 trucks, there are simultaneous deliveries, and there are deliveries in large vehicles (i.e., vehicles longer than 50 feet) in the curbside loading zone that extend beyond the designated space and partially block the garage and/or loading dock driveway, then a loading deficit could exist and as a result double-parking and driveway blockages may occur. Freight loading activities are expected to occur approximately 3 times per day for around 20 minutes each based on observations of existing grocery stores in San Francisco sized similarly as the proposed grocery store. Such activities could substantially delay public transit, resulting in a significant impact.

[65] In instances where large delivery vehicles may partially block the vehicle driveways, there would likely be sufficient space for off-street vehicles to merge and maneuver around partial obstructions to exit the building.

Therefore, Mitigation Measure M-TR-~~1~~6: Driveway and Loading Operations Plan (DLOP) has been identified to reduce the proposed project's secondary effects caused by a loading deficit. The project sponsor has agreed to implement this mitigation measure. Implementation of Mitigation Measure M-TR-6: Driveway and Loading Operations Plan would reduce the significant impact of freight loading operations to less-than-significant levels in the following ways: the scheduling of deliveries, and the restrictions on timing and loading location would prevent the need for delivery vehicles to double park and obstruct vehicle travel lanes, and there would be ongoing monitoring to avoid conflicts that could lead to substantial transit delays. With the implementation of Mitigation Measure M-TR-6: Driveway and Loading Operations Plan, the impact of the proposed project on public transit caused by a loading deficit would be reduced to less-than-significant levels. The details of the driveway and loading operations plan was developed and evaluated by a qualified transportation professional, retained by the project sponsor. The plan was developed in coordination with the planning department and the SFMTA and reviewed and approved by the planning department.

Mitigation Measure M-TR-6: Driveway and Loading Operations Plan (DLOP)

The project sponsor shall designate a transportation coordinator[66] and implement the following measures in order to reduce potential conflicts between driveway operations, including loading activities, and people walking, biking, and driving, and to maximize reliance of on-site loading spaces to accommodate new loading demand:

- Color Curb Application. The project sponsor shall submit documentation to the environmental review officer that they applied to the SFMTA for on-street color curb zones described in the project's Transportation Study (September 24, 2021).

- Loading Dock Management. All loading activities involving vehicles longer than 50 feet shall be restricted to weekdays outside of a.m. and p.m. peak hours of vehicle travel (7 to 10 a.m., and 4 to 7 p.m.). Vehicles longer than 35 feet are not permitted to use the off-street loading dock during peak periods of vehicle travel (7 to 10 a.m., and 4 to 7 p.m.). When circumstances necessitate use of the off-street loading dock by vehicles longer than 35 feet (for example, if the on-street facilities are occupied), the transportation coordinator shall ensure that the turning maneuver occurs outside of the peak periods of vehicle travel. Small trucks (i.e., vehicles less than 35-feet long) and delivery vans conducting loading activities outside of the grocery store and retail operating hours (e.g., between 5 and 8 a.m.) shall use the off-street loading dock. The transportation coordinator shall ensure that tenants in the building are informed of limitations and conditions on loading schedules and truck size specified above. Signage shall be installed near the receiving area stating, "Deliveries will only be accepted from the designated loading areas". Visual and/or audible warning devices shall be installed at the loading dock driveway to alert public right-of-way users of vehicles entering or exiting the off-site facility. Any audible device shall issue alerts above the surrounding noise levels by approximately five decibels. In the case of residential

[66] A transportation coordinator is an individual who provides oversight and management of the project's transportation and circulation mitigation measures' implementation. The coordinator may be an employee for the development project (e.g., property manager) or the project sponsor may contract with a third-party provider(s). The project sponsor shall delegate authority to the coordinator to meet its responsibilities.

move-in and move-out, information will be provided to tenants for procedures to reserve available curbside space on nearby streets through the SFMTA Temporary Signage Program.

- Loading Dock Attendant. The transportation coordinator shall ensure that building management employs a loading dock attendant(s) for the project's loading dock upon occupancy of the grocery store retail space, which may be the same person as the transportation coordinator. The loading dock attendant shall be stationed at the project's loading dock and avoid any safety-related conflicts with pedestrians on the sidewalk and to ensure proper allocation of freight loading vehicles to available spaces. The transportation coordinator shall implement a coordination system for scheduling project delivery vehicles so that they may identify and direct these vehicles to convenient (i.e., within 250 feet) loading spaces that are available at the time of the vehicle's arrival. If vehicles arrive when the loading dock and loading zone are occupied the loading dock attendant shall prohibit double-parking and direct vehicles to circle the block to wait for an available space. The loading dock shall be attended during hours when deliveries are anticipated to occur, which are anticipated to be 5:00 a.m. to 10:00 p.m. every day. The loading dock attendant employed during business hours would work to prevent double-parking on Lombard Street and ensure vehicle and transit throughput. This would prevent disruption of Muni and Golden Gate Transit service by delivery vehicles idling or double-parking along Lombard Street.

- Large Truck Access (vehicles longer than 50-feet). A loading dock attendant shall assist large trucks to maneuver into the curbside loading zone or in/out the off-street loading dock and control bicycle, pedestrian, and vehicular traffic on Lombard Street, as necessary. The project sponsor shall identify potential locations of convenient on-street loading spaces that could accommodate large trucks (vehicles longer than 50 feet) that the on and/or off-street loading facility cannot accommodate and procedures to reserve these spaces through the SFMTA Temporary Signage Program. The project sponsor shall also identify procedures for guiding large trucks to convenient on-street loading spaces. The transportation coordinator shall implement these procedures.

- Trash/recycling/Compost Collection Design and Management. The project sponsor shall provide convenient off-street trash, recycling, and compost storage room(s) for the project and a procedure for collection. The transportation coordinator or building manager shall implement these procedures.

- Loading Facility Maintenance. The project sponsor shall ensure loading facilities are obstruction-free from any adjacent trees and landscaping for the project with a procedure for on-going maintenance. The project sponsor shall not select new trees adjacent to 50-foot-long loading zone that would prevent large trucks from pulling up to the curb when the trees mature. The transportation coordinator or project sponsor shall implement these procedures.

The transportation coordinator shall provide oversight and be responsible for the management of the project's driveway and loading operations plan implementation. The transportation coordinator shall submit to the department supporting documentation for each applicable component along with the department's enforcement fee within 30 calendar days of the 18-month anniversary of the first Certificate of Occupancy. The evaluation report shall be submitted once a year going forward until such time that the ERO or their designee determines that the evaluation is no longer necessary or could be

done at less frequent intervals. The content of the evaluation report shall be determined by the department, in consultation with the SFMTA, and generally shall include an assessment of on-street loading conditions, including actual loading demand, loading operation observations, and an assessment of how the project meets this requirement. If ongoing conflicts[67] are occurring based on the assessment, the evaluation report shall put forth additional measures to address ongoing conflicts associated with loading operations. The evaluation report shall be reviewed by the department which shall make the final determination whether ongoing conflicts are occurring, thus necessitating that the above plan requirements may be altered (e.g., the hour and day restrictions listed above). The department will also conduct a site visit once within the first three years, making reasonable effort to combine the site visit with other department visits to the site. The department will notify the transportation coordinator in advance of these visits.

Passenger Loading

The proposed project would provide approximately 40 feet of curb space (~~2 stalls~~ providing space for approximately two vehicles) along Chestnut Street for passenger loading, near the proposed project's residential, ground-floor retail, and basement retail lobbies. The proposed project's passenger loading supply would meet demand.[68]

Furthermore, because the passenger loading zone would be on the south side of Chestnut Street, passenger loading activities would not be expected to conflict with any project-related freight vehicle movements, which would occur on Lombard Street. The presence of white curb would also prevent conflicts with Muni vehicle movements along Chestnut Street, since vehicles would be able to pull out of the travel lane as opposed to double-parking. If the loading zone were to be fully occupied, double-parked vehicles could present hazardous conditions to other vehicles and bicyclists as they cause other road users to enter into the oncoming vehicle travel lane. Passengers entering and exiting stopped vehicles could also be exposed to hazardous conditions if needing to exit into the street, instead of on the curb. However, considering the expected passenger loading demand of one space during any given minute of the peak hour throughout the average peak period of passenger loading activity, it is expected the proposed project would have a less-than-significant impact with respect to passenger loading.

Cumulative Impact Analysis

The 2040 cumulative conditions assess the long-term impacts of the proposed project in combination with other cumulative projects. The cumulative geography for many transportation topics are typically localized, limited to within the project block or transportation study area. As discussed above, the transportation study area is bounded by Fillmore Street to the east, Steiner Street to the west, Chestnut Street to the north, and Lombard Street to the south. Section B, Project Setting, provides a list of cumulative projects within one-quarter mile of the project site. As shown in Figure 2, ~~only two cumulative~~ four projects are located within the transportation

[67] Conflicts is defined as the intersection of project-generated vehicle movements with movements of other public right-of-way users in locations that substantially affect transit movement.
[68] SFMTA could determine that some of the proposed white zone could be designated as yellow commercial loading which could be used for either commercial or passenger loading. The SFMTA would determine what is appropriate based on conditions at the time of occupancy.

study area: projects at 2040 Chestnut Street, 2027 Chestnut Street, 2101 Lombard Street and 2100 Chestnut Street (the approved relocation site for the existing Wells Fargo).[69] [70]

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

Localized construction-related transportation impacts could occur when cumulative projects generate increased traffic at the same time and on the same streets as the proposed project. Construction of the proposed project may overlap with the construction of the proposed project at 2101 Lombard Street, located along the south side of Lombard Street. The relocation of the existing Wells Fargo bank at 2100 Chestnut Street and the proposed change of use at 2040 Chestnut Street are located to the north side of Chestnut Street and would not entail any new construction and would consist of mainly interior renovation and façade changes to the existing building. Neither of these two cumulative projects are located on the same street frontage as the proposed project. ~~No other cumulative projects are located on the same streets as the proposed project.~~ While the proposed change of use at 2027 Chestnut Street is located on the same street as the proposed project, it would not entail any new building construction and would consist of mainly interior renovation and façade changes to the existing building.[71]

As previously stated, the construction manager for each cumulative project would be required to work with the various city departments such as SFMTA and public works to ensure that construction contractors comply with Blue Book regulations and other codes, which would address construction vehicle routing, traffic control, movement of people walking and bicycling adjacent to the construction area, and temporary sidewalk and travel lane closures.

Therefore, for the above reasons, construction of the proposed project, in combination with the construction activities associated with cumulative projects, would result in a less-than-significant cumulative construction-related transportation impact.

Impact C-TR-2: The proposed project, in combination with cumulative projects, would not create potentially hazardous conditions, including such conditions as a result of a loading deficit; would not interfere with accessibility, including emergency access; and would not significantly delay public transit. ***(Less than Significant)***

The geographic area for cumulative analysis related to potentially hazardous conditions; accessibility for people walking, bicycling; emergency access; and transit delay is generally limited to within the project's transportation study area.

[69] 2100 Chestnut Street (2020-008183CUA) was approved by the Planning Commission on December 16, 2021, Planning Commission Motion No. 21052, https://commissions.sfplanning.org/cpcpackets/20211216_cal_min.pdf, accessed February 28, 2022.

[70] The cumulative analysis of the transportation impact study includes the Lombard Safety Street Project and 2301 Lombard Street. Since completion of the study, these two projects have completed construction and are now considered in the existing conditions of the PMND. However, this does not change the conclusions of the transportation analysis.

[71] The 2027 Chestnut Project was accepted by the department after publication of the 2055 Chestnut PMND on December 29, 2021. The cumulative analysis has been updated to specifically include reference to the 2027 Chestnut Street project for completeness.

The proposed project would generate 6,800 daily person-trips and 542 p.m. peak hour person-trips in the form of 147 auto trips, 8 Taxi/TNC trips, 66 transit trips, 307 walking trips, 16 bicycle trips. From those person trips, 82 vehicle trips would occur during the weekday p.m. peak hour. Accounting for the existing vehicle trips to and from the project site, the proposed project would result in a net reduction of 15 vehicle trips entering or exiting the project site during the p.m. peak hour. Under cumulative conditions, there would be a slight increase in vehicle traffic on the surrounding street network as a result of nearby developments (i.e., 2101 Lombard Street) including the relocation of the existing Wells Fargo bank from the project site to 2100 Chestnut Street. In accordance with the methodology established in the department's 2019 TIA Guidelines, the department estimates the project at 2040 Chestnut Street would conservatively result in approximately 402 daily vehicle trips and 54 p.m. peak hour trips. The proposed project at 2027 Chestnut Street would conservatively result in approximately 179 daily vehicle trips and 24 p.m. peak hour trips. The estimated daily and p.m. peak hour vehicle trips generated by these proposed projects (2040 Chestnut and 2027 Chestnut) are calculated as new vehicle trips and do not account for the existing vehicle trips that may currently travel to and from the project sites. Furthermore, these projects would involve the replacement of existing on-site commercial land uses that already generate an existing amount of vehicle activity. The cumulative projects are geographically dispersed throughout the project vicinity.[72] ~~However~~ Regardless, a general increase in cumulative travel by all modes, in and of itself would not result in cumulative transportation impacts.

~~There are no cumulative projects located along the project site's Lombard and Chestnut street frontages.~~ The project at 2101 Lombard Street is located along the south side of Lombard Street, opposite the project site's Lombard Street frontage and separated by Lombard Street which has three travel lanes in each direction and a median barrier. The project~~s~~ at 2100 Chestnut Street and 2040 Chestnut Street are ~~is~~ located on the north and west side~~s~~ of Chestnut Street and would include interior renovation and façade changes to the existing building~~s~~. The project at 2027 Chestnut Street is located east of the project site on Chestnut Street and would include interior renovation and façade changes to the existing building. These cumulative projects are sufficiently physically separated from the proposed project and/or would not combine with the proposed project to substantially create potentially hazardous conditions; interfere with accessibility for people walking, bicycling, or emergency access; and transit delay.

None of the cumulative projects would substantially affect vehicular circulation or increase p.m. peak hour vehicle or transit trips in the project vicinity to result in substantial transit delay. The combined total p.m. peak vehicle trips generated by the proposed project and cumulative projects would remain below the planning department's transit delay screening criterion of 300 p.m. peak hour vehicle trips. The projects at 2100 Chestnut, 2040 Chestnut, and 2027 Chestnut Street would not include any driveways for access to off-street facilities, and as such, vehicle traffic traveling to or from these project sites would be geographically dispersed throughout the project vicinity. Any vehicle queuing, transit delay, or potentially hazardous conditions for drivers as a result of the project would affect vehicles traveling westbound on Lombard Street. Due to the median barrier separating eastbound and westbound Lombard Street traffic, no potentially hazardous conditions, interference with people walking, bicycling, or emergency access and transit delay resulting from the project at 2101 Lombard Street are expected to combine with that of the proposed project to result in a cumulative impact. Collectively, the cumulative projects, including the project at 2040 Chestnut, are sufficiently physically separated from the

[72] Ibid.

proposed project and/or would not combine with the proposed project to substantially conflict with people driving, walking, or bicycling or with public transit operations.

As discussed above, the project would implement Mitigation Measure M-TR-6 to reduce the project's loading impact to less than significant. Loading issues are typically localized and site-specific. Loading activity on Chestnut Street associated with other cumulative projects, including 2040 Chestnut Street, would not likely combine with the loading activities from the proposed project due to the cumulative projects' adjacency of existing, convenient loading zones available within the vicinity of their respective sites.[73] Furthermore, the proposed project includes a passenger loading zone on Chestnut Street to accommodate any pick-up/drop-off from the project occurring on that street. All delivery and freight loading activities associated with the project would occur on Lombard Street and would not be anticipated to occur on Chestnut Street. The proposed project's estimated freight and passenger loading demand would be accommodated within the proposed onsite and on-street commercial and passenger loading spaces and would not contribute to impacts from other development projects near the project site. The proposed project's off-street vehicle parking spaces would also be accessed from Lombard Street, not Chestnut Street; ~~None of the cumulative projects are on the same block such that they would likely use the same loading facilities;~~ therefore, the proposed project would not combine with cumulative projects to result in a cumulative loading impact.

Additionally, the proposed project has been designed to minimize hazards to people walking along Lombard and Chestnut streets. Design features include eliminating the existing driveways on Chestnut Street and reducing the existing driveways on Lombard Street. The proposed project's garage configuration would allow sufficient interior queuing area inside the garage door so that outbound vehicles can exit the garage and inbound vehicles can enter without blocking the sidewalk.

In light of the above, the proposed project would not combine with cumulative projects to result in a cumulative impact related to potentially hazardous for people driving, walking, or bicycling; would not interfere with people walking or bicycling to or from the project site, and adjoining areas, or result in inadequate emergency access; and would not result in a cumulative transit delay impact. These impacts would be less than significant under cumulative conditions.

Impact C-TR-3: The proposed project, in combination with cumulative projects, would not cause substantial additional VMT or substantially induce automobile travel. ***(Less than Significant)***

Table 8: Daily Vehicle Miles Traveled, shows the estimated VMT in the year 2040 for the San Francisco Bay Area and in TAZ 815. The future 2040 regional average daily household VMT per capita is estimated to be 16.1, and the future 2040 regional average daily VMT per retail employee is estimated to be 14.6. In TAZ 815, the future 2040

[73] Based on the department's TIA Guidelines, the 2040 Chestnut Street project would generate peak hour freight and delivery loading demand of one space. There is one existing yellow commercial loading space and one green, short-term parking space located directly adjacent to the 2040 Chestnut project frontage on Chestnut Street and Mallorca Way. Based on the department's TIA Guidelines, the 2027 Chestnut Street project would generate peak hour freight and delivery loading demand of one space. There is one existing yellow commercial loading space and one green, short-term parking space located north of the 2027 Chestnut Street project frontage on Chestnut Street

average daily household VMT per capita is estimated to be 6.8, and the future 2040 average daily VMT per retail employee is estimated to be 6.5.

Given that the proposed project is located in an area in which the daily averages for future 2040 residential and retail employee VMT 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. This impact would be less than significant.

Noise

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
6. NOISE. Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒

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

Impact NO-1: Operation of the proposed project would not result in a substantial permanent increase in ambient noise levels, nor would the project generate excessive ground borne noise or vibration. ***(Less than Significant)***

The project site is located in an urbanized area with ambient noise levels typical of those in San Francisco neighborhoods. The existing traffic noise levels at the intersections of Lombard and Fillmore streets and

Chestnut and Fillmore streets are above 70 dBA (Ldn).[74,75,76] Ambient noise levels in the project vicinity are dominated by vehicular traffic, Muni buses, and emergency vehicles. Chestnut, Lombard, and Fillmore streets all have high daily traffic volumes that generate moderate to high levels of traffic noise in excess of 70 dBA (Ldn). The land uses in the immediate area are primarily residential and small-scale commercial uses which typically do not generate excessive noise levels but do contribute to the high traffic volumes and incrementally increase noise along the surrounding roads. The existing noise sensitive receptors are the adjacent residences located on Lombard, Chestnut and Fillmore streets. The nearest sensitive receptors to the project site include the Cow Hollow Inn & Suites that abut the west property line of the proposed project site (2190 Lombard Street and 2065 Chestnut Street) and residences that abut the east property line of the proposed project site (2126-2128 Lombard Street and 2029 Chestnut Street).

Vehicular traffic is the major contributor to ambient noise levels throughout most of San Francisco. Generally, traffic must double in volume to produce a noticeable 3 dBA increase in the ambient noise level in the project vicinity.[77] The proposed project would generate approximately 1,230 daily auto and Taxi/TNC vehicle trips. During observations of the site, approximately 3,250 vehicles were counted at the Lombard Street/Fillmore Street roadway intersection and approximately 990 vehicles were counted at the Chestnut Street/Fillmore Street roadway intersection during the pm peak hour.[78] The increase in project vehicle trips would not cause traffic volumes to double on nearby streets, and project generated traffic noise would not have a noticeable effect on ambient noise levels at nearby noise sensitive receptors.

It is expected that the project would generate noise associated with the loading and unloading of goods related to the proposed grocery store and retail uses. Over a daily period, approximately 45-73 freight and delivery loading activities are estimated to generated by the project.[79] Loading activities would occur along Lombard Street; freight and delivery vehicles would utilize the project's two on-street designated commercial loading zones or one off-street freight loading space. While peak commercial vehicle loading activity for the retail and residential uses would generally occur during the midday period (e.g., 10a.m. and 4 p.m.), it is expected that loading activities for the grocery use could occur outside of the grocery and retail operating hours (e.g., between 5 and 8 a.m.). Based on observed rates, approximately 5-7 loading activities associated with the grocery use could occur during the peak period. Most peak hour deliveries would occur via box trucks or delivery vans. The project's Driveway and Loading Operations Plan restricts early morning loading operations of small trucks (i.e., box trucks and vehicles less than 35-feet long) and delivery vans conducting loading activities to use the off-street loading dock located interior to the proposed building that would attenuate the noise from nearby properties. Loading activities conducted by freight trucks longer than 50-feet would be restricted to outside of

[74] San Francisco General Plan. Environmental Protection Element, Map 1, Background Noise Levels – 2009, http://generalplan.sfplanning.org/images/I6.environmental/ENV_Map1_Background_Noise%20Levels.pdf,accessed on December 21, 2021.

[75] The dBA, or A-weighted decibel, refers to a scale of noise measurement that approximates the range of sensitivity of the human ear to sounds of different frequencies. On this scale, the normal range of human hearing extends from about 0 dBA to about 140 dBA. A 10-dBA increase in the level of a continuous noise represents a perceived doubling of loudness.

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

[77] United States Department of Transportation, Federal Highway Administration, Highway Traffic Noise: Analysis and Abatement Guidance, December 2011, p. 9, http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf, accessed December 21, 2021.

[78] Kittelson & Associates, Inc., 2055 Chestnut Street Transportation Study, p.20. San Francisco, CA, September 24, 2021.

[79] This comprises approximately 39-67 loading activities for the proposed grocery use, 4 loading activities for the proposed retail uses, and approximately 2 loading activities for the residential uses. Numbers may not equal due to rounding.

the a.m. and p.m. peak periods. Additionally, loading activities that would occur during nighttime hours would utilize the project's enclosed off-street freight space. The project's freight and delivery noises associated with the loading and unloading of goods would be similar to other loading activities in the area that are common and expected in the dense, urban mixed-use residential and commercial neighborhood the project site is located. Therefore, loading and deliveries are not expected to result in a substantial temporary increase in ambient noise levels. Therefore, the impact would be less than significant.

In addition to vehicle-related noise, exterior mechanical and ventilation systems are also common operational noise sources. These systems are typically mounted on the roof and enclosed to help shield the noise from nearby properties. The project's mechanical and ventilation equipment would be in the sub-basement, ~~and~~ ground floor levels, and rooftop and are subject to Article 29 of the San Francisco Police Code (noise ordinance). Section 2909(a) of the noise ordinance prohibits fixed mechanical equipment from generating noise levels greater than a 5 dBA over ambient noise levels for noise generated from mixed-use land uses and serving the residential use. Section 2909(b) prohibits fixed mechanical equipment from generating noise levels greater than a 8 dBA over ambient noise levels for noise generated from mixed-use land uses and serving the retail use. Section 2909(d) establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA during daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.) inside a dwelling unit's sleeping or living room. The proposed project's mechanical and HVAC systems would be required to meet these noise standards. Additionally, the proposed project would include a rooftop deck that would be above the third floor of the project site to provide open space amenities for residents. Any amplified noise at the rooftop deck would be subject to these same requirements of the noise ordinance. Given that the proposed project's mechanical and ventilation equipment would be shielded in an enclosed area and noise generated by the project would be required to comply with the limits in the noise ordinance, the project would not result in a noticeable increase in ambient noise levels. Therefore, regulations in the noise ordinance would ensure that noise from the project's mechanical systems and activities on the proposed rooftop deck would not result in a significant increase in ambient noise levels.

Should the project's retail uses require an emergency standby generator, use of the generator would not increase ambient noise levels because the generator would be tested for short periods of time (generally 1-2 times a month for 15 minutes to 1 hour) and only used in case of an emergency power outage.

Operations-related ground borne noise and vibration primarily results from the passing of trains, buses, and heavy trucks. The proposed residential and retail land uses are not sources of ground borne noise or vibration. Furthermore, the existing intermittent ground bourne vibration created from Muni buses or other transportation sources would generally remain unchanged with implementation of the proposed project. Therefore, the proposed project would have a less-than-significant impact with respect to the generation of ground borne noise or vibration.

In summary, operational noise and vibration generated by the proposed project would not expose people to noise levels in excess of established standards or result in a substantial permanent increase in ambient noise or vibration levels. Therefore, and the proposed project's operational noise and vibration impact would be less than significant.

Informational Discussion

In the California Building Industry Association v. Bay Area Air Quality Management District case decided in 2015,[80] the California Supreme Court held that CEQA does not require lead agencies to consider how existing environmental conditions might impact a project's users or residents, except where the project would exacerbate an existing environmental condition. Accordingly, the significance criteria above related to exposure of persons to noise levels above standards set forth in the general plan or noise ordinance and the exposure of persons to excessive ground borne vibration or ground borne noise levels are relevant and applicable when a project would exacerbate the existing noise environment. As discussed above, the proposed project is a residential project and would not significantly exacerbate existing noise conditions; however, the following is provided for informational purposes.

The proposed project would include residential uses that would place sensitive receptors in an environment with high ambient noise levels. The Environmental Protection Element of the San Francisco General Plan contains Land Use Compatibility Guidelines for Community Noise. These guidelines are generally parallel to state guidelines from the Office of Planning and Research, which have established maximum acceptable noise levels for various newly developed land uses. The guidelines present a range of noise levels that are considered compatible or incompatible with various land uses. The "maximum satisfactory" exterior noise level with no special noise insulation is 60 dBA (Ldn) for residential uses. The general plan discourages new residential construction in areas where noise levels exceed 70 dBA Ldn unless detailed acoustical analysis has been conducted and noise insulation measures have been included in the design. This analysis occurs during the building permit review process as described below.

The proposed project's residential uses would be subject to the noise insulation requirements in both the California Building Code and the San Francisco Building Code (Building Code). The City of San Francisco adopted the 2019 California Building Code, effective January 2017. The Building Code requires that interior noise levels from outside sources not exceed 45 dBA (Ldn or CNEL) in any habitable room (rooms for sleeping, living, cooking, and eating, but excluding bathrooms and closets) of a residential unit, except for residential additions to structures constructed before 1974 (Building Code section 1207.4). The Building Code (section 1207.2) also mandates that walls and floor/ceiling assemblies separating dwelling units from each other or from public or service areas have a Sound Transmission Class (STC) of at least 50, meaning they can reduce noise by a minimum of 50 decibels (dB). Compliance with Title 24 standards and the Building Code would ensure that appropriate insulation is included in the project to meet the 45 dBA interior noise standard.

Impact NO-2: Construction of the proposed project would not result in a substantial temporary increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. *(Less than Significant)*

The proposed project's excavation and construction activities would cause a temporary increase in noise levels in the immediate vicinity of the project site. Although construction activities are a common occurrence in an urban environment, such as the project site, construction equipment would generate noise that could be

[80] California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal.4th 369. Opinion Filed December 17, 2015. Case No. S213478. Available at: http://www.courts.ca.gov/33098.htm, accessed December 21, 2021.

considered an annoyance by occupants of adjacent and nearby properties. The construction period is estimated to last approximately 18 months. No nighttime construction would occur for the proposed project and no pile driving would be necessary.

Construction noise levels would fluctuate depending on the construction phase, equipment type, duration of use, distance to sensitive receptors, and the presence (or absence) of physical barriers. Impacts would generally be limited to noise generated from demolition, foundation, and seismic strengthening activities, although excavation and building construction could also be considered an annoyance for occupants of nearby properties. Interior construction noise would be substantially reduced by the exterior walls. The amount of construction noise generated at any one time would vary depending on the types of construction activities underway, numbers and types of pieces of heavy equipment and duration of use, distance between noise source and listener, and presence or absence of barriers (including subsurface barriers) between the noise source and the receptors.

The higher noise generating activity includes demolition, site preparation, and foundation phases of the building construction and would be approximately 4 months of the project's 18-month duration. The building construction phase of the project would be 9 months of the project's 18-month duration. Interior finishing would be less noisy and would last 4 months of the 18-month duration. Paving during construction would last approximately 2 weeks of the project's 18-month duration.

Construction noise is regulated by the noise ordinance (article 29 of the Police Code). Section 2907 of the ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and city-approved mufflers for both intake and exhaust. Section 2908 of the noise ordinance prohibits construction work between 8:00 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 9 below provides the noise levels produced by various types of typical construction equipment prospectively used by the proposed project. As shown in this table, noise levels from construction equipment are expected to comply with the limits in the noise ordinance.

Table 9 Representative Construction Equipment Noise Levels[a]

Construction Equipment[b]	Noise Level at 50 Feet (dBA, Leq)	Noise Level at 100 Feet (dBA, Leq)
San Francisco Noise Ordinance Limit	86	80
Jackhammer (Pavement Breakers) [c]	88	82
Aerial Lifts	75	69
Bore / Drill Rigs	84	78
Excavators	81	75
Forklifts	83	77
Loaders	79	73
Pavers	77	71
Paving Equipment	77	71
Sweepers / Scrubbers	82	76
Off-Highway Tractor	84	-
Welder	74	68

NOTES:

[a] 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.

[b] The construction equipment list in this table has been provided by the project sponsor.

[c] Although the jackhammer would exceed the noise ordinance limit of 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.

ABBREVIATIONS:

dBA = A-weighted decibel
L_{eq} = equivalent sound level

SOURCE: Federal Highway Administration, Roadway Construction Noise Model User's Guide, 2006, https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf, https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm, accessed December 21, 2021.

The nearest sensitive receptors to the project site include the Cow Hollow Inn & Suites that abut the west property line of the proposed project site (2190 Lombard Street and 2065 Chestnut Street) and residences that abut the east property line of the proposed project site (2126-2128 Lombard Street and 2029 Chestnut Street). Nearby residences are also located along Fillmore and Steiner streets. The Marina Middle School is located approximately 300 feet from the project site.

The adjacent and nearby residences and hotel patrons would likely experience temporary and intermittent increases in noise levels associated with construction activities and construction trucks traveling to and from the project site. However, as described above, of the 18-month construction period, higher noise generating construction activities including demolition, site preparation, and foundation would occur for only 4 of those months. Further, construction of the proposed project would not include activities that could produce excessive noise (e.g., pile driving). Compliance with the noise ordinance would ensure that the proposed project would not result in a substantial temporary or periodic increase in ambient noise levels. Therefore, impacts related to noise from construction activities would be less than significant. Although no significant construction noise impact would occur, Improvement Measure I-NO-2 has been identified to further minimize construction-related noise effects. The project sponsor has agreed to implement this improvement measure.

Improvement Measure I-NO-2: Construction Noise

The project sponsor will develop a set of site-specific noise attenuation measures under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures will be submitted to the planning department. Noise attenuation measures could include as many of the following control strategies as feasible:

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

Impact NO-3: Construction of the proposed project would not generate excessive ground borne 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. Ground borne 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 (impacts of construction activities on biological resources are addressed in Topic E.14, Biological Resources). Regarding the potential effects of ground borne vibration and noise to people, except for long-term occupational exposure, vibration levels rarely affect human health.

The nearest vibration sensitive receptors to the project site include the Cow Hollow Inn & Suites that abut the west property line of the proposed project site (2190 Lombard Street and 2065 Chestnut Street) and residences that abut the east property line of the proposed project site (2126-2128 Lombard Street and 2029-2031 Chestnut Street). Nearby residences are also located along Fillmore and Steiner streets. The buildings housing these uses of are wood or steel (not masonry) construction and have not been identified as historic resources. Specifically, the Cow Hollow Inn & Suites that abut the west property line of the proposed project site is not a historic

resource. However, the east property line of the project site abuts three potential historic resources.[81] There are no sensitive equipment uses (e.g., facilities using magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes) adjacent to the project site.

Construction of the proposed project does not require pile driving. However, construction of the proposed project would require excavation of the project site. The project would also remove the two existing curb cuts on Chestnut Street and replace the two existing curb cuts on Lombard Street. According to the geotechnical investigation report prepared for the project, equipment capable of breaking concrete may be required for demolition and foundation phases; the proposed new building is recommended to be supported on a mat foundation. A cantilever soldier-pile-and-lagging-system or a deep soil mixing shoring system can be used to retain the sides of excavations along Chestnut and Lombard streets and is recommended to be installed by placing beams in drilled shafts. Where the proposed excavation extends deeper than the foundations of the adjacent buildings, the buildings are recommended to be underpinned with hand-excavated piers.[82] The project will require construction of a secant wall using auger-cast equipment that does not require pounding and would result in minimal vibration.[83]

Of the equipment listed in Table 9, only the jack hammer is considered an impact device that could generate sufficient vibration affecting nearby sensitive receptors, including vibration sensitive buildings. Vibration effects to people are generally only considered if such effects could result in health effects resulting from sleep disturbance. Since nighttime construction is not required, construction vibration would not result in significant effects to people as a result of sleep disturbance and the rest of this analysis addresses whether construction vibration could result in building damage.

The latest California Department of Transportation (Caltrans) guidance manual, Transportation and Construction Vibration Guidance Manual,[84] includes guidelines to use in construction projects to address the potential for building damage, as summarized in Table 10: Caltrans Vibration Damage Potential Threshold Criteria. Vibration levels are measured in inches per second and expressed as a peak particle velocity (PPV). This analysis uses the "Continuous/Frequent" potential damage threshold of 0.25 PPV for older residential structures for the adjacent buildings to the east of the project site[85] and the "Continuous/Frequent" potential building damage threshold of 0.5 PPV for new residential structures for the adjacent building to the west of the project site.[86]

[81] San Francisco Planning Department, Property Information Map, https://sfplanninggis.org/pim/, accessed December 21, 2021.
[82] Langan Engineering and Environmental Services, Inc., Geotechnical Investigation, 2055 Chestnut Street, San Francisco, California, April 25, 2017; Langan Engineering and Environmental Services, Inc. Geotechnical Investigation, Addendum, 2055 Chestnut Street, San Francisco, California, June 21, 2021.
[83] Prado Group, Inc., Construction Equipment Locations Figure, 2055 Chestnut Street, San Francisco, CA, June 25, 2021.
[84] California Department of Transportation, Transportation and Construction Vibration Guidance Manual, April 2020. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf, accessed December 21, 2021.
[85] Buildings located east of the project site include 2029-2031 Chestnut Street constructed in 1928; 2126-2128 Lombard Street constructed in 1912; and 3325 Filmore Street constructed in 1952.
[86] Buildings located west of the project site include 2150 Lombard Street constructed in 1988;2065 Chestnut Street constructed in 1989.

Table 10 Vibration Guidelines for Potential Damage to Structures

Structure Type and Condition	Maximum Peak Particle Velocity (PPV, in/sec)	
	Transient sources	Continuous/Frequent Intermittent sources
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

NOTES: Transient sources create a single, isolated vibration event (e.g., blasting or drop balls). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity

SOURCE: California Department of Transportation. *Transportation and Construction Vibration Guidance Manual, Table 19.* April 2020. Available: https://dot.ca.gov/programs/environmental-analysis/noise-vibration/guidance-manuals. Accessed: March 18, 2021.

Construction-related vibration levels from use of the jack hammer were estimated using industry standard methodology as documented by Caltrans in the *Transportation and Construction Vibration Guidance Manual* and other relevant authorities. This analysis predicts construction-related vibration levels at the nearest sensitive receptors, conservatively assuming the operation of a jackhammer at (within 5 feet of) the nearest property line. At this distance, the jackhammer would result in vibration levels of 0.21 PPV.[87] This vibration level is below the potential damage threshold of 0.25 PPV for older residential structures and 0.5 PPV for new residential structures. Therefore, construction vibration is not anticipated to result in building damage. Thus, construction vibration effects would be less than significant.

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

Operational Noise and Vibration

The proposed project would add approximately ~~1,230 auto and Taxi/TNC vehicle trips~~ 82 auto and 10 Taxi/TNC vehicle trips during the p.m. peak hour. This does not account for 97 existing vehicle trips counted to and from the project site (currently occupied by Wells Fargo). The cumulative development projects would incrementally increase vehicle trips throughout the day. Most cumulative vehicle trips would be distributed along the Chestnut and Lombard streets and other local roadways. The proposed project, along with the other cumulative projects in the vicinity, would not result in a doubling of traffic volumes along nearby streets and therefore would not result in a noticeable increase (3 dBA) in ambient noise levels. Therefore, the project in combination with cumulative projects, would not result in significant cumulative traffic noise impacts. Moreover, the proposed project's mechanical equipment and mechanical equipment from reasonably foreseeable cumulative projects would be required to comply with the noise ordinance which specifies limits at each property plane. Because each cumulative project would be required to comply with the noise ordinance property plane limits and

[87] Using the following equation: PPV equip = PPVref x $(25/D)^n$ where: PPVref=0.035 in/sec; D=5; n=1.1 (as recommended in the Transportation and Construction Vibration Guidance Manual).

because noise attenuates with distance, noise from cumulative project's mechanical equipment are not likely to combine with that of the proposed project to result in an increase in ambient noise levels.

As such, the proposed project in combination with cumulative projects would result in less-than-significant cumulative impacts related to operational noise. The proposed project would not result in vibration during operations and therefore does not have the potential to contribute to any cumulative vibration impact. Thus, no cumulative operational vibration impact would occur.

Construction Noise and Vibration

Project-related construction noise would result in temporary and intermittent noise levels but would not substantially increase ambient noise levels at the project site. As described in Table 2 in Section B, Project Setting, there are ~~4~~ 6 active development projects in the immediate project vicinity~~.~~, including 2040 Chestnut Street and 2027 Chestnut Street. Construction noise from tenant improvements, such as that which might be necessary for 2040 Chestnut and 2027 Chestnut, would not generate substantial construction noise because noise from interior tenant improvement construction activity would be shielded by the building shell.[88] Other cumulative ~~While these~~ projects could potentially contribute to ambient noise levels, these projects are dispersed throughout the project study area and are too limited in scope to substantially increase ambient noise levels in the project vicinity. Further, all construction activities would be required to comply with the noise ordinance, which limits the noise level from individual pieces of equipment, as discussed above. As such, construction noise effects associated with the proposed project are not anticipated to combine with that of cumulative projects to result in significant cumulative construction noise impacts. Therefore, cumulative construction-related noise impacts would be less than significant.

Environmental impacts related to ground borne vibration are generally site-specific, and ground borne vibration generally attenuates rapidly with distance from the source of the vibration. The cumulative projects that may require heavy construction equipment that could generate ground borne vibration are geographically dispersed throughout the project vicinity. For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative impact related to ground borne vibration or ground borne noise levels.

[88] The 2027 Chestnut Project was accepted by the department after publication of the 2055 Chestnut PMND on December 29, 2021. The cumulative analysis has been updated to specifically include reference to the 2027 Chestnut Street project for completeness.

Air Quality

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
7. AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Setting

The Bay Area Air Quality Management District (or 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 air quality in the air basin within federal and state air quality standards, 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, generally. The most recent air quality plan, the clean air plan, was adopted by the air district on April 19, 2017. The clean air plan updates the most recent Bay Area ozone plan and the 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 ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The 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.

The clean air plan represents 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 air quality plans (checklist question E.7.a).

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 (NO_2), sulfur dioxide (SO_2), 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. The air basin is designated as either in attainment[89] or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and PM_{10},[90] for which these pollutants are designated as non-attainment for either the state or federal standards. Ozone is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving reactive organic gases (ROG) and oxides of nitrogen (NOx).

By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size, by itself, to result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.[91]

Land use projects typically result in ozone precursor and particulate matter emissions because of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance and construction activities. For this reason, the air district has established significance thresholds for non-attainment criteria air pollutants, as shown in Table 11, Criteria Air Pollutant Significance Thresholds, below.

Table 11 Criteria Air Pollutants Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (Pounds/day)	Average Daily Emissions (Pounds/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM10	82 (exhaust)	82	15
PM2.5	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

SOURCE: Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 2-2.

The significance thresholds for ROG and NOx are based on the stationary source limits in air district regulation 2, rule 2, which requires that any new source that emits criteria air pollutants above the ROG and NOx emissions limit in Table 11 must offset those emissions. The significance thresholds for particulate matter is based on the emissions limit in the federal New Source Review for stationary sources in nonattainment areas. The air district's

[89] "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.

[90] PM_{10} 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.

[91] Bay Area Air Quality Management District, California Environmental Quality Act Air Quality Guidelines, May 2017, page 2-1, https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 21, 2021

California Environmental Quality Act Air Quality Guidelines[92] and supporting materials[93] provide additional evidence to support these thresholds. Projects that would result in criteria air pollutant emissions below these significance thresholds would not result in a cumulatively considerable net increase in non-attainment criteria air pollutants within the air basin.[94] Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

FUGITIVE DUST

Additionally, fugitive dust emissions are typically generated during construction phases. Studies have shown that the application of best management practices at construction sites significantly control fugitive dust and individual measures have been shown to reduce fugitive dust by anywhere from 30 to 90 percent.[95] The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.[96] The city's Construction Dust Control Ordinance (Ordinance No.176-08, effective July 30, 2008) requires a number of measures to control fugitive dust and the best management practices employed in compliance with the city's construction dust control ordinance are an effective strategy for controlling construction-related fugitive dust.

LOCAL HEALTH RISKS AND HAZARDS

In addition to criteria air pollutants, individual projects may emit *toxic air contaminants* (TACs). TACs collectively refer to a diverse group of air pollutants that can cause chronic (i.e., of long-duration) and acute (i.e., severe but short-term) adverse effects to human health, including carcinogenic effects. Human health effects of TACs include birth defects, neurological damage, cancer, and mortality. There are hundreds of different types of TACs with varying degrees of toxicity; 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.[97]

[92] Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines,* May 2017, https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 21, 2021.
[93] Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/revised-draft-ceqa-thresholds-justification-report-oct-2009.pdf?la=en, accessed December 21, 2021.
[94] Bay Area Air Quality Management District *California Environmental Quality Act Air Quality Guidelines,* May 2017, https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 21, 2021.
[95] Western Regional Air Partnership. *2006. WRAP Fugitive Dust Handbook.* September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed December 21, 2021.
[96] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.
[97] 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. The applicant is then subject to a health risk assessment for the source in question. Such an assessment generally evaluates chronic, long-term effects, estimating the increased risk of cancer as a result of exposure to one or more TACs.

Exposures to fine particulate matter (PM2.5) are strongly associated with mortality, respiratory diseases, and lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[98] In addition to PM2.5, 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.[99] The estimated cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other TAC routinely measured in the region.

Air pollution does not affect every individual in the population in the same way, and some groups are more sensitive to adverse health effects than others. Land uses such as residences, schools, children's day care centers, hospitals, and nursing and convalescent homes are considered to be the most sensitive to poor air quality because the population groups associated with these uses have increased susceptibility to respiratory distress or, as in the case of residential receptors, their exposure time is greater than 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, 7 days a week, for 30 years.[100] Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the 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* were identified based on health-protective criteria that consider estimated cancer risk, exposures to fine particulate matter, locations with particularly vulnerable populations, and proximity to freeways, as further described 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.[101] 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.[102]

FINE PARTICULATE MATTER

In April 2011, the EPA published Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, "Particulate Matter Policy Assessment." In this document, EPA staff strongly support a PM2.5

[98] SFDPH, Assessment and Mitigation of Air Pollutant Health Effects from Intra-Urban Roadways: Guidance for Land Use Planning and Environmental Review, May 2008.
[99] California Air Resources Board (ARB), Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.
[100] California Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spot Program Risk Assessment Guidelines*, February, 2015. Pg. 4-44, 8-6.
[101] Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.
[102] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines,* May 2017, page D-43. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 21, 2021.

standard within the range of 12 to 11 µg/m^3.[103] The air pollutant exposure zone for San Francisco is based on the health-protective PM2.5 standard of 11 µg/m^3, as supported by the EPA's Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, although lowered to 10 µg/m^3 to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

HEALTH VULNERABLE LOCATIONS

Based on the air district's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94110, 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) PM2.5 concentrations in excess of 9 µg/m^3.[104]

The above citywide health risk modeling is referenced in the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance No. 224-14, effective December 8, 2014) (article 38). 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 zone. The project site is located within the air pollutant exposure zone and health code article 38 does apply to the proposed project. 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.

Impact AQ-1: 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 is the air district's 2017 clean air plan.[105] The clean air plan is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the clean air plan, this analysis considers whether the project would: (1) support the primary goals of the 2017 Clean Air Plan, (2) include applicable control measures from the 2017 Clean Air Plan, and (3) avoid disrupting or hindering implementation of control measures identified in the plan.

The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) protect the climate by reducing greenhouse gas emissions. To meet the primary goals, the plan recommends 85

[103] United States Environmental Protection Agency, *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 21, 2021. The EPA published a new policy assessment in January 2020. The policy assessment did not include recommendations to change the standards for particulate matter. This document is available at: https://www.epa.gov/system/files/documents/2021-10/final-policy-assessment-for-the-review-of-the-pm-naaqs-01-2020.pdf, accessed December 21, 2021.

[104] San Francisco Planning Department and San Francisco Department of Public Health, *San Francisco Citywide Health Risk Assessment: Technical Support Documentation.* September 2020.

[105] Bay Area Air Quality Management District, *Spare the Air Cool the Climate, Final 2017 Clean Air Plan,* April 2017, https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en, accessed December 21, 2021.

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. To the extent that the air district has regulatory authority over an emissions source generated by the project, the control measures may be requirements of the proposed project. Other measures in the plan not within the air district's regulatory authority may be advisory or are otherwise not specifically applicable to land use development projects, such as the proposed project.

The clean air 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.

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

The proposed project site is near a high availability of viable transportation options, such that approximately 116 residents and 91 net new employees could bicycle, walk, and ride transit to and from the project site instead of taking trips using private automobiles. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project would generate an estimated 1,230 daily vehicle trips, which includes Taxi/TNC trips. Transportation control measures that are identified in the clean air plan are implemented by the *San Francisco General Plan* and the planning code, for example, through the city's Transit First Policy, transportation demand management program requirements, and transit impact development fees. Compliance with these requirements would ensure the project includes relevant transportation control measures specified in the clean air plan. Therefore, the proposed project would include applicable control measures identified in the clean air plan to meeting the plan's primary goals.

Examples of a project that could cause the disruption or delay of clean air plan control measures are projects that would preclude the extension of a transit line, bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would construct a new mixed-use building that includes 49 residential dwelling units and approximately 36,700 square feet of retail space serving nearby residents to a dense, urbanized, and walkable area near a concentration of local transit services. The project would reduce the amount of parking by 15 spaces from existing conditions. It would not preclude the extension of a transit line, bike path or any other transit improvement, and thus would not disrupt or hinder implementation of the clean air plan's control measures.

For the reasons described above, the proposed project would not conflict with or obstruct implementation of the clean air plan and this impact would be less than significant.

Impact AQ-2: The proposed project's construction activities would generate fugitive dust and criteria air pollutants but would not result in a cumulatively considerable net increase of non-attainment criteria air pollutants within the air basin. *(Less than Significant)*

Construction activities (short-term) typically result in emissions of ozone precursors and fine particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and fine particular matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROGs are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project's construction activities involve the following phases: demolition of the existing building, site preparation, grading, shoring, and foundation work, building construction, interior finishing, and paving. During the project's approximately 18-month construction period, construction activities would have the potential to result in fugitive dust and emissions of ozone precursors and fine particulate matter, 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. 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. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure. In response, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition and construction work in order to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and to avoid orders to stop work by the department of building inspection.

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 the department of building inspection.[106]

For projects over one half-acre, such as the proposed project, the dust control ordinance requires that the project sponsor submit a dust control plan for approval by the San Francisco Department of Public Health.[107] The site-specific dust control plan would require the implementation of additional dust control measures such as installation of dust curtains and windbreaks, independent third-party inspections and monitoring, provision of a public complaint hotline, and suspension of construction during high wind conditions. Compliance with the regulations and procedures set forth by the dust control ordinance would ensure that potential dust-related air quality impacts would be reduced to less than significant.

[106] The director of the department of building inspection may waive this requirement for activities on sites less than one half-acre that are unlikely to result in any visible wind-blown dust.

[107] The department of building inspection will not issue a building permit without written notification from the director of public health that the applicant has a site-specific dust control plan unless the director waives the requirement. Interior-only tenant improvement projects that are over one-half acre in size that will not produce exterior visible dust are exempt from the site-specific dust control plan requirement.

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 and other construction activities.

To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 11, above, the air district developed screening criteria.[108] 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 *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield[109] sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions.

The proposed project would demolish the existing 6,000-square-foot building and construct a 3-story over basement approximately 96,000 gross-square-foot mixed-use building, comprised of 49 residential dwelling units and approximately 36,700 square feet of retail use space. The size of the proposed project would be below the criteria air pollutant screening sizes for a mid-rise apartment building (240 dwelling units) as well as the screening criteria for retail (277,00 square feet), as identified in the air district's CEQA Air Quality Guidelines. Therefore, the proposed project's land uses are well below the construction criteria pollutant screening sizes and the project's construction criteria air pollutant impact would be less than significant.
Additionally, the project site is located within the air pollutant exposure zone and the construction health risks from the proposed project's emissions are further analyzed in Impact AQ-4; significant health risk impacts due to emissions of toxic air contaminant (TACs), including diesel particulate matter (DPM), from construction of the proposed project's emissions would require mitigation which would further reduce the project's less-than-significant construction criteria air pollutant emissions.

Impact AQ-3: During project operations, the proposed project would not result in a cumulatively considerable net increase in non-attainment criteria air pollutants. *(Less than Significant)*

As discussed above in Impact AQ-2, the air district developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the operational screening criteria are met and not exceeded by a proposed project, then a detailed air quality assessment is not required.

The proposed project includes approximately 49 dwelling units with 36,700 gross square feet of retail uses. Of the rentable retail space, approximately 14,000 square feet would be for a grocery tenant and the remaining 15,880 square feet would be for general retail uses. The proposed project is below the operational screening criteria for a mid-rise apartment building (494 dwelling units) as well as the screening criteria for a supermarket (42,000 square feet) and retail (99,000 square feet).[110] Thus, the quantification of the project-generated criteria air pollutant emissions is not required. The proposed project would result not exceed any operational criteria air

[108] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines,* May 2017. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 21, 2021.
[109] A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.
[110] The air district's screening criteria does not include a general "retail" land use. Therefore, the retail component of the proposed project most closely aligns with the "strip mall" land use category, the screening criteria of which is presented here.

pollutant significance thresholds and would result in a less-than-significant impact with respect to criteria air pollutants.

Impact AQ-4: The proposed project's construction and operational activities would generate toxic air contaminants, including diesel particulate matter, that would expose sensitive receptors to substantial pollutant concentrations. *(Less than significant with Mitigation)*

The project site is located within the air pollutant exposure zone as described above. The proposed project would generate toxic air contaminants during construction from the use of diesel-powered construction equipment and during operations may generate toxic air contaminant emissions resulting from the use of an emergency standby generator required for retail occupants. The construction and operational health risks from the proposed project's emissions are further analyzed below.

CONSTRUCTION EMISSIONS

According to the California air board, off-road equipment, which includes construction equipment, was the third largest source of mobile particulate matter emissions in California in 2012, the latest year for which inventory data is available.[111]

However, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and the California air board has set emissions standards for off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. 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, NOx and PM emissions would be reduced by more than 90 percent.[112]

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."[113]

[111] California Air Resources Board, 2017, 2012 Base Year Emissions, Off-Road Sources, Available: https://www.arb.ca.gov/app/emsinv/2017/emssumcat_query.php?F_YR=2012&F_DIV=-4&F_SEASON=A&SP=SIP105ADJ&F_AREA=CA#8, accessed December 21, 2021.

[112] USEPA, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

[113] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines,* May 2017, page 8-7. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 21, 2021.

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, 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.

Sensitive land uses near the project site include the residences that abut the east property line of the proposed project site (2126-2128 Lombard Street and 2029-2031 Chestnut Street). Nearby residences are also located along Fillmore Street and Steiner Streets.

The proposed project would require construction activities for the approximate 18-month construction period. Project construction activities would result in short-term emissions of diesel particulate matter and other TACs. The project site is located in an area that already experiences poor air quality and project construction activities would generate additional air pollution, affecting nearby sensitive receptors, resulting in a significant impact. Implementation of Mitigation Measure M-AQ-4a, Clean Off-Road Construction Equipment, would reduce the magnitude of this impact to a less-than-significant level. M-AQ-4a: Clean Off-road Construction Equipment would require the project sponsor to use equipment that emit the lowest levels of DPM, Tier 4 equipment. While emission reductions from limiting idling, educating workers, and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 4 compliant emissions, can reduce construction emissions by 93 to 96 percent compared to equipment with engines meeting Tier 1 or Tier 2 emission standards.[114] The project sponsor has agreed to implement this mitigation measure .Therefore, compliance with Mitigation Measure M-AQ-4 would reduce construction period TAC emissions on nearby sensitive receptors to a less-than-significant level.

Mitigation Measure M-AQ-4a: Clean Off-road Construction Equipment

The project sponsor 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 United States Environmental Protection Agency (EPA) or California Air Resources Board (air board) Tier 4 Interim or Tier 4 Final off-road emission standards.
2. Where access to alternative sources of power are available, portable diesel engines (e.g., generators) 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

[114] PM emissions benefits are estimated by comparing off-road PM emission standards for Tier 1 and Tier 2 with Tier 4 final emissions standards. Tier 1 PM emissions standards were established for equipment with 25- <50 horsepower and equipment with horsepower <175. Tier 1 emissions standards for these engines were compared against Tier 4 final emissions standards, resulting in a 96 percent reduction in PM. The EPA established PM standards for engines with horsepower between 50-<175 as part of the Tier 2 emission standards. For these engines Tier 2 emissions standards were compared against Tier 4 final emissions standards, resulting in between 93-95 percent reduction in PM.

designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

4. The project sponsor 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 Tier 4 off-road equipment is technically not feasible; the equipment would not produce desired emissions reduction due to expected operating modes; or there is a compelling emergency need to use off-road equipment that is not Tier 4 compliant. If the ERO grants the waiver, the contractor must use the next cleanest piece of off-road equipment, according to the following, or another alternative that results in comparable reductions of diesel particulate matter.

Off-Road Equipment Compliance Step-down Schedule		
Compliance Alternative	**Minimum Engine Emission Standard**	**Emissions Control**
1	Tier 2	air board level 3 VDECS
2	Tier 2	air board level 2 VDECS
3	Tier 2	air board level 1 VDECS

VDECS= verified diesel emissions control strategy
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.

C. Construction Emissions Minimization Plan

Before starting onsite 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 use and hours of operation. For VDECS installed, the description may include:

technology type, serial number, make, model, manufacturer, air board 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 project sponsor agrees to comply fully with the plan.
3. The project sponsor shall make the plan available to the public for review on-site during working hours. The project sponsor 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 project sponsor 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 reports every six months 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 EMISSIONS

The air district considers roads with fewer than 10,000 vehicles per day "minor, low-impact sources," stating that these sources "do not pose a significant health impact even in combination with other nearby sources. These determinations were made through extensive modeling, sources tests, and evaluation of their TAC emissions."[115] The proposed project's approximately 1,230 daily auto and Taxi/TNC vehicle trips would be well below this level and would be distributed among the local roadway network. Therefore, an assessment of project-generated toxic air contaminants resulting from vehicle trips is not required and the proposed project would not generate a substantial amount of toxic air contaminant emissions that could affect nearby sensitive receptors.

The project could include a diesel emergency generator for its retail tenants. Emergency generators are regulated by the air district through its New Source Review (regulation 2, rule 5) permitting process. The project applicant would be required to obtain applicable permits to operate an emergency generator from the air district. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The air district limits testing to no more than 50 hours per year. Additionally, as part of the permitting process, the air district limits the excess cancer risk from any facility to no more than ten per one million population and requires any source that would result in an excess cancer risk greater than one per one million population to install best available control technology for toxics. For emergency diesel generators greater than or equal to 1,000 brake horsepower, the air district's regulations require the

[115] Bay Area Air Quality Management District, Recommended Methods for Screening and Modeling Local Risks and Hazards, pg. 12. May 2011, https://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, accessed December 21, 2021.

generator to meet Tier 4 emissions standards, [116] thereby reducing PM emissions by 95 percent compared to Tier 1 emission standards.[117] Generators smaller than 1,000 brake horsepower may not be required to meet Tier 4 emissions standards.

While tenants of the retail uses are unknown at the time, should the proposed project require an emergency diesel generator the project sponsor would be required to comply with the air district's permitting process. However, because the project site is located in an area that already experiences poor air quality, if the project would require an emergency diesel generator with less than 1,000 brake horsepower, there is the potential to expose sensitive receptors to substantial concentrations of diesel emissions, a known toxic air contaminant, resulting in a significant air quality impact. Therefore, implementation of Mitigation Measure M-AQ-4b, Clean Diesel Generators for Building Operations, would reduce the magnitude of this impact to a less-than-significant level by requiring any emergency diesel generator less than 1,000 brake horsepower to also meet Tier 4 emissions standards, reducing diesel particulate matter from the engine by about 95 percent. The project sponsor has agreed to implement Mitigation Measure M-AQ-4b as a condition of project approval.

Mitigation Measure M-AQ-4b: Clean Diesel Generators for Building Operations

In the event any retail occupants require an emergency standby generator less than 1,000 brake horsepower, all diesel generators shall have engines that meet EPA: (1) Tier 4 Final or Tier 4 Interim emission standards, or (2) Tier 2 or Tier 3 emission standards and are equipped with a California air board level 3 Verified Diesel Emissions Control Strategy. For each new diesel generator submitted for the project, including any associated generator pads, engine and filter specifications shall be submitted to the ERO for review and approval prior to issuance of a permit for the generator from the San Francisco Department of Building Inspection. Once operational, all diesel generators and verified diesel emissions control strategy shall be maintained in good working order in perpetuity and any future replacement of the diesel generator, and level 3 verified diesel emissions control strategy shall be required to be consistent with these emissions specifications. The operator of the facility shall maintain records of the testing schedule for each diesel generator for the life of that diesel generator and provide this information for review to the ERO within three months of requesting such information.

In summary, the proposed project's toxic air contaminant emissions would be less than significant with implementation M-AQ-4a: Clean Off-Road Construction Equipment and M-AQ-4b: Clean Diesel Generators for Building Operations.

SITING SENSITIVE LAND USES

The proposed project would include development of 49 residential units and is considered a sensitive land use for purposes of air quality evaluation. For sensitive use projects within the air pollutant exposure zone, such as

[116] Bay Area Air Quality Management District, Memorandum from Jack Broadbent, Executive Officer to Mr. Richard Corey, Executive Officer, California Air Resources Board and Mr. Drew Bohan, Executive Director, California Energy Commission. Re: BACT Determination for Diesel Back-up Engines Greater than or equal to 1,000 Brake Horsepower, December 21, 2020.

[117] PM emissions from Tier 1 generators greater in size than 750 horsepower were limited to 0.4 grams/break horsepower-hour (g/bhp-hr) and Tier 4 engines are limited to 0.02 g/bhp-hr, representing a 95 percent reduction in PM emissions.

the proposed project, article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the San Francisco Department of Public Health that achieves protection from $PM_{2.5}$ equivalent to that associated with a minimum efficiency reporting value 13 (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 health department.[118] The regulations and procedures set forth by article 38 would reduce exposure of sensitive receptors that may occupy the project site to substantial pollutant concentrations.

Impact AQ-5: 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. The proposed uses are not typical odor sources of concern and would not create significant sources of new odors. Therefore, the proposed project would not result in other emissions, such as odors that could adversely affect a substantial number of people and this impact would be less than significant.

Cumulative Air Quality Impacts

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional non-attainment of ambient air quality standards. Instead, a project's individual emissions may contribute to existing cumulative adverse air quality impacts.[119] The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to result in a considerable net increase in non-attainment criteria air pollutants. Therefore, the cumulative criteria air pollutant analysis is presented in Impacts AQ-2 and AQ-3. The remainder of this cumulative air quality analysis address cumulative health risks and odors to sensitive receptors.

[118] Prado Group, Inc., Application for Article 38 Compliance Assessment, June 9, 2021.
[119] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines,* May 2017, page 2-1, https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en, accessed December 21, 2021.

Impact C-AQ-1: The proposed project, in combination with cumulative projects would contribute to cumulative air quality impacts. ***(Less than Significant with Mitigation)***

As discussed above, the project site is in the air pollutant exposure zone and nearby sensitive receptors already experience poor air quality. This means significant air quality health risk impacts existing even without the proposed project. The proposed project and other cumulative projects in the vicinity such as 2101 Lombard Street and 2040 Chestnut Street would result in additional emissions of toxic air contaminants, including diesel particulate matter emissions from new vehicle trips and possibly other stationary emissions sources similar to the proposed project's diesel generator emissions, as well as diesel emissions from construction activities.

As described in Impact AQ-4, above, the proposed project's vehicle trips would be considered minor low-impact sources that do not pose a significant health impact even in combination with other nearby sources.

However, the project would involve construction activities that require off-road equipment and could include a backup generator that emit diesel particulate matter and other toxic air contaminants. Therefore, the proposed project would result in a considerable contribution to significant cumulative health risks. This would be a significant cumulative impact. However, the proposed project would be required to implement Mitigation Measure M-AQ-4a Clean Off-road Construction Equipment and Mitigation Measure M-AQ-4b Clean Diesel Generators for Building Operations. These measures would reduce the project's diesel particulate emissions by as much as 95-96 percent and would reduce the project's contribution to cumulative health risk impacts to a less-than-significant level.

The proposed project and cumulative projects would generate some odors during construction, but odors would be temporary. Upon completion of construction activities cumulative projects combined with the proposed project would not generate substantial odors. Therefore, cumulative odor impacts would be considered less than significant.

Greenhouse Gas Emissions

Topics:	Potentially Significant Impact	Less than 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?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

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 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 allow lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines section 15183.5 allow 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 Emissions[120] 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 41 percent reduction in GHG emissions in 2019 compared with 1990 levels[121] and exceeded the 2020 goals in the air district's 2017 Clean Air Plan, Executive Order S-3-05 and AB 32, [122] and the city's 2017 GHG emissions reduction goal. The city has also exceeded the 2030 GHG targets of 40 percent reduction below 1990 levels more than 10 years before the target date.
In 2008, the San Francisco Board of Supervisors established citywide GHG reduction limits through Ordinance 81-08[123] and required each city department to annually report GHG emissions and climate protection initiatives. In July 2021, the City adopted an updated GHG ordinance to demonstrate the city's commitment to the Paris Agreement by establishing GHG reduction targets for 2030, 2040, and 2050 and setting other critical sustainability goals. The updated ordinance sets goals for both sector-based emissions and consumption-based emissions. The GHG targets established under ordinance 81-08 applied solely to sector-based emissions, which are those emissions that are generated within the geographic boundaries of the city. The updated ordinance reflects a more comprehensive effort to reduce GHG emissions by setting consumption-based targets as well. Consumption-based emissions are those that are associated with producing, transporting, using, and disposing of products and services consumed by people within the city, even those emissions that are generated outside of the city boundaries. These sector-based GHG reduction targets are more ambitious than those set forth in Governor Brown's Executive Order B-30-15 (e.g., a 61 percent reduction in sector-based GHG emissions by 2030 rather than a 40 percent reduction by 2030) and in B-55-18 (e.g., achieving carbon neutrality by 2040 rather than by 2045). The consumption-based targets are consistent with the 2030 goal of Executive Order B-30-15 and the 2050 goal of Executive Order S-3-05 (80 percent below 1990 levels, by 2050). The updated GHG ordinance also serves to codify the city's "0-80-100-Roots" climate action framework, which comprises climate and sustainability goals in these key areas: waste, transportation, energy, and carbon sequestration.

[120] San Francisco Planning Department, Strategies to Address Greenhouse Gas Emissions in San Francisco, July 2017, https://sfplanning.org/project/greenhouse-gas-reduction-strategies#info, accessed December 21, 2021.
[121] San Francisco Department of the Environment, *San Francisco's Carbon Footprint,* 2017, https://sfenvironment.org/carbonfootprint, accessed September 30, 2021.
[122] 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.
[123] 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.

Given that the city has met the state's 2020 GHG reduction targets and met the state and region's 2030 GHG reduction target under executive order B-30-15,[124] Senate Bill 32[125,126] and the 2017 Clean Air Plan,[127] more than 10 years before the target date, and San Francisco's GHG reduction goals are consistent with, or more aggressive than, the longer-term goals established under order S-3-05[128] 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 and 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 operational emissions include GHG emissions from new vehicle trips and area sources (natural gas combustion). Indirect emissions include emissions from electricity providers, energy required to pump, treat, and convey water, and emissions associated with waste removal, disposal, and landfill operations.

The proposed project would increase the intensity of use of the site by constructing 49 dwelling units and approximately 36,700 square feet of retail space on a project site that is currently occupied by a one-story commercial bank. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and residential and retail operations that result in an increase in energy use, water use, wastewater treatment, and solid waste disposal. Construction activities would also result in temporary increases in GHG emissions.

[124] Office of the Governor, *Executive Order B-30-15,* April 29, 2015, https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/39-B-30-15.pdf, accessed December 21,2021. 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 $MTCO_2E$).

[125] 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.

[126] 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.

[127] The 2017 Clean Air Plan establishes the following GHG reduction targets: reduce Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

[128] Office of the Governor, Executive Order S-3-05, June 1, 2005, http://static1.squarespace.com/static/549885d4e4b0ba0bff5dc695/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 ($MTCO_2E$)); by 2020, reduce emissions to 1990 levels (approximately 427 million $MTCO_2E$); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million $MTCO_2E$). 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.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the 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 Commuter Benefits Ordinance, Transportation Demand Management Programs, and Transportation Sustainability Fee, 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 lower or zero GHG emissions on a per capita basis.

The proposed project would also be required to comply with energy efficiency requirements of the city's Green Building Code, Stormwater Management Ordinance, and Residential Water Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy related GHG emissions.[129]

The proposed project's waste related emissions would be reduced through compliance with the city's Recycling and Composting Ordinance and the Construction and Demolition Debris Recovery Ordinance. These regulations reduce the amount of materials sent to a landfill and subsequently, reduce GHGs emitted by landfill operations. These regulations also promote the reuse of materials, conserving their embodied energy[130] and reducing the energy required to produce new materials.

Other regulations, including those limiting refrigerant emissions and the district's wood burning regulations would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes (architectural coatings) would reduce volatile organic compounds (VOCs).[131] Thus, the proposed project would be consistent with the GHG reduction strategy.[132]

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the city has met and/or exceeded 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 percent below 1990 levels by 2017 and exceeded the 2030 targets of Senate Bill 32 and the 2017 Clean Air Plan (40 percent reduction below 1990 levels) more than 10 years before the target date. Other existing regulations, such as those implemented through Assembly Bill 32 and Senate 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 state and other long-term GHG reduction goals of Executive Order S-3-05and the 2017 Clean Air Plan.

Because the proposed project is consistent with the city's GHG reduction strategy, it is also consistent with the GHG reduction goals set forth in Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan. The proposed project would not conflict with these plans and would therefore not

[129] Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.
[130] Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.
[131] 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.
[132] San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 2055 Chestnut Street, October 4, 2018.

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.

Wind

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
9. WIND. Would the project:					
a) Create wind hazards in publicly accessible areas of substantial pedestrian use?	☐	☐	☒	☐	☐

Impact WI-1: The proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use. ***(Less than Significant)***

A proposed project's wind impact is directly related to its height, directional orientation, design, location, and surrounding development context. 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 proposed building is 40 feet tall and would also include an approximately 16-foot-tall elevator penthouse and 10-foot-tall stair penthouse extending above the roofline, for a maximum height of 56 feet.

The proposed project would not be substantially taller than existing buildings in the project vicinity and would have little potential to intercept overhead winds and redirect them down to the sidewalks surrounding the project site. Given its height and surrounding development context, the proposed project would not cause substantial changes to ground-level wind conditions at and near the project site. For these reasons, the proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use and this impact would be less than significant.

Impact C-WI-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts related to wind. ***(Less than Significant)***

As discussed above, buildings shorter than 85 feet have little potential to cause substantial changes to ground-level wind conditions. None of the nearby cumulative development projects involve construction of buildings or structures that would be tall enough to combine with the proposed project to create wind hazards in publicly accessible areas of substantial pedestrian use. For this reason, the proposed project would not combine cumulative projects in the project vicinity to create a significant cumulative wind impact and cumulative wind impacts would be less than significant.

Shadow

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
10. SHADOW. Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☒	☐	☐

Impact SH-1: The proposed project would not create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces. ***(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.

Implementation of the proposed project would result in the construction of a building 40 feet in height (with an additional 16-foot elevator penthouse and 10-foot stair penthouse for a maximum height of 56 feet). The planning department prepared a preliminary shadow fan analysis to determine whether the proposed project would have the potential to cast shadow on nearby parks or open spaces, or San Francisco Unified School District properties that participate in the Shared Schoolyard Project. The shadow fan analysis prepared by the planning department determined that the proposed project would not cast shadow on any nearby parks or open spaces.[133] The proposed project could cast a new shadow on a San Francisco Unified School District (SFUSD) property (Marina Middle School) but the shadow fan indicates that the new shadow would be cast on a school building, not on any open space.

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. 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. This impact would be less than significant.

[133] San Francisco Planning Department, 2055 Chestnut Street Preliminary Shadow Fan, June 1, 2021.

Impact C-SH-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts related to shadow. *(Less than Significant)*

Cumulative shadow impacts occur when two or more projects would shadow the same area. As discussed above, the proposed project would not shade any nearby parks or open spaces. Therefore, the proposed project would not have the potential to contribute to any cumulative shadow impact on public parks and open spaces.

The sidewalks in the project vicinity are already shadowed for much of the day by multi-story buildings. Although implementation of the proposed project and nearby cumulative development projects would add 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 cumulative projects in the project vicinity to create a significant cumulative shadow impact. Cumulative shadow impacts would be less than significant.

Recreation

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐	☐

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)*

The closest park and recreational facilities to the project site are: Moscone recreation fields (approximately 0.2 miles east of the project site), the Marina Green (approximately 0.5 miles north), and the Presidio and Palace of Fine Arts (approximately 0.75 miles west).

The proposed project would increase the population of the project site by about 116 residents and 91 net new retail employees. The residential population growth would incrementally increase the demand for recreational facilities. The project does not propose public open space or recreational facilities; however, the new residents

would have approximately 5,600 sf of common open space available to them in the form of a roof deck which would partially offset the demand for recreational facilities. Although project residents may use parks, open spaces, and other recreational facilities in the project vicinity, the additional use of these recreational facilities is expected to be modest in light of the small population increase that would result from the proposed project.

On a citywide/regional basis, the increased demand on recreational facilities from 116 new residents would be negligible considering the number of people living and working in San Francisco and the region as well as the number of existing and planned recreational facilities. For these reasons, implementation of the proposed project would not increase the use of existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, and this impact would be less than significant.

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 provide some on-site open space for the project residents in the form of a common roof deck, which would partially offset the demand for recreational facilities. In addition, the project site is within 0.5 mile of three parks, as discussed above. It is anticipated that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by the project residents. For these reasons, the construction of new or the expansion of existing recreational facilities, both of which might have an adverse physical effect on the environment, would not be required and this impact would be less than significant.

Impact C-RE-1: The proposed project in combination cumulative projects, would not result in significant cumulative impact on recreational facilities. (Less than Significant)

Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for recreational facilities and resources. The city has accounted for such growth as part of the Recreation and Open Space Element of the general plan.[134] In addition, San Francisco voters passed two bond measures, in 2008, 2012 and 2020, to fund the acquisition, planning, and renovation of the City's network of recreational facilities and resources. As discussed above in Topic E.2, Population and Housing, the additional residential growth proposed by the project (less than 1 percent) would not be considered a substantial increase in population within a citywide context and would not result in a net increase in citywide growth that is not accounted for in citywide projections. As discussed above, there are at least three parks within 0.5 miles 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 the proposed project and other nearby cumulative development projects. Moreover, the cumulative residential development projects would be required to provide usable open space to partially meet the demand for recreational resources from the future residents of those

[134] San Francisco Planning Department, San Francisco General Plan, Recreation and Open Space Element, April 2014, pp. 20-36, https://generalplan.sfplanning.org/Recreation_OpenSpace_Element_ADOPTED.pdf accessed December 21, 2021.

projects. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact on recreational facilities or resources. Cumulative recreation impacts would be less than significant.

Utilities and Service Systems

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Impact UT-1: 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 stormwater drainage, electric power, natural gas, or telecommunications facilities. ***(Less than Significant)***

Most of San Francisco, including the project site, is served by a combined wastewater system. Under such a system, sewage and stormwater flows are captured by a single collection system and the combined flows are treated through the same wastewater treatment plants. The San Francisco Public Utilities Commission provides and operates water supply and wastewater treatment facilities for the city. Pacific Gas and Electric Company

provides electricity and natural gas to the project site, and various private companies provide telecommunications facilities.

Implementation of the proposed project would add approximately 116 residents and 91 net new employees to the site and thereby incrementally increase wastewater flows from the project site. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows by reducing the amount of water used for building functions. The San Francisco Public Utilities Commission's (SFPUC) 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 SFPUC 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 has been developed since 1973, and with the proposed demolition of the existing building, the proposed building footprint would cover the majority of the project site. Implementation of the proposed project would not result in an increase in impervious surfaces because the portion of the project site not covered by the existing building is paved and used as surface parking. Therefore, the project would not have the potential to increase stormwater runoff from the project site. The city's Stormwater Management Ordinance (Ordinance No. 83-10), [135] adopted in 2010 and amended in 2016, and the 2016 Stormwater Management Requirements and Design Guidelines,[136] require the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. To achieve compliance with the Stormwater Management Requirements and Design Guidelines, the proposed project would be required to implement and install appropriate stormwater management systems that retain runoff onsite, promote stormwater reuse, and limit (or eliminate altogether) site discharges from entering the city's combined stormwater/sewer system. This, in turn, would reduce the demand on both the collection system and wastewater facilities resulting from stormwater discharges at the project site. A stormwater control plan, required per the city's Stormwater Management Ordinance (Ordinance No. 83-10), would be designed for review and approval by the SFPUC because the proposed project would result in ground disturbance of an area greater than 5,000 square feet. The stormwater control plan would also include a maintenance agreement, signed by the project sponsor, to ensure proper care of the necessary stormwater controls. Therefore, the proposed project would not increase the amount of stormwater runoff and would not increase the need for new stormwater facilities or expansion of existing facilities. Impacts on stormwater infrastructure would be less than significant.

The project site is located in an urban environment and is currently served by existing utilities. The project would result in an incremental increase in the demand for electricity, natural gas, and telecommunications, which is not in excess of amounts expected and provided for in the project area by utility service providers. As discussed in Impact UT-2 below, the proposed project would result in an incremental increase in the water demand for water supply but would not itself result in the need for the construction of new or expanded water treatment facilities or delivery infrastructure.

[135] City and County of San Francisco, Ordinance No. 83-10, Requiring the Development and Maintenance of Stormwater Management Controls, 2010.
[136] City and County of San Francisco, Stormwater Management Requirements and Design Guidelines, 2016, https://sfpuc.org/sites/default/files/documents/SMR_DesignGuide_May2016.pdf, accessed June 1, 2021.

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.

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

Water would be supplied to the proposed project from the SFPUC's Hetch-Hetchy regional water supply system. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large "water demand" projects, as defined in CEQA Guidelines section 15155.1[137] The proposed project does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1); therefore a water supply assessment has not been prepared for the project. However, the SFPUC estimates that a typical development project in San Francisco comprised of either 100 dwelling units, 96,000 square feet of commercial use, 50,000 square feet of office, 100 hotel rooms, or 130,000 square feet of production, distribution, or repair (PDR) use would generate demand for approximately 10,000 gallons of water per day, which is the equivalent of 0.012 percent of the total water demand anticipated for San Francisco in 2045 of 80.6 million gallons per day.[138] Because it would result in 49 dwelling units and approximately 36,700 square feet of retail use, the proposed project would generate less than 0.012 percent of water demand for the city as a whole in 2045, which would constitute a negligible increase in anticipated water demand.

The SFPUC uses population growth projections provided by the planning department to develop the water demand projections contained in the urban water management plan.[139] As discussed in the Population and Housing Section above, the proposed project would be encompassed within planned growth in San Francisco and is therefore also accounted for in the water demand projections contained in the urban water management plan. Because the proposed project would comprise a small fraction of future water demand that has been accounted for in the city's urban water management plan, sufficient water supplies would be available to serve the proposed project in normal, dry, and multiple dry years, and the project would not require or result in the relocation or construction of new or expanded water supply facilities the construction or relocation of which could cause significant environmental effects. This impact would be less than significant.

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[137] 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

[138] San Francisco Public Utilities Commission, 2020 Urban Water Management Plan for the City and County of San Francisco, Table 6-5, page 6-13, adopted June 11, 2021. This document is available at https://www.sfpuc.org/about-us/policies-plans/urban-water-management-plan, accessed December 21, 2021.

[139] Ibid.

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, and would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. ***(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.[140] 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 recycled[141] (see discussion below). At the current rate of disposal, the landfill 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.

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 Topic E.2, Population and Housing. 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.

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

The proposed project would incrementally increase total city waste generation; however, the proposed project would be required to comply with San Francisco ordinance numbers 27-06 and 100-09, and all applicable statues and regulations related to solid waste. As discussed above, the city is currently sending its solid waste to the Hay Road Landfill, which has available capacity to accommodate San Francisco waste for the duration of the city's contract, until 2031, and anticipates that an adequate alternative site will be identified at that point.

[140] 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 December 21, 2021

[141] CalRecycle, 2010, Jurisdiction diversion/disposal rate detail. https://www.calrecycle.ca.gov/lgcentral/datatools/reports/divdisprtsum, accessed December 21, 2021.

Therefore, any increase in solid waste resulting from the proposed project would be sufficiently accommodated by the existing landfill, and the impact with respect to landfill capacity would be less than significant.

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

The proposed project would not substantially impact utility supply or service. Implementation of the proposed project in combination with cumulative development in the project vicinity would result in an incremental increase in population, water consumption, and wastewater and solid waste generation. The SFPUC has accounted for such growth in its water demand and wastewater service projections, and the City has implemented various programs to divert 80 percent of its solid waste from landfills. Like all projects proposed in San Francisco, the nearby cumulative development projects are required to comply with ordinances and policies related to water conservation, wastewater minimization, and solid waste reduction. For these reasons, the proposed project would not combine cumulative projects to create a significant cumulative impact on utilities and service systems.

Public Services

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐

Impact PS-1: The proposed project would increase the demand for police service and fire protection service but not to such an extent that construction of new or physically altered facilities could be required. ***(Less than Significant)***

The project site currently receives emergency services from the San Francisco Fire Department, which includes Fire Station 16 at 2251 Greenwich, approximately 0.2 miles southeast of the project site,[142] and the San Francisco Police Department, Northern Station at 1125 Fillmore Street, 1.5 miles south of the project site.[143] The proposed

[142] San Francisco Fire Station Locations, https://sf-fire.org/fire-station-locations, accessed December 21, 2021.
[143] San Francisco Police Department Northern Station, https://www.sanfranciscopolice.org/stations/northern-station, accessed December 21, 2021.

project would result in a 96,000 gross-square-foot mixed-use residential and retail building that would include 49 residential dwelling units, 36,700 square feet of retail space, and 5,600 square feet of common open space. Implementation of the proposed project could incrementally increase demand for police and fire protection from the project site due to the introduction of approximately 116 residents and 91 net new employees. This increase would not be substantial given the overall demand for police and fire services on a citywide basis. Moreover, fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. Because the proposed project is located in proximity to existing police and fire protection services and the proposed project would not substantially increase population in the area, the proposed project would not require the construction of new, or alteration of existing, police and fire facilities, the construction of which could result in an environmental effect and this impact would be less than significant.

Impact PS-2: The proposed project could increase the population of school-aged children in the area and demand for school services but would not require new or physically altered school facilities, the construction of which could result in significant environmental impacts. ***(Less than Significant)***

The closest public school to the project site is Marina Middle School at 3500 Fillmore Street, located approximately 350 feet east of the project site. Implementation of the proposed project would result in the construction of 49 dwelling units and an anticipated population increase of about 116 residents. Some of the new residents of the 49 residential units could consist of families with school-aged children who might attend schools operated by the San Francisco Unified School District (SFUSD), while others might attend private schools. It is anticipated that existing SFUSD schools in the project vicinity would be able to accommodate the minor increase in demand resulting from new school-aged children occupying the residential units. Furthermore, the proposed project would be required to pay a school impact fee based on the construction of net new residential square footage to fund SFUSD facilities and operations. For these reasons, implementation of the proposed project would not result in a substantial unmet demand for school facilities and would not require the construction of new, or alteration of existing, school facilities; as such, physical environmental effects from school facilities would be less than significant.

Impact PS-2: The proposed project would increase demand for other public services, but not to the extent that would require new or physically altered government services, the construction of which could result in significant environmental impacts. ***(Less than Significant)***

Implementation of the proposed project would add about 116 residents and 91 net new employees on the project site, which would increase the demand for other public services such as libraries. This increase in demand would be small compared with demand from the existing population and overall service capacity. Regarding library services, the San Francisco Public Library operates the Main Library and 27 branches throughout San Francisco [144] It is anticipated that the Marina (0.2 mi east) and the Golden Gate Valley (0.7 mile southeast) library branches would be able to accommodate the minor increase in demand for library services generated by the proposed project. The proposed project would not be of such a magnitude that the demand could not be reasonably accommodated

[144] San Francisco Public Library, https://sfpl.org, accessed December 21, 2021.

by existing facilities. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing government facilities and the impact would be less than significant.

Impact C-PS-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts to public services. ***(Less than Significant)***

The geographic context for cumulative fire, police, and library impacts are the police, fire, and library service areas, while the geographic context for cumulative school impacts is the school district service area. Cumulative development in the project vicinity would result in an intensification of land uses and a cumulative increase in the demand for fire protection, police protection, school services, and other public services. The fire department, the police department, the school district, and other city agencies have accounted for such growth in providing public services to the residents of San Francisco. In addition, fire protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. Nearby cumulative development projects would be subject to many of the same development impact fees applicable to the proposed project. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact on public services, and this impact would be less than significant.

Biological Resources

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☐	☒	☒
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?	☐	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☐	☒
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?	☐	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒

The project site is completely paved and is currently developed with an existing building, so it 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 E.14(b), E.14(c), and E.14(f) are not applicable to the proposed project.

Impact BI-1: The proposed project would not have a substantial adverse effect, either directly or through habitat modifications, on any special-status species. ***(No Impact)***

The project site is located in a dense urban environment with high levels of human activity. No special-status species are known to occur at or near the project site. The project site is currently used as a bank and is completely covered by a building or paved with impervious surfaces. There are 16 trees located on the project site and adjacent sidewalks. Therefore, the project site does not support, or provide suitable habitat for, any special-status plant or animal species. The project would therefore have no impacts on special-status species.

Impact BI-2: The 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 with Mitigation)***

San Francisco is within the Pacific Flyway, a major north-south route of travel for migratory birds along the western portion of the Americas. The project site is fully developed and is not located within, or in proximity to, an urban bird refuge pursuant to planning code section 139.[145,146]

Structures in an urban setting may present risks for birds as they traverse their migratory paths due to building location and/or features. The City has adopted guidelines to address this issue and provided regulations for bird-safe design within the city.[147] The regulations establish bird-safe standards for new building construction, additions to existing buildings, and replacement façades to reduce bird mortality from circumstances that are known to pose a high risk to birds and are considered to be "bird hazards." The two circumstances regulated are: (1) location-related hazards where the siting of a structure inside or within 300 feet of an urban bird refuge (open spaces that are 2 acres and larger and dominated by vegetation or open water) creates an increased risk to birds, and (2) feature-related hazards, which may increase risks to birds regardless of where the structure is located. The standards for location-related hazards would therefore not apply.

The proposed project, which would include a decorative screen surrounding the rooftop deck and would comply, as necessary, with the building feature-related hazard standards[148] of section 139 by using bird-safe glazing treatment on any building feature-related hazard.

The project would also be required to comply with the California Fish and Game Code and the Migratory Bird Treaty Act (migratory bird act), which protect certain bird species. The proposed project would involve retaining one existing tree, the removal of two existing trees, and would install two new street trees along the Lombard Street frontage. The project would retain the existing street tree and install two new street trees along the Chestnut Street frontage.[149] The project would remove all existing vegetation on the project site including two

[145] An urban bird refuge is defined by San Francisco Planning Code Section 139(c)(1) as an open spaces two acres and larger dominated by vegetation, including vegetated landscaping, forest, meadows, grassland, or wetlands, or open water.
[146] San Francisco Planning Department, Urban Bird Refuge Map, *https://sfplanning.org/resource/urban-bird-refuge*, accessed December 21, 2021.
[147] San Francisco Planning Department, *Standards for Bird Safe Buildings*, 2011, https://sfplanning.org/standards-bird-safe-buildings, accessed December 21, 2021.
[148] Feature-related hazards are defined as the uninterrupted glazed segments of a building that measure 24 square feet or larger.
[149] As part of the review process for the proposed PG&E electrical transformers location, the existing street tree on Chestnut may be relocated or removed. If required to be removed, its removal would constitute an additional tree removal. Any proposed new, removed, or relocated street trees and/or landscaping within the public sidewalk require a permit from SF Public Works Bureau of Urban Forestry.

New Zealand Christmas Trees and 10 Mayten Trees on the existing surface parking lot site. In total, the project would require the removal of 14 mature trees. Existing trees to be removed could support native nesting birds that are protected under the California Fish and Game Code or the migratory bird act. Tree removal during the bird breeding season could impact nesting birds, resulting in a significant impact. However, compliance with the Fish and Game Code and the migratory bird act would ensure that there would be no loss of active nests or bird mortality. To ensure the protection of nesting birds, Mitigation Measure M-BI-2: Nesting Bird Protection has been identified and agreed to by the project sponsor. Mitigation Measure M-BI-2 would require that tree removal and construction activities take place outside the nesting season to the extent possible. If trees are to be removed during the nesting season, this mitigation measure requires a pre-construction survey for nesting birds and establishes a "no construction" buffer around active nests until the young have fledged. With implementation of mitigation measure M-BI-2: Nesting Bird Protection, impacts to native or migratory nesting birds would be reduced to less than significant.

Mitigation Measure M-BI-2: Nesting Bird Protection

Nesting birds and their nests shall be protected during construction by implementation of the following:

a) To the extent feasible, the project sponsor shall conduct initial activities including, but not limited to, vegetation removal, tree trimming or removal, ground disturbance, building demolition, site grading, and other construction activities that may compromise breeding birds or the success of their nests outside of the nesting season (January 15 through August 15).

b) If vegetation removal and other construction activities during the bird nesting season cannot be fully avoided, a qualified wildlife biologist shall conduct pre-construction nesting surveys within 72 hours prior to the start of vegetation removal, construction or demolition at areas that have not been previously disturbed by project activities or after any construction breaks of 72 hours or more. Typical experience requirements for a "qualified biologist" include a minimum of four years of academic training and professional experience in biological sciences and related resource management activities and a minimum of two years of experience in biological monitoring or surveying for nesting birds. Surveys of suitable habitat shall be performed in publicly accessible areas within 100 feet of the project site in order to locate any active nests of common bird species and within 250 feet of the project site to locate any active raptor (birds of prey) nests.

c) If active nests are located during the pre-construction nesting bird surveys a qualified biologist shall evaluate if the schedule of construction activities could affect the active nests; if so, the following measures shall apply, as determined by the biologist:

    i. If construction is not likely to affect the active nest, construction may proceed without restriction; however, a qualified biologist shall regularly monitor the nest at a frequency determined appropriate for the surrounding construction activity to confirm there is no adverse effect. Spot-check monitoring frequency would be determined on a nest-by-nest basis considering the particular construction activity, duration, proximity to the nest, and physical barriers that may screen activity from the nest. The qualified biologist may revise their determination at any time during the nesting season in coordination with the planning department.

ii. If it is determined that construction may affect the active nest, the qualified biologist shall establish a no-disturbance buffer around the nest(s) and all project work shall halt within the buffer until a qualified biologist determines the nest is no longer in use. These buffer distances shall be equivalent to the survey distances (100 feet for passerines and 250 feet for raptors); however, the buffers may be adjusted if an obstruction, such as a building, is within line of sight between the nest and construction.

iii. Modifying nest buffer distances, allowing certain construction activities within the buffer, and/or modifying construction methods in proximity to active nests shall be done at the discretion of the qualified biologist and in coordination with the planning department and California Department of Fish and Wildlife (CDFW), if necessary. Necessary actions to remove or relocate an active nest(s) shall be coordinated with the planning department and approved by CDFW, if necessary.

iv. Any work that must occur within established no-disturbance buffers around active nests shall be monitored by a qualified biologist. If adverse effects in response to project work within the buffer are observed and could compromise the nest, work within the no-disturbance buffer(s) shall halt until the nest occupants have fledged.

v. Any birds that begin nesting within the project area and survey buffers amid construction activities are assumed to be habituated to construction-related or similar noise and disturbance levels, so no-disturbance buffer zones around nests may be reduced or eliminated in these cases as determined by the qualified biologist in coordination with the planning department and CDFW, if necessary. Work may proceed around these active nests as long as the nests and their occupants are not directly affected.

d) In the event inactive nests are observed within or adjacent to the project site at any time throughout the year, any removal or relocation of the inactive nests shall be at the discretion of the qualified biologist in coordination with the planning department and CDFW, as appropriate. Work may proceed around these inactive nests.

Impact BI-3: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as 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 San Francisco Public Works (public works) to remove any protected trees. Protected trees include landmark trees and significant trees.[150] Significant trees are trees within 10 feet of the public right-of-way and also meet one of the following size requirements: 1) 20 feet or greater in height, 2) 15 feet or greater canopy width, or 3) 12 inches or greater

[150] Landmark trees and significant trees are defined in Article 16, section 810A of the San Francisco Public Works Code.

diameter of trunk measured at 4.5 feet above grade. Landmark trees are trees that been designated by the Board of Supervisors as extra special (e.g., rareness of the species, their size or age, or extraordinary structure). [151]

There are three, existing, significant Indian Laurel Fig street trees along the project's Lombard Street frontage. The proposed project would remove and replace two significant Indian Laurel Fig street trees with new Brisbane Box street trees and retain the western most significant Indian Laurel Fig street tree. There is one existing, significant Victorian Box tree along the project's Chestnut Street frontage. The proposed project would retain the existing significant Victorian Box street tree and install two new street trees to match the existing Victorian Box tree. There are two New Zealand Christmas trees, and 10 Mayten trees with the existing project site; two of the Mayten trees are significant. The proposed project would remove all existing ornamental shrubs and landscaping, including the 2 New Zealand Christmas trees and 10 Mayten trees within the existing surface parking lot. The Urban Forestry Ordinance requires one new street tree planting per 20 feet of frontage, with remaining fraction of 10 feet or more of frontage requiring an additional tree. The proposed project has 105 feet of front on both Lombard and Chestnut Street and would therefore require 10 total street trees. The Director of Public Works may waive or modify the number of and/or standards for street trees required. [152] An in-lieu fee would be paid where placement of street trees are determined to be infeasible such as obstruction to sidewalk paths or conflicting with city accessibility standards. In total, there would be 6 street trees on the surrounding street frontages with project development. As discussed above, the project requires a permit from Public Works to remove any protected trees (landmark, significant, and street trees). Therefore, the proposed project would not conflict with the city's local tree ordinance and this impact would be less than significant.

Impact C-BI-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact related to biological resources. *(Less than Significant)*

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 cumulative projects in the project vicinity to result in a significant cumulative impact related to these biological resources topics. Therefore, there would be no cumulative impact from the project on these biological resources topics.

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 federal, state, and local regulations related to nesting birds and compliance with the city's Urban Forestry Ordinance. Compliance with these laws and regulations would reduce the effects of cumulative projects on nesting birds to less-than-significant levels.

[151] City and County of San Francisco, Significant and Landmark Trees, https://sfpublicworks.org/services/significant-and-landmark-trees, accessed December 21, 2021.

[152] "Director" shall mean the Director of Public Works or the Director's designee, which shall include the Urban Forester or other departmental staff. See San Francisco Public Works Code article 16, section 802. https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_publicworks/0-0-0-4083#JD_802; accessed December 21, 2021.

Geology and Soils

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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.	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐

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

This section describes the geology, soils, and seismicity characteristics of the project area as they relate to the proposed project, and relies on the information and findings provided in a geotechnical investigation that was conducted for the project site and proposed project.[153] The geotechnical investigation included a site visit, a review of available geologic and geotechnical data for the site vicinity, the drilling of two test borings on the project site to depths ranging from approximately 71.5 feet to 76.3 feet below ground surface (bgs) and laboratory tests, an engineering analysis of the proposed project in the context of geologic and geotechnical site conditions, and project-specific design and construction recommendations.

The project site slopes gently from approximately 30 to 35 feet above mean sea level. The site is underlain by approximately 5.5 to 7.5 feet of earthquake fill. The fill generally consists of loose to medium dense sand with brick fragments and gravel. The fill is underlain by 7 to 8 feet of stiff to very stiff clay and sandy clay that has trace organics. A 7-foot-thick layer of clayey sand is present below the clay. This sandy layer is medium dense to dense and exhibited a strong hydrocarbon odor. A 27- to 31-foot-thick predominantly dense sand layer is present below the clayey sand. A very stiff to hard marine clay and dense to very dense sand and clayey sand are present below the sand to the maximum depth explored of 76.3 feet bgs.

According to the San Francisco Public Utilities Commission's 100-Year Storm Flood Risk Map, there is a historical waterbody across the northeast corner project site.[154] The project site is not located within the 100-Year Storm Flood Risk Zone. The northern portion of the site is in an area designated by the California Geological Survey (CGS, 2003) as a zone of potential liquefaction.[155] Groundwater was measured at 14.5 feet bgs. The measured groundwater level may not reflect stabilized or long-term conditions. Seasonal fluctuations influence groundwater levels and may cause several feet of variation in the groundwater level. A groundwater level at Elevation 18 feet (approximately 13 to 18 feet bgs depending on location) is recommended to be used in the proposed project's design.

The proposed project would require the excavation of approximately 19,500 cubic yards to a depth of up to 19 feet bgs to accommodate the proposed basement level and foundation system. The report recommends supporting the building on a mat foundation system. Construction of the project would utilize a shoring system, most commonly a deep soil mixing or soldier piles and wood lagging system during excavation to retain the sides of the excavations along Chestnut and Lombard streets and protect the surrounding improvements, including adjacent buildings, sidewalks/roadways, and utilities. The geotechnical report recommends soldier beams be installed by placing the beams in pre-drilled shafts. During basement excavation, the adjacent buildings should be underpinned using hand-excavated piers. Underpinning piers should extend at least 2 feet below the bottom of the planned excavation and the bottom of hand-excavated piers should be free of standing water, debris, and disturbed materials prior to placing concrete.

Groundwater may be close to the bottom of the excavation. If groundwater is less than 3 feet below the excavation level, a dewatering system should be installed to lower the groundwater to at least 3 feet below the excavation level. A monitoring program should be established to evaluate the effects of the construction on the

[153] Langan Engineering and Environmental Services, Inc., Geotechnical Investigation, 2055 Chestnut Street, San Francisco, California, April 25, 2017; Langan Engineering and Environmental Services, Inc., Geotechnical Investigation Addendum, 2055 Chestnut Street, San Francisco, California, June 21, 2021.
[154] San Francisco Public Utilities Commission. 100-Year Strom Flood Risk Map, https://sfplanninggis.org/floodmap/, accessed December 21, 2021.
[155] Liquefaction zones are defined as areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code section 2693(c) would be required. Liquefaction is a phenomenon where saturated sand and silt take on the characteristics of a liquid during the intense shaking of an earthquake.

adjacent buildings, sidewalks/roadways, and utilities and the contractor should install surveying points to monitor the movement of shoring and settlement of these adjacent building and streetscape improvements during excavation. The geotechnical investigation concluded that the project could be implemented as proposed with incorporation the recommendations provided in the geotechnical investigation. As described below, the project sponsor would be required to comply with the San Francisco Building Code. As part of the building permit review process, project plans would be reviewed for conformance with the geotechnical investigation recommendations for the proposed project.

Applicable Regulations

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 construction of most types of structures intended for human occupancy[156] overactive fault traces and strictly regulates construction in the corridors along active faults (i.e., earthquake fault zones).

STATE BUILDING CODE CHAPTERS 18 AND 16. Chapter 18, Soils and Foundations, of the state building code provides the parameters for geotechnical investigations and structural considerations in the selection, design, and installation of foundation systems to support the loads from the structure above. Section 1803 (Geotechnical Investigations) sets forth the scope of geotechnical investigations conducted. Section 1804 (Excavation, Grading and Fill) specifies considerations for excavation, grading, and fill to protect adjacent structures and to prevent destabilization of slopes due to erosion and/or drainage. In particular, section 1804.1 (Excavation near foundations) requires that adjacent foundations be protected against a reduction in lateral support as a result of project excavation. This is typically accomplished by underpinning or protecting said adjacent foundations from detrimental lateral or vertical movement, or both. Section 1807 (Foundation Walls, Retaining Walls, and Embedded Posts and Poles) specifies requirements for foundation walls, retaining walls, and embedded posts and poles to ensure stability against overturning, sliding, and excessive pressure, and water lift, including seismic considerations. Sections 1808 through 1810 (Foundations) specify requirements for foundation systems based on the most unfavorable loads specified in Chapter 16, Structural, for the structure's seismic design category in combination with the soil classification at the project site. The building department reviews project plans for conformance with the recommendations in project-specific geotechnical report during its review of the building permit for the project and may require additional site-specific soils report(s) through the building permit application process.

STATE SEISMIC HAZARDS MAPPING ACT OF 1990 (LANDSLIDE AND LIQUEFACTION HAZARD ZONES). Pursuant to the Seismic Hazards Mapping Act of 1990 (seismic hazards act), the California State Geologist has designated seismic hazard zones for landslide and liquefaction hazards. These mapped areas enable cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards in order to protect public health and safety.[157]

[156] 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]).

[157] In the context of the seismic hazards act, "mitigation" refers to measures that are consistent with established practice and that will reduce seismic risk to acceptable levels, rather than the mitigation measures that are identified under the California Environmental Quality Act (CEQA) to reduce or avoid environmental impacts of a proposed project.

Projects located within a seismic hazard zone for liquefaction or landslide hazard are subject to the seismic hazards act requirements, which include the preparation of a geotechnical investigation by qualified engineer and/or geologist to delineate the area of hazard and to propose measures to address any identified hazards. The local building official must incorporate the recommended measures to address such hazards into the conditions of the building permit.

San Francisco Building Code

BUILDING DEPARTMENT PERMIT REVIEW PROCESS. San Francisco relies on the state and local regulatory review process for review and approval of building permits 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 (including administrative bulletins) that supplement the state code; the building department's implementing procedures, including information sheets; and the Seismic Hazards Mapping Act of 1990 (Public Resources Code sections 2690 to 2699.6). Administrative Bulletin No. AB-82 provides guidelines and procedures for structural, geotechnical, and seismic hazard engineering design review.[158] Information Sheet No. S-05 identifies the type of work for which geotechnical reports are required, such as for new construction, building additions, and grading, and report submittal requirements.[159]

MANDATORY INTERDEPARTMENTAL PROJECT REVIEW. Projects that involve new construction of a building eight stories or more, new construction in a seismic hazard zone for liquefaction hazard, or new construction in a seismic hazard zone for landslide hazard are subject to a mandatory interdepartmental project review, required as part of the Conditions of Approval and to be completed prior to the issuance of the new construction building permit. The interdepartmental review meeting must include representatives from the planning, building, public works, and fire departments to address compliance with applicable codes, and design and project construction considerations.[160]

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.

[158] San Francisco Department of Building Inspection, Administrative Bulletin No. AB-082, Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review, November 21, 2018, https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_building/0-0-0-95162, accessed December 21, 2021.

[159] San Francisco Department of Building Inspection, Information Sheet No. S-05, Geotechnical Report Requirements, May 7, 2019, https://sfdbi.org/sites/default/files/IS%20S-05.pdf, accessed December 21, 2021.

[160] San Francisco Planning Department. *Interdepartmental* Project Review, http://forms.sfplanning.org/ProjectReview_ApplicationInterdepartmental.pdf, accessed December 21, 2021.

Impact GE-1: The proposed project would not exacerbate the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides. ***(Less than Significant)***

To ensure that the potential for adverse effects related to geology and soils are 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 and the San Francisco Building Code, which is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins. The state and local regulations applicable to this project are described above.

The northern portion of the site is in an area designated by the California Geological Survey (CGS, 2003) as a zone of potential liquefaction. The geological investigation evaluated the liquefaction potential of soil encountered at the site and indicated, based on the subsurface conditions, that the potential for liquefaction is low and the potential for lateral spreading is nil.

During the building department's review of 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 including administrative bulletins, local implementing procedures such as the building department information sheets, 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. For those reasons, the proposed project would not exacerbate the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, ground failure, liquefaction, or landslides. Thus, this impact would be less than significant.

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

The project site is fully developed and entirely occupied by the existing commercial building and paved surface parking lot; therefore, it does not contain native topsoil. The project would not increase the amount of hardscape or impervious surfaces on the site. For this reason, the proposed project would not result in the loss of topsoil.

Grading and excavation would expose topsoil onsite and could potentially result in erosion. However, the project sponsor and its contractor would be required to comply with section 146, Construction Site Runoff Control, of the public works code which requires all construction sites to implement best management practices (BMPs) to minimize surface runoff erosion and sedimentation.[161] Pursuant to section 146.7, if construction activities disturb 5,000 square feet or more of ground surface, the project sponsor must develop an erosion and sediment control

[161] SFPUC, San Francisco Construction Site Runoff Control Program, https://sfpuc.org/programs/pretreatment-program/construction-site-runoff, accessed December 21, 2021.

plan. The erosion and sediment control plan must be submitted to public utilities commission for review and approval prior to commencing construction-related activities. The erosion and sediment control plan would identify BMPs to control discharge of sediment and other pollutants from entering the city's combined sewer system during construction. Compliance with section 146 of the public works code would ensure that the proposed project would not result in substantial loss of topsoil or soil erosion. Therefore, impacts related to loss of topsoil or substantial soil erosion would be less than significant.

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

The geotechnical investigation anticipates the foundation for one level of basement will bear on stiff sandy clay or medium dense clayey and recommends supporting the building on a mat foundation system. The proposed project would be required to comply with the mandatory provisions of the California Building Code and San Francisco Building Code and the recommendations of the geotechnical investigation prepared by a qualified engineer. 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 that would be prepared for the proposed project. Therefore, any potential impacts related to soils that are unstable or could become unstable as a result of the project would be less than significant.

Impact GE-4: The proposed project would not create substantial risks to life or property as a result of locating buildings or other features on expansive soils. ***(Less than Significant)***

Expansive soils are typically very fine grained with a high percentage of clay and can damage structures and buried utilities and increase maintenance requirements. Expansive soils expand and contract in response to changes in soil moisture, most notably when nearby surface soils change from saturated to a low-moisture content condition and back again. The expansion potential of the project site soil, as measured by its plasticity index, has not yet been determined. Nonetheless, the San Francisco Building Code would require an analysis of the project site's potential for soil expansion impacts and, if applicable, implementation of measures to address them as part of the design-level geotechnical investigation prepared for the proposed project. Therefore, potential impacts related to expansive soils would be less than significant.

Impact GE-5: The proposed project would not substantially change the topography or any unique geologic or physical features of the site. ***(No Impact)***

A unique geologic or physical feature embodies distinctive characteristics of any regional or local geologic principles, provides a key piece of information important to geologic history, contains minerals not known to occur elsewhere in the county, and/or is used as a teaching tool. No unique geologic features exist at the project site; therefore, no impacts on unique geological features would occur.

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

Paleontological resources are the fossilized evidence of past life found in the geologic record. Fossils are preserved in sedimentary rocks, which are the most abundant rock type exposed at the surface of the earth. Despite the abundance of these rocks, and the vast numbers of organisms that have lived through time, preservation of plant or animal remains as fossils can be a rare occurrence. In many cases, fossils of animals and plants occur only in limited areas and in small numbers relative to the distribution of the living organisms they represent. Fossils of vertebrates – animals with backbones – are sufficiently rare to be considered nonrenewable resources.

The probability for finding paleontological resources can be broadly predicted from the geologic units present at or near the surface. Therefore, geologic mapping classifications of soil units can be used for assessing the potential for the occurrence of paleontological resources.[162]

The project site and immediate vicinity have been mapped as having unknown potential for paleontological resources. The area of excavation for construction activities of the proposed project would encompass the parcel, approximately 28,875 sf. Construction of the proposed new basement level would require excavation to a depth up to 19 ft below ground and the removal of about 19,500 cubic yards of soil from the project site. However, construction activities are not anticipated to encounter any below-grade significant paleontological resources. Therefore, the project would have a less-than-significant impact on paleontological resources.

Impact C-GE-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts on geology, soils, or paleontological resources. *(Less than Significant)*

Geology and soils impacts are generally site-specific and localized. All development within San Francisco is subject to the seismic safety standards and design review procedures of the California and local building codes and to construction site runoff regulations of section 146 of the public works code. These regulations would ensure that cumulative effects of development on seismic safety, geologic hazards, and erosion are less than significant. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to geology and soils.

Additionally, impacts related to paleontology are generally site specific. There are no cumulative projects directly adjacent to the project site. Therefore, the project in combination with cumulative projects would not result in a significant cumulative impact related to paleontological resources. Cumulative paleontological impacts would be less than significant.

[162] Bureau of Land Management, Potential Fossil Yield Classification System for Paleontological Resources on Public Lands, July 8, 2016, https://www.blm.gov/sites/blm.gov/files/uploads/IM2016-124_att1.pdf, accessed December 21, 2021.

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?	☐	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:					
i) Result in substantial erosion or siltation on- or offsite;	☐	☐	☒	☐	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due a project inundation?	☐	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☐

The project site is not located within a 100-year flood risk zone identified by the SFPUC.[163] In addition, the project site is not within a dam failure area,[164] or a tsunami hazard area or seiche zone.[165] For these reasons, Topic 16(d) is not applicable to the proposed project.

[163] San Francisco Public Utilities Commission, 100-Year Storm Flood Risk Map, https://sfplanninggis.org/floodmap/, accessed December 21, 2021.

[164] San Francisco Planning Department, San Francisco General Plan, Community Safety Element, Map 6, October 2012, https://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf , accessed December 21, 2021.

[165] Ibid, Map 5.

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)*

Project-related wastewater and stormwater would flow to the city's combined stormwater/sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board (regional board). Therefore, the proposed project would not conflict with regional board requirements.

As discussed under Topic E.15, Geology and Soils, a groundwater level at Elevation 18 feet (approximately 13 to 18 feet bgs depending on location) is recommended to be used in the proposed project's design. The project's planned excavation depth is up to 19 feet; therefore, groundwater may be encountered during excavation. If any groundwater is encountered during construction, it would be discharged into the combined stormwater/sewer system subject to the requirements of the San Francisco Sewer Use Ordinance (Ordinance No. 19-92, amended by Ordinance No. 116-97), as supplemented by Department of Public Works Order No. 158170. These regulations require a Batch Waste Discharge permit from the Wastewater Enterprise Collection System Division of the SFPUC. A permit may be issued only if an effective pretreatment system is maintained and operated. Each permit for such discharge shall contain specified water quality standards and may require the project sponsor to install and maintain meters to measure the volume of the discharge to the combined sewer system.

During construction, the proposed project would be required to comply with article 4.2 of the San Francisco Public Works Code. Specifically, the proposed project would comply with section 146 by implementing an erosion and sediment control plan. The erosion and sediment control plan would identify the best management practices and erosion and sedimentation control measures to prevent sediment from entering the city's combined sewer system. The construction best management practices that would most likely be implemented as part of the proposed project would address inspection and maintenance, water conservation, spill prevention and control, street cleaning, and prevention of illicit connection and discharge. These best management practices would minimize disturbance to the project site, adjacent areas, and storm drains and would retain sediment. The SFPUC's Construction Runoff Control Program staff enforces this requirement through periodic and unplanned site inspections. In addition, prior to the commencement of any land-disturbing activities, the project sponsor would be required to obtain a construction site runoff control permit.

Construction activities such as excavation would expose soil and could result in erosion and excess sediments being carried in stormwater runoff to the combined stormwater/sewer system. In addition, stormwater runoff from temporary onsite use and storage of vehicles, fuels, waste, and other hazardous materials could carry pollutants to the combined stormwater/sewer system if proper handling methods are not employed. As discussed above, the proposed project would be required to develop and implement an erosion and sediment control plan that would identify best management practices to control discharge of sediment and other pollutants from entering the city's combined stormwater/sewer system, which would then be properly treated at the Southeast Treatment Plant before being discharged into San Francisco Bay.

For these reasons, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. This impact would be less than significant.

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

The project site is currently a surface parking lot with an existing building and completely covered with impervious surfaces. The proposed project would not increase the amount of impervious surface at the project site; therefore, the proposed project would not result in any change in groundwater infiltration on the project site.

As discussed under Topic E.15, Geology and Soils, groundwater level at Elevation 18 feet (approximately 13 to 18 feet bgs depending on location) is recommended to be used in the proposed project's design. The project's planned excavation depth is up to 19 feet; groundwater may be close to the bottom of the excavation. If groundwater were encountered during onsite excavation, dewatering activities would be necessary. Construction dewatering, if necessary, would represent a temporary condition on the underlying groundwater table. Any dewatering wells needed for the proposed project would be subject to the requirements of the City's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the department of public health prior to constructing a dewatering well. A permit may be issued only if the project sponsor uses construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring. The project would not require long-term dewatering and would not result in the ongoing extraction of any underlying groundwater supplies. For these reasons, the proposed project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant.

Impact HY-3: The proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. *(Less than Significant)*

There is a historical (buried) waterbody that may be located in the northwest corner across the project site, but construction of the proposed project would not alter the course of this waterbody. Therefore, the proposed project would not alter the course of a stream or river or substantially alter the existing drainage pattern of the project site or area. During the proposed project's construction, a potential for erosion and transportation of soil particles would exist, but as stated above in Impact HY-1, the proposed project would be subject to and be required to comply with regulations that limit the amount of runoff from the project site. The existing project site is completely covered with developed (e.g., impervious) surfaces. The proposed building footprint would also completely cover the project site; thus, project implementation would not result in an increase in impervious surface. Additionally, as part of the Stormwater Management Requirements, the proposed project would be required to reduce the existing stormwater rate and volume at the project site by 25 percent for a two-year 24-hour design storm by implementing low impact design measures. Therefore, due to the requirements of the existing regulations and because the proposed project would not increase impervious surfaces at the project site, the proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant.

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 Impact HY-1, project-related wastewater and stormwater would flow into the City's combined stormwater/sewer system and would be treated to standards contained in the City's NPDES Permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The proposed project is located in the SFPUC's Marina Groundwater Basin and not currently used for water supply.[166] As discussed under Impact HY-2, the proposed project would not permanently or substantially deplete groundwater resources. For these reasons, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact C-HY-1: The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact on hydrology and water quality. ***(Less than Significant)***

Cumulative development in the project area could result in intensified uses and a cumulative increase in wastewater generation. The SFPUC has accounted for such growth in its service projections. The cumulative development projects would be required to comply with construction-phase stormwater pollution control and dewatering water quality regulations, if necessary, similar to the proposed project. Furthermore, all discharges to the city's combined sewer system would receive treatment prior to discharge into the Bay, in accordance with the city's NPDES permit. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to hydrology and water quality. Cumulative hydrology and water quality impacts would be less than significant.

Hazards and Hazardous Materials

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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?	☐	☐	☒	☐	☐

[166] San Francisco Public Utilities Commission, Groundwater Management Program, https://sfpuc.org/programs/water-supply/groundwater, accessed December 21, 2021.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
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?	☐	☐	☐	☐	☒
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?	☐	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☐	☒

The project site is not included on the list of hazardous materials sites compiled by the California Department of Toxic Substance Control pursuant to Government Code section 65962.5. The project site is not located within an airport land use plan area, or within two miles of a public airport or public use airport; and is not located within or adjacent to a wildland area. Therefore, Topics E. 17(d), E.17(e) and E.17(g) are 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)***

Neither construction nor operation of the project would involve the routine transport, use, or disposal of significant quantities of hazardous materials. The proposed project's residential and retail uses would involve the use of relatively small quantities of hazardous materials such as cleaners and disinfectants for routine purposes. These products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. In

addition, transportation of hazardous materials is regulated by the California Highway Patrol and the California Department of Transportation. Therefore, the project's use of hazardous materials during construction and operation are not expected to cause any substantial health or safety hazard risks. For these reasons, 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. This impact 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)*

The project site is not on a list of hazardous materials site compiled by the California Department of Toxic Substance Control pursuant to Government Code section 65962.5. However, the project site is located in an area subject to Health Code article 22A (also known as the Maher Ordinance), meaning that it is known or suspected to contain contaminated soil and/or groundwater.[167] If a proposed project were to disturb at least 50 cubic yards of soil, and the site history indicates that hazardous substances may be present, the proposed project would be required to enroll in the Maher program.

As previously stated, the proposed project would result in the excavation of up to 19,500 cubic yards of soil. Therefore, the proposed project would be subject to the Maher Ordinance, which is administered and overseen by the department of public health (health department). 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 hazardous 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,

[167] San Francisco Planning Department, GIS database Maher Map layer, accessed June 1, 2021.

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,[168] 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 article 22A, the project sponsor has submitted a Maher Ordinance Application to the health department[169] and submitted to the health department a phase I environmental site assessment to assess the potential for site contamination, and the findings are summarized below.[170]

The assessment revealed no Recognized Environmental Conditions (RECs), no historical RECs (HRECs), and no controlled RECs (CRECs) at the subject property. During the site reconnaissance, the site assessment carefully observed the sidewalk and street surfaces for evidence of one or more possible underground storage tank (USTs) removals but did not observe any indications of a former USTs in Chestnut Street. The 1913 and 1929 Sanborn Fire Insurance Maps® depicted the presence of a heating oil tank at the property site. However, there are no other records that a heating oil tank ever existed at the subject property and the site assessment did not observe any other physical evidence of heating oil use such as fill ports or characteristic cracks in pavement surfaces indicative of a backfilled excavation. The site assessment believes the two heating oil USTs were likely removed circa 1940 and no longer exist in front of 2055 Chestnut Street. The subject property is not listed on the LUST (leaking underground storage tank) or UST databases.

Within 0.5 mile of the subject property, there are several sites with documented releases of hazardous substances and/or petroleum products. The site assessment has documented the presence a dry-cleaning operation of approximate distance of 44 feet from the project site an environmental concern. Arlene's Cleaners at 2017 Chestnut Street, has historically performed dry cleaning within 100 feet of the subject property and has a documented dry-cleaning solvent release. Due to proximity to Arlene's Cleaners (44 feet to the north-northeast),

[168] 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.
[169] Maher Ordinance Application, 2055 Chestnut Street, submitted October 10, 2018.
[170] PII Environmental, Phase I Environmental Site Assessment for 2055 Chestnut, San Francisco, California (hereinafter "site assessment"), April 26, 2017.

the site assessment contends that a low to moderate vapor intrusion concern (pVIC) may impact the northeast corner of the subject property originating at the rear (south) of the building at 2017 Chestnut Street. Arlene's Cleaners is currently under regulatory oversight by the health department. At this location soil vapor and groundwater is being monitored for contaminants of concern by the DTSC's Site Cleanup Program. The DTSC has reviewed the draft soil vapor mitigation and pilot study work plan for the site and recommends that further site characterization be performed prior to considering possible remedies for the site, including the pilot study.[171] The site assessment has opined that the potential pVIC from Arlene's Cleaners should continue to decrease with time and will certainly decrease and/or be eliminated when the proposed active remediation by the health department is implemented. There is no documented evidence that constituent plumes originating from any of these sites have migrated to the subject property.

In accordance with article 22a, the health department reviewed the proposed project's geotechnical investigation and site assessment. The health department concluded that additional analysis in the form of a *phase II site assessment work plan* is warranted.[172] The regulations and procedures established as part of article 22A would ensure that any potential impacts of the proposed project due to hazardous soil and/or groundwater would be reduced to a less-than-significant level.

Asbestos-Containing Materials

The project site is occupied by a building that was constructed in 1973. To construct the proposed building, the project would include demolition of the existing building and surface parking lot. Based on the date of construction of the building, asbestos-containing materials (ACMs) may still be present in building materials that could become airborne as a result of building demolition

The California Department of Toxic Substance Control considers asbestos hazardous, and removal of asbestos-containing materials is required prior to demolition or construction activities that could result in disturbance of these materials. Asbestos-containing materials must be removed in accordance with local and state regulations, air district, the California Occupational Safety and Health Administration (occupational safety and health administration), and California Department of Health Services requirements.

Specifically, section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature vests the air district with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the air district is to be notified 10 days in advance of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of the occupational safety and health administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of California Code of Regulations section 1529 and sections 341.6 through 341.14, where there is asbestos related work involving 100 gsf or more of asbestos-containing material. The owner of the

[171] Department of Toxic Substances Control, EnviroStor Arlene's Cleaners (60001242), 2017 Chestnut Street, San Francisco, CA, https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=60001242, accessed December 21, 2021.
[172] San Francisco Department of Public Health, Phase II Work Plan Request, 2055 Chestnut Street, March 4, 2019.

property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the building department would not issue the required permit until the applicant has complied with the requirements described above.

These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos would be reduced to a less-than-significant level.

Lead-Based Paint

Similar to asbestos-containing material, lead-based paint could be present at the site, based on the age of the building. Work that could result in disturbance of lead paint must comply with section 3426 of the San Francisco Building Code, Work Practices for Lead-Based Paint on Pre-1979 Buildings and Steel Structures. Where there is any work that may disturb or remove lead paint on the exterior of any building built prior to 1979, section 3426 requires specific notification and work standards, and identifies prohibited work methods and penalties. (The reader may be familiar with notices commonly placed on residential and other buildings in San Francisco that are undergoing re-painting. These notices are generally affixed to a drape that covers all or portions of a building and are a required part of the section 3426 notification procedure.)

Section 3426 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless demonstrated otherwise through laboratory analysis), and to the interior of residential buildings, hotels, and child care centers. The ordinance contains performance standards, including establishment of containment barriers, at least as effective at protecting human health and the environment as those in the U.S. Department of Housing and Urban Development Guidelines (the most recent Guidelines for Evaluation and Control of Lead-Based Paint Hazards) and identifies prohibited practices that may not be used in disturbances or removal of lead-based paint. Any person performing work subject to the ordinance shall, to the maximum extent possible, protect the ground from contamination during exterior work; protect floors and other horizontal surfaces from work debris during interior work; and make all reasonable efforts to prevent migration of lead paint contaminants beyond containment barriers during the course of the work. Clean-up standards require the removal of visible work debris, including the use of a High Efficiency Particulate Air Filter (HEPA) vacuum following interior work.

The ordinance also includes notification requirements and requirements for signs. Prior to the commencement of work, the responsible party must provide written notice to the director of the building department, of the address and location of the project; the scope of work, including specific location within the site; methods and tools to be used; the approximate age of the structure; anticipated job start and completion dates for the work; whether the building is residential or nonresidential, owner-occupied or rental property; the dates by which the responsible party has fulfilled or will fulfill any tenant or adjacent property notification requirements; and the name, address, telephone number, and pager number of the party who will perform the work. Further notice requirements include a Posted Sign notifying the public of restricted access to the work area, a Notice to Residential Occupants, Availability of Pamphlet related to protection from lead in the home, and Notice of Early Commencement of Work (by Owner, Requested by Tenant), and Notice of Lead Contaminated Dust or Soil, if applicable. Section 3426 contains provisions regarding inspection and sampling for compliance by the San

Francisco Department of Building Inspection, as well as enforcement, and describes penalties for non-compliance with the requirements of the ordinance.

The proposed project's demolition would also be subject to the occupational safety and health administration's Lead in Construction Standard (8 CCR section 1532.1). This standard requires development and implementation of a lead compliance plan when materials containing lead would be disturbed during construction. The plan must describe activities that could emit lead, methods that will be used to comply with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. The occupational safety and health administration would require 24-hour notification if more than 100 square feet of materials containing lead would be disturbed.

Implementation of procedures required by section 3426 of the building code and the Lead in Construction Standard would ensure that potential impacts of demolition of structures with lead-based paint would be less than significant.

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. Additional regulations described above would address hazardous building materials. 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, asbestos, or lead-based paint, 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)***

The closest public school to the project site, Marina Middle School is located at 3500 Fillmore Street and within one-quarter mile of the proposed project. During construction of the proposed project, any hazardous material currently on the site would be removed before or during demolition of the existing building and prior to construction. The materials would be handled in compliance with applicable laws and regulations, as described under Impact HZ-2 above. As discussed under Impact HZ-1, the proposed project would include the use of common household cleaners and disinfectants in quantities too small to create a significant hazard to the public or the environment. The proposed residential and retail uses would not produce hazardous emissions and would not involve the handling of hazardous or acutely hazardous materials, substances, or waste; therefore, this impact would be less than significant.

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

San Francisco ensures fire safety primarily through provisions of the building and fire codes. Final building plans would be reviewed and approved by the San Francisco Fire Department (as well as the department of building inspection), to ensure conformance with these provisions. In this way, potential fire hazards, including those associated with hydrant water pressures and emergency access, would be addressed during the permit review process. Compliance with fire safety regulations would ensure that the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan or expose people or structures to a significant risk of loss, injury, or death involving fires.

Implementation of the proposed project could add incrementally to transportation conditions in the immediate area in the event of an emergency evacuation. As discussed in Topic E.5, Transportation and Circulation above, the proposed project's contribution to traffic conditions would not be substantial within the context of the dense urban setting of the project site, and it is expected that project-related traffic would be dispersed within the existing street grid, such that there would be no significant adverse impacts on transportation conditions. Therefore, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

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

Environmental impacts related to hazards and hazardous materials are generally site-specific or confined to the project site and immediately adjacent areas. 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 the same fire safety and hazardous materials cleanup laws and regulations applicable to the proposed project. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials. Cumulative hazards and hazardous materials impacts would be less than significant.

Energy

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
18. 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?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

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

The proposed project would increase the population and intensity of use on the project site but would not exceed anticipated growth in the area. The proposed project would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance. The green building ordinance contains energy efficiency requirements and requirements for installing water conserving fixtures to reduce potable water demand. Documentation showing compliance with the ordinance would be required to be submitted with the building permit application, and compliance would be enforced by the department of building inspection. In addition, the proposed project would be required to comply with title 24 of the California Code of Regulations, which regulates energy consumption associated with heating, cooling, and ventilation as well as lighting in residential and nonresidential buildings; it is enforced by the building department. Compliance with title 24 and the San Francisco Green Building Ordinance would ensure a reduction in the use of fuel, water, and energy by the proposed project. 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 nonrenewable 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 Topic E.8, Greenhouse Gas Emissions). Furthermore, as discussed in Topic E.5, Transportation and Circulation, the project site is located in a VMT efficient area where the existing VMT/capita is well below the regional average. The proposed project would conserve fuel and energy because it would provide retail and residential uses in an urban area accessible by transit and also bicycle and pedestrian friendly. Therefore, the proposed project is not anticipated to use large amounts of fuel. In summary, the proposed project would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner or conflict with state or local plans for renewable energy and energy efficiency. This impact would be less than significant.

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

While overall energy demand in California is increasing commensurate with increasing population, the state also is making concerted energy conservation efforts. While the city produces a substantial demand for energy and fuel, both city and state policies seek to minimize increases in demand through conservation and energy efficiency regulations and policies such that energy is not used in a wasteful manner, and the cumulative impacts with respect to energy and fuel use would be less than significant. Because San Francisco is substantially built out, development in the city's urban core focuses on densification, which effectively reduces per capita use of energy and fuel by concentrating utilities and services in locations where they can be used efficiently. Similarly, the city recognizes the need for water conservation and has instituted programs and policies to maximize water conservation. San Francisco has one of the lowest per capita water use rates in the state[173] and routinely implements water conservation measures through code requirements and policy. All projects in San Francisco are required to comply with these regulations. Therefore, the proposed project, in combination with other cumulative projects, would result in a less-than-significant cumulative impact related to energy, fuel, and water resources.

[173] San Francisco Public Utilities Commission, Water Resources Division Annual Report, Fiscal Year 2017-18, https://sfpuc.org/about-us/reports/water-resources-annual-report, accessed December 21, 2021.

Mandatory Findings of Significance

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
19. 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?	☐	☒	☐	☐	☐
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.)	☐	☒	☐	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

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

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal.

As discussed in Topic E.3, Cultural Resources, and Topic E.4, Tribal Cultural Resources, construction activities associated with the proposed project could result in potential impacts on archeological resources, human remains, and tribal cultural resources. However, these impacts would be mitigated to less than significant levels with implementation of Mitigation Measures M-CR-2, Archeological Testing, and M-TCR-1, Tribal Cultural Resources Archeological Resource Preservation Plan and/or Interpretive Program. For these reasons, the proposed project's impact with respect to the elimination of important examples of major periods of California history or prehistory would be less than significant with mitigation.

As discussed in Topic E.7, Air Quality, the proposed project could result in potentially significant impacts related to health risk. Implementation of Mitigation Measure M-AQ-4a and Mitigation M-AQ-4b would ensure that health

risk impacts related to air pollutant emissions would be less than significant both individually and cumulatively and would not result in adverse health effects to people living and working in the area.

F. Public Notice and Comment

On July 8, 2020 the planning department mailed a notification of project receiving environmental review to owners of properties within 300 feet of the project site, adjacent occupants, neighborhood groups, and other interested parties. The planning department received 4 comment letters expressing concerns about:

- Overall size of the project and intensity of proposed retail uses relative to the existing building;
- Noise from the roof deck;
- Inadequate parking to support the project's retail and residential uses;
- Impacts on traffic and congestion surrounding the project site as a result of lost parking.
- Any work or traffic control that encroaches onto State right-of-way requires an encroachment permit that is issued by Caltrans.

The concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review and addressed in Section E.2 Population and Housing, Section E.5, Transportation and Circulation, and Section E.6, Noise, as appropriate. Additional comments requesting more information about the project plans were sent to the requestor.

~~F.~~2 Notice of Intent to Adopt a Mitigated Negative Declaration

On December 29, 2021, the planning department distributed a Notice of Availability and Intent to Adopt a Mitigated Negative Declaration. The notice was circulated to interested organizations and individuals, property owners, and residents within 300 feet of the project site, and published in a newspaper of general circulation. Notices were also posted at multiple locations around the project site on Lombard and Chestnut streets. The planning department received one verbal comment from a nearby resident voicing concerns about the project's impacts related to transportation and circulation. The same resident provided supplemental written comments on the preliminary negative declaration, summarized below:

- Lack of adequate vehicle parking to support intensity of proposed commercial or residential uses.
- Congestion on surrounding streets of the project site as a result of project generated vehicle trips.

With respect to the adequate number of vehicle parking spaces, these comments are based on the merits of the proposed project and not related to the adequacy or accuracy of the analysis of physical environmental effects under CEQA. Pursuant to California Resources Code section 21099, parking shall not be considered in determining if the project has the potential to result in significant environmental effects. The following is

provided for informational purposes.

Pursuant to planning code section 151, the proposed project has no minimum off-street parking requirement. The proposed project's consistency with existing zoning of the NC-2 and NC-3 districts, it's conformance with applicable planning code FAR limits, and the proposed conditional use authorization for a planned unit development are discussed in Section C. Compatibility with Existing Zoning and Plans (pgs. 14-16). The compatibility of the proposed project with the planning code and general plan objectives and policies that do not relate to the physical environmental issues will be considered by decision-makers as part of their decision whether to approve or disapprove the proposed project.

Related to the concern of traffic congestion, the transportation analysis presented herein was conducted in accordance with the planning department's 2019 Transportation Impact Analysis Guidelines. These guidelines include evaluation of person trips generated by a project among all transportation modes (walking, bicycling, transit, vehicle trips [including trips made by transportation network companies or TNCs]) as addressed in Section E.5 Transportation and Circulation (pgs. 33-59). The proposed project is expected to result in a net reduction of vehicle trips inbound and outbound at the project site. This is because the project site is currently occupied by a 6,000-square-foot Wells Fargo bank. Accounting for the existing vehicle trips counted to and from the project site, the proposed project would result in a net reduction of 15 weekday p.m. peak vehicle trips inbound and outbound at the project site from 97 p.m. peak hour existing site vehicle trips to an estimated 82 p.m. peak hour vehicle trips (pgs. 37-38). Nevertheless, because the existing Wells Fargo bank was approved for relocation approximately 300 feet in west direction from the project site, the analysis considers that the Wells Fargo vehicle trips would continue to operate on the local roadway network.[174] As stated on pages 56 – 59, under cumulative conditions, there would be a slight increase in vehicle traffic on the surrounding street network as result of nearby development. The cumulative projects are geographically dispersed throughout the project vicinity. Regardless, a general increase in cumulative travel by all modes, in and of itself, would not result in significant cumulative transportation impacts.

The project's transportation analysis was conducted in accordance with the San Francisco Planning Commission's resolution removing automobile delay (a measure of vehicle congestion that is typically described in terms of level of service A through E) as a significant impact on the environment and replacing it with a vehicle miles traveled threshold for all CEQA environmental determinations.[175] Thus, vehicle congestion in and of itself is not an impact under CEQA. This approach to measuring impacts associated with traffic aligns with the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines in 2018; automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).) The PMND determined that the project's impact related to vehicle miles traveled would be less than significant (pgs. 47-50).

[174] 2100 Chestnut Street (2020-008188CUA) was approved by the Planning Commission on December 16, 2021, Planning Commission Motion No. 21052, https://commissions.sfplanning.org/cpcpackets/20211216_cal_min.pdf

[175] San Francisco Planning Department, Executive Summary: Resolution Modifying Transportation Impact Analysis, Appendix F, Attachment A, March 3, 2016. This aligns with the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines in 2018; automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

G. Determination

On the basis of this Initial Study:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Devyani Jain

Lisa Gibson
Environmental Review Officer
for
Rich Hillis
Director of Planning

DATE December 29, 2021

Initial Study Preparers

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- Supervising Transportation Planner: Jenny Delumo
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- Archeologist: Sally Morgan
- Current Planner: Matthew Ditto

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- Amanda Leahy, AICP Project Manager

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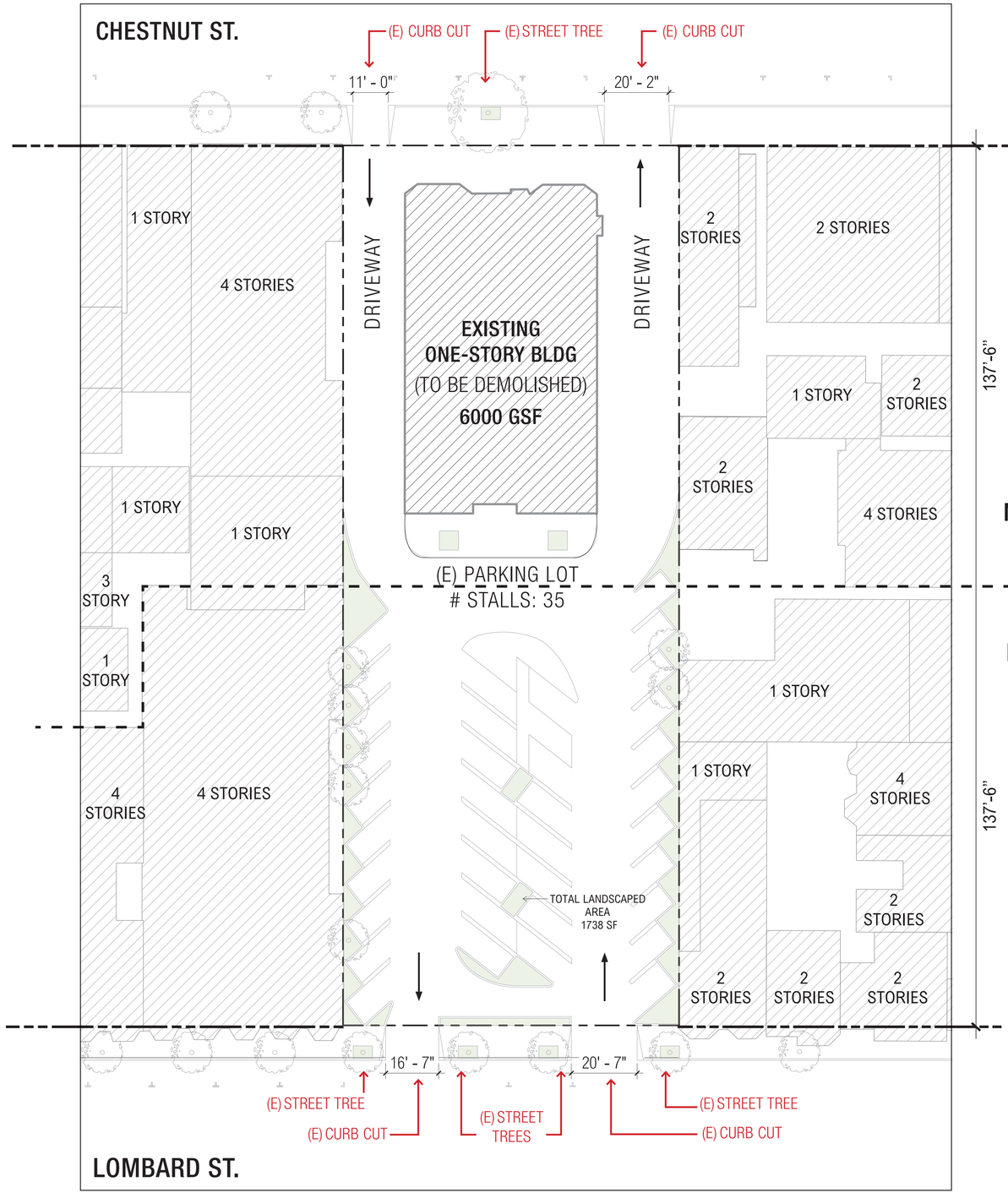
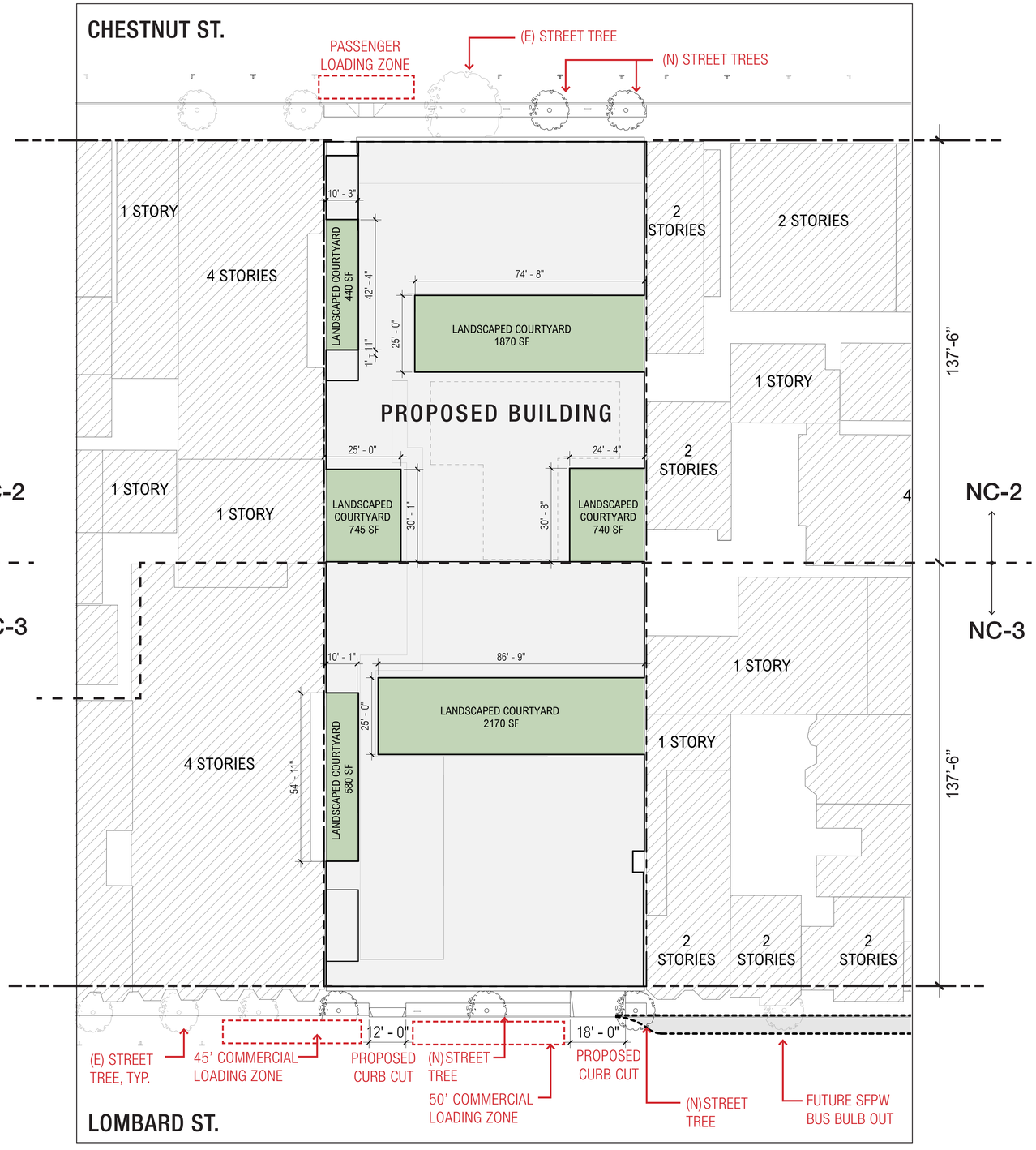
- Don Bragg, Director of Development, SVP.

ATTACHMENT A

PROJECT PLANS



EXISTING SITE PLAN



PROPOSED SITE PLAN

2055 CHESTNUT STREET SAN FRANCISCO, CA

EXISTING + PROPOSED SITE PLAN

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

OCTOBER 11, 2018
PLANNING APPLICATION

SCALE: 1" = 20'-0"

0 10' 20' 40' 60'

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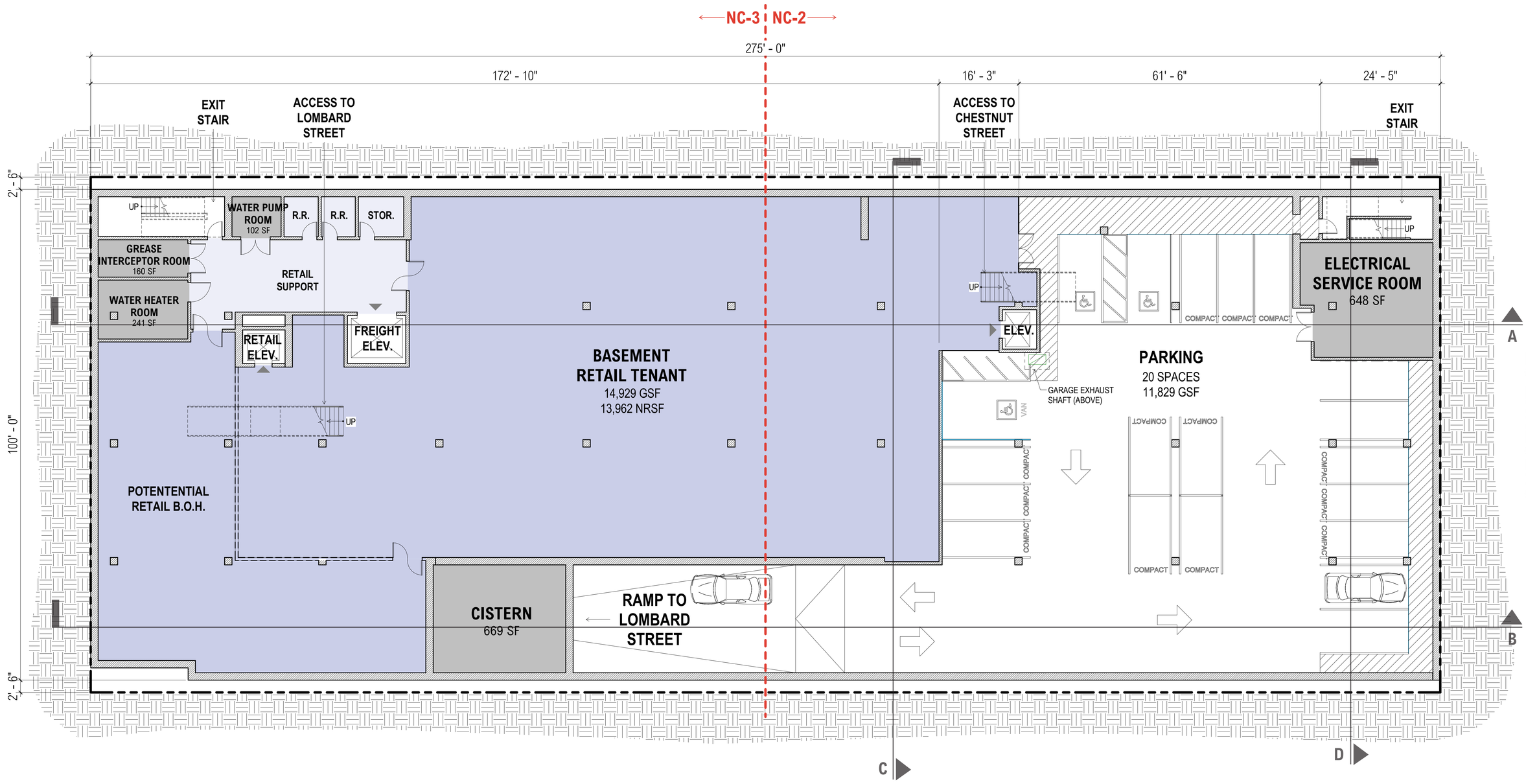

LEGEND

- RETAIL
- RETAIL SUPPORT
- RESIDENTIAL
- RESIDENTIAL CIRCULATION
- CORE/SUPPORT
- EXTERIOR SPACE REAR YARD EQUIVALENT (25% OF LOT DEPTH)
- (N) WALL/COLUMN

2055 CHESTNUT STREET SAN FRANCISCO, CA

PROPOSED BASEMENT PLAN

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

JULY 16, 2021
PLANNING APPLICATION RESUBMITTAL #4

SCALE: 1" = 10'-0"

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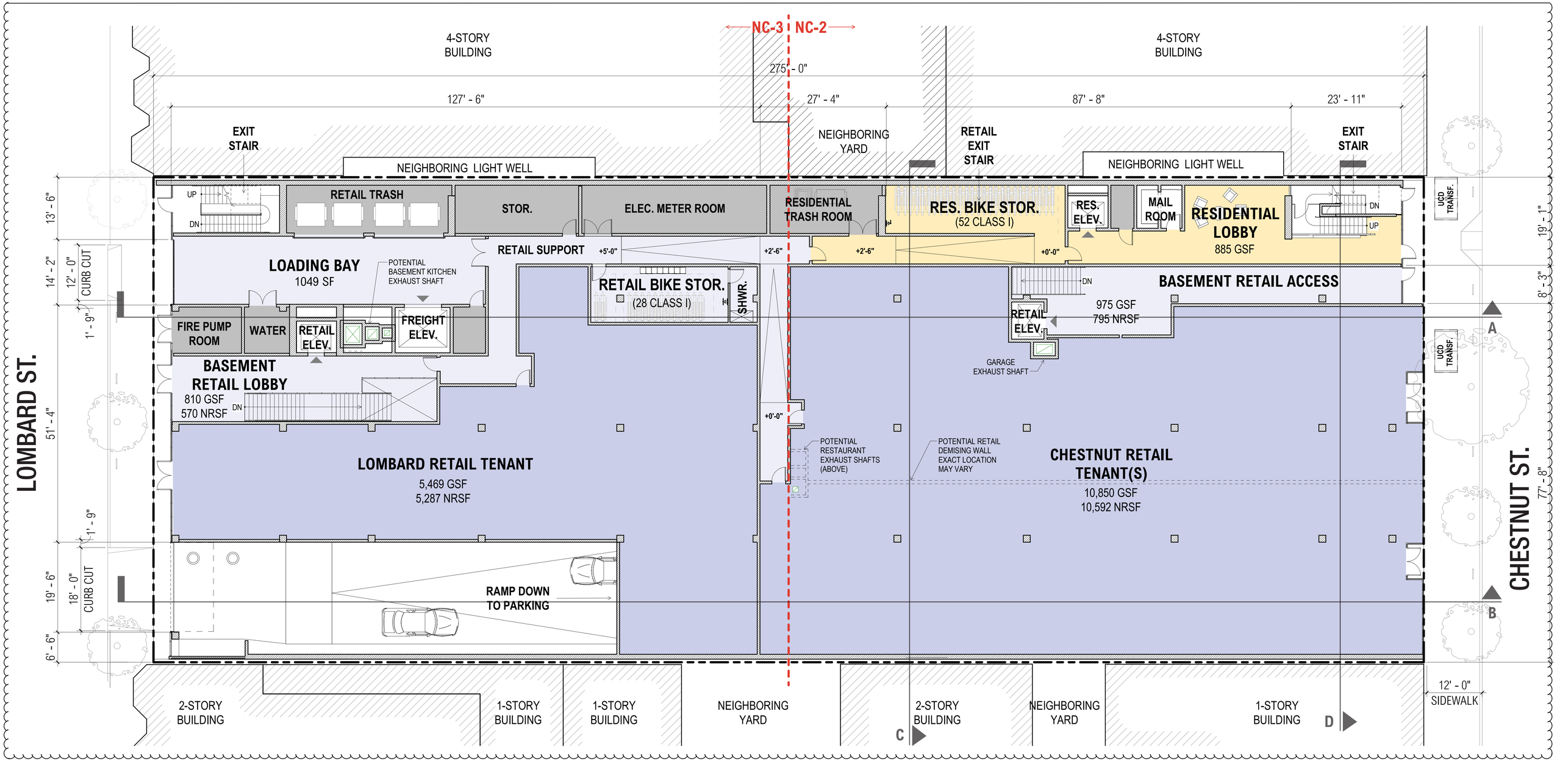

LEGEND

- RETAIL
- RETAIL SUPPORT
- RESIDENTIAL
- RESIDENTIAL CIRCULATION
- CORE/SUPPORT
- EXTERIOR SPACE REAR YARD EQUIVALENT (25% OF LOT DEPTH)
- (N) WALL/COLUMN

2055 CHESTNUT STREET SAN FRANCISCO, CA

PROPOSED GROUND FLOOR PLAN: OFF-STREET LOADING

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

JULY 16, 2021
PLANNING APPLICATION RESUBMITTAL #4

SCALE: N.T.S.

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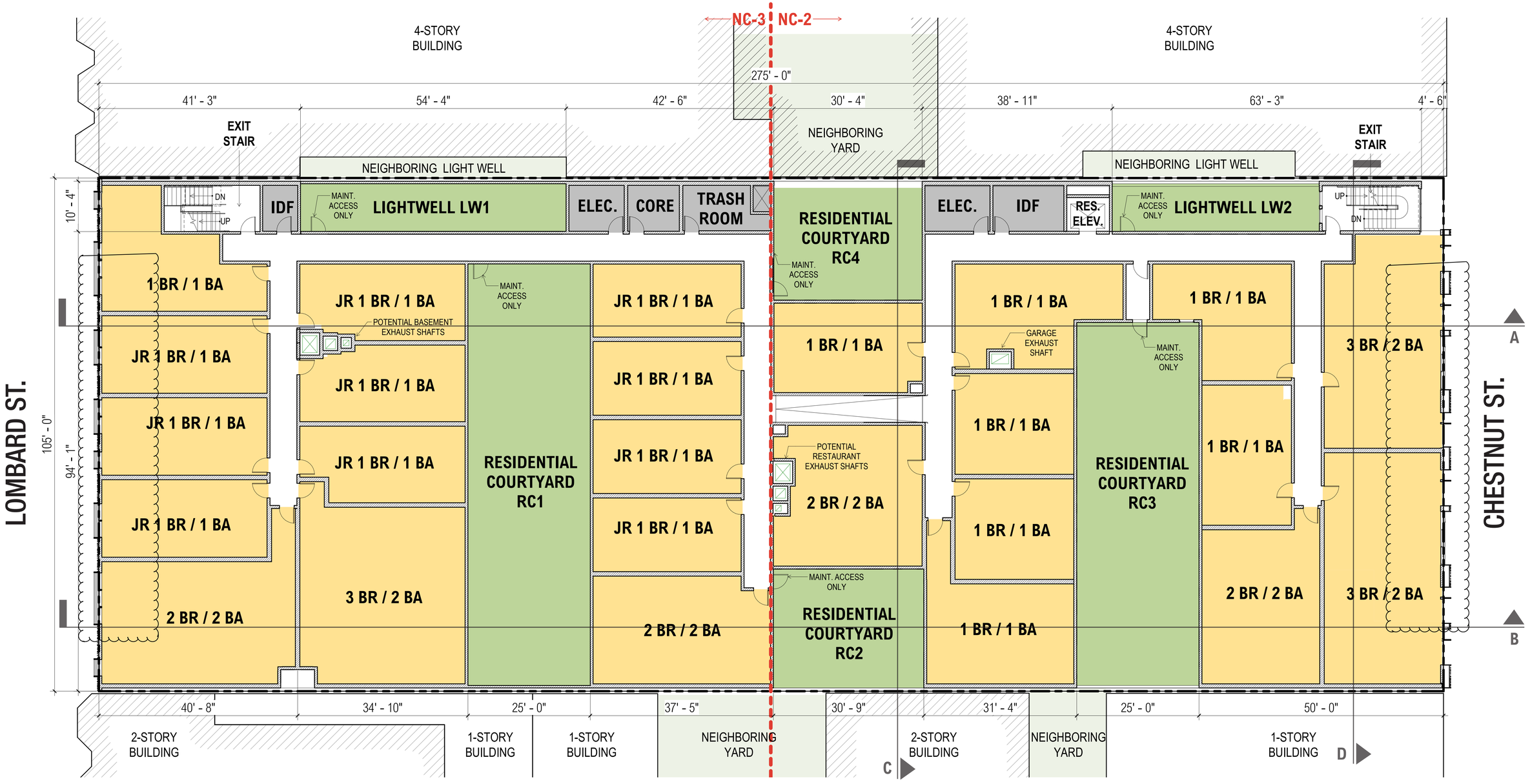

LEGEND

- RETAIL
- RETAIL SUPPORT
- RESIDENTIAL
- RESIDENTIAL CIRCULATION
- CORE/SUPPORT
- EXTERIOR SPACE REAR YARD EQUIVALENT (25% OF LOT DEPTH)
- (N) WALL/COLUMN

2055 CHESTNUT STREET SAN FRANCISCO, CA

PROPOSED SECOND FLOOR PLAN

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

JULY 16, 2021
PLANNING APPLICATION RESUBMITTAL #4

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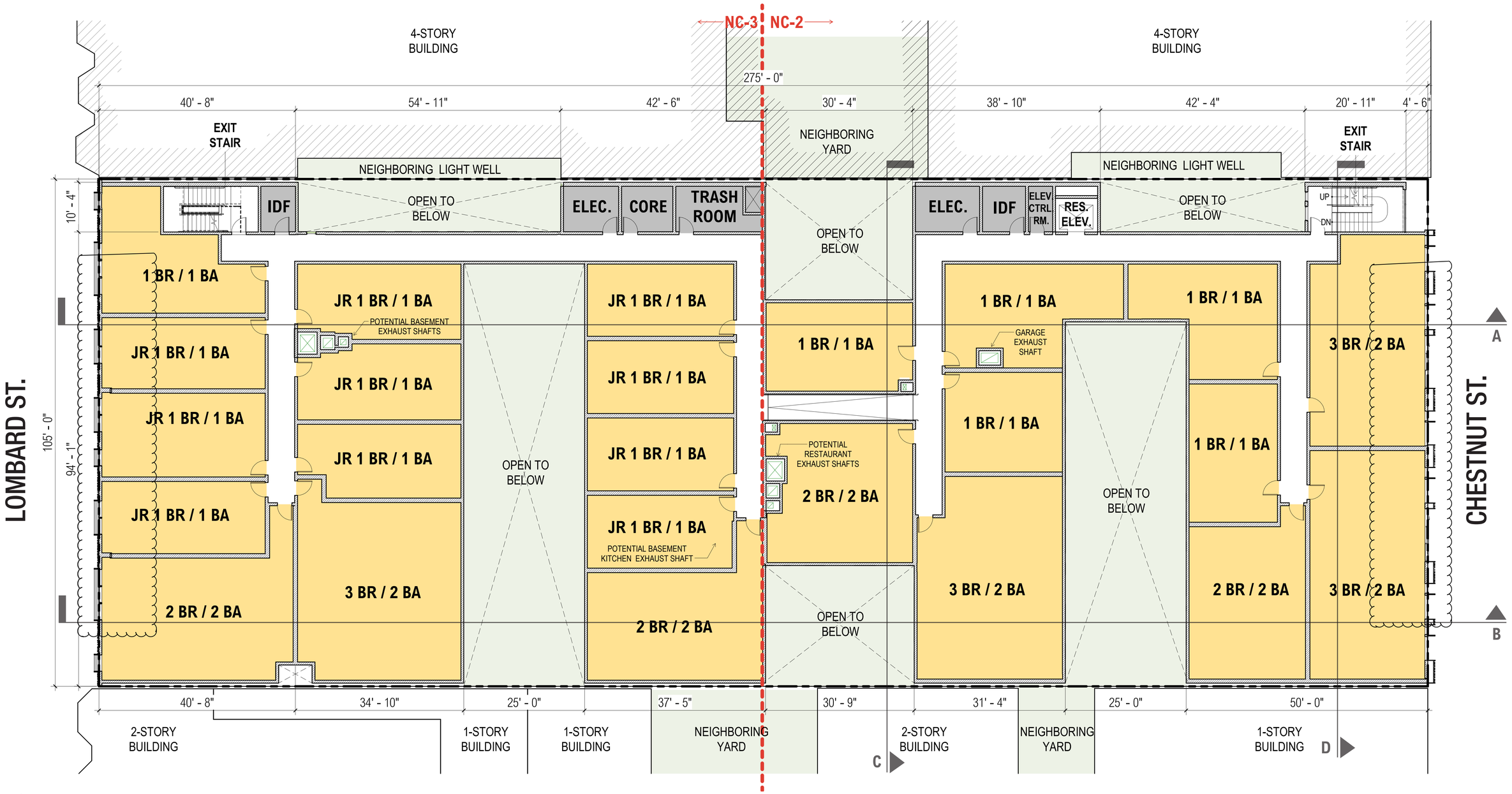

LEGEND

- RETAIL
- RETAIL SUPPORT
- RESIDENTIAL
- RESIDENTIAL CIRCULATION
- CORE/SUPPORT
- EXTERIOR SPACE REAR YARD EQUIVALENT (25% OF LOT DEPTH)
- (N) WALL/COLUMN

2055 CHESTNUT STREET SAN FRANCISCO, CA

PROPOSED THIRD FLOOR PLAN

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

JULY 16, 2021
PLANNING APPLICATION RESUBMITTAL #4

SCALE: 1" = 10'-0"

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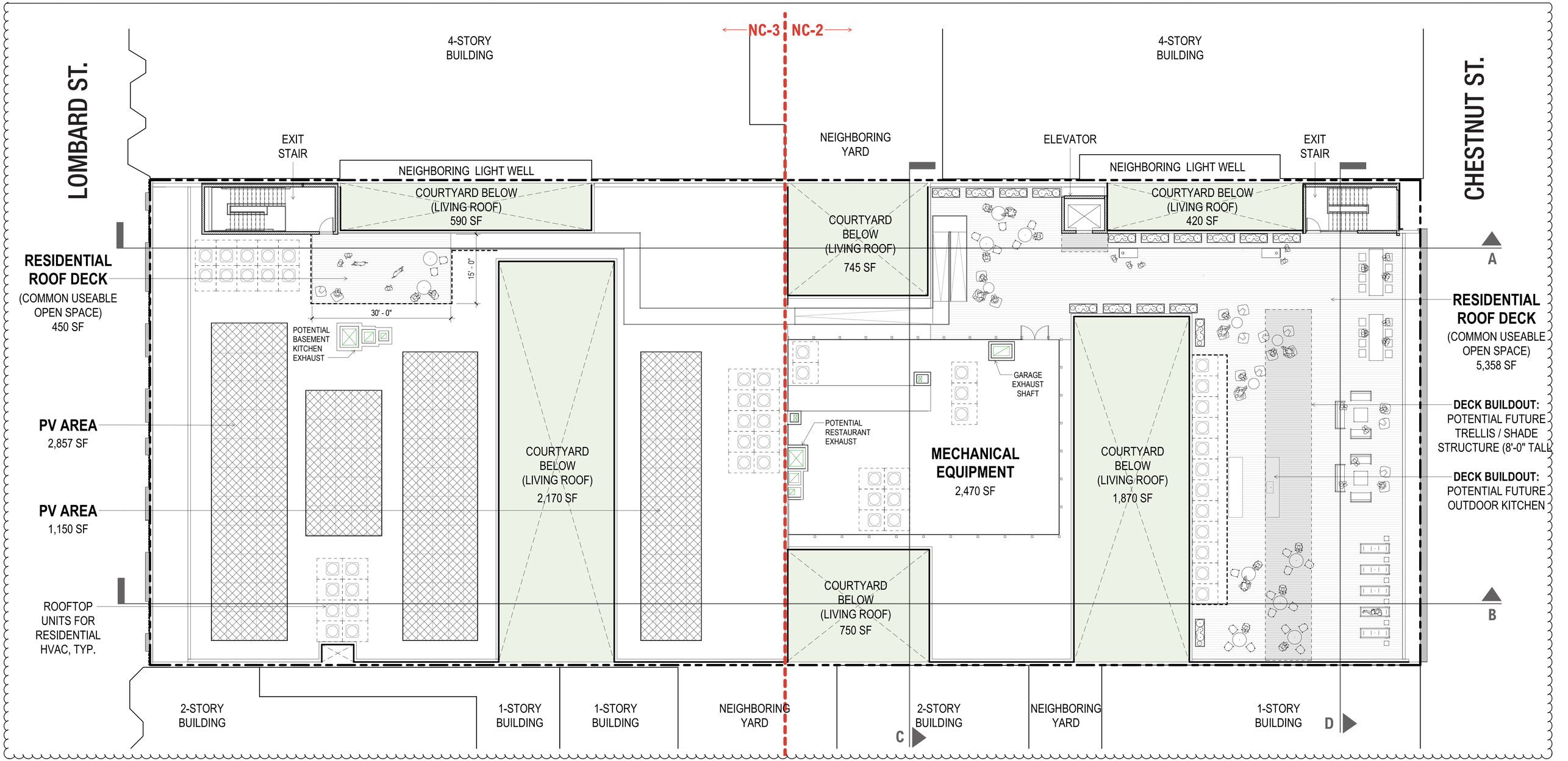

LEGEND

- RETAIL
- RETAIL SUPPORT
- RESIDENTIAL
- RESIDENTIAL CIRCULATION
- VEGETATED ROOF
- TRELLIS / SHADE STRUCTURE
- SOLAR AREA
- (N) WALL/COLUMN

ROOF AREA	REQUIRED	PROVIDED
USABLE OPEN SPACE	SEE PG 34	5,808 SF
PV/SOLAR AREA	SEE PG 35	4,749 SF
LIVING ROOF (L2)	SEE PG 35	6,545 SF
LIVING ROOF (L4)	SEE PG 35	--
MECHANICAL	N/A	2,470 SF
TOTAL ROOF AREA		**28,500 SF**

PERMITTED OBSTRUCTIONS (SFPC SEC. 260)	PROVIDED	% OF ROOF
ELEVATOR / STAIR	558 SF	2%
MECHANICAL SCREEN	2,975 SF	10%
SEATING AREA TRELLIS / SHADE STRUCTURE (8')	800 SF	(UNLIMITED)
TOTAL AREA OF PERMITTED OBSTRUCTIONS	**4,333 SF**	**15%** (<20% MAX. ALLOWED)

2055 CHESTNUT STREET SAN FRANCISCO, CA

PROPOSED ROOF PLAN

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

JULY 16, 2021
PLANNING APPLICATION RESUBMITTAL #4

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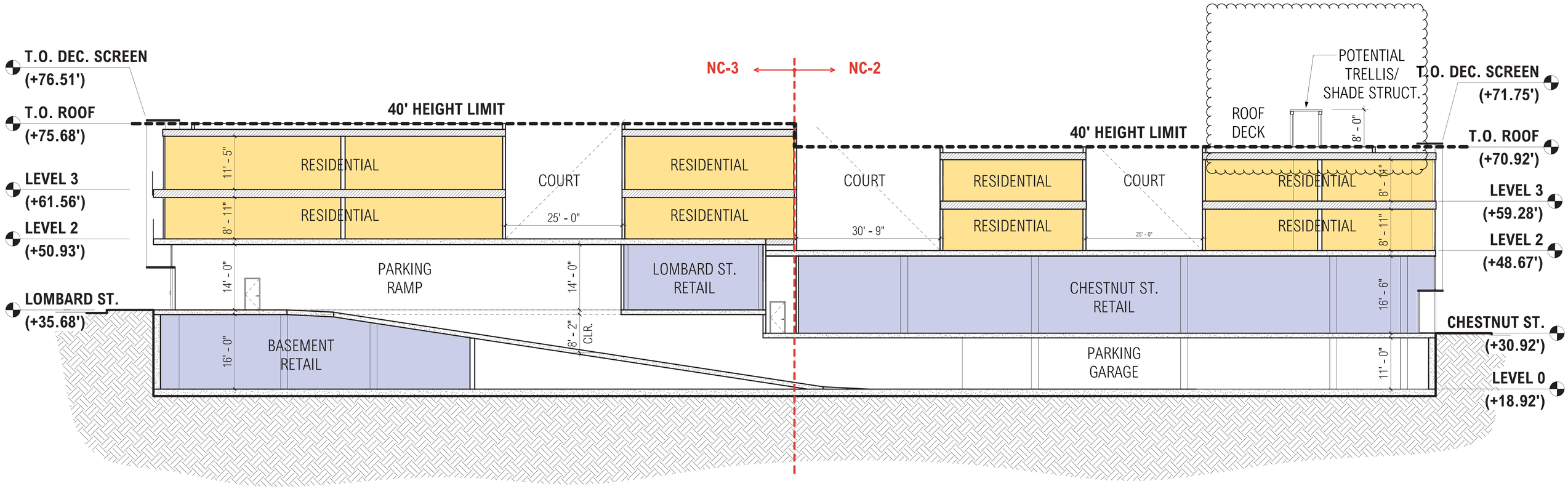
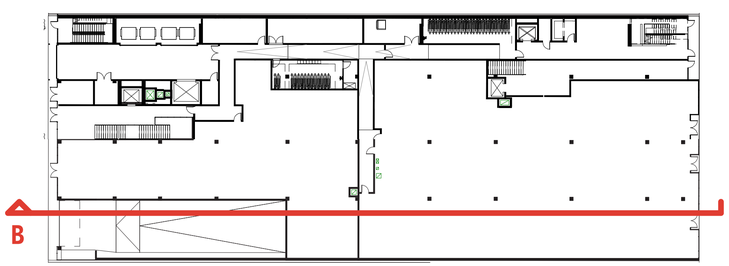




KEY PLAN

2055 CHESTNUT STREET SAN FRANCISCO, CA

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

SECTION B - N/S SECTION AT VEHICLE RAMP

JULY 16, 2021
PLANNING APPLICATION RESPONSE #4

SCALE: 1" = 10'-0"

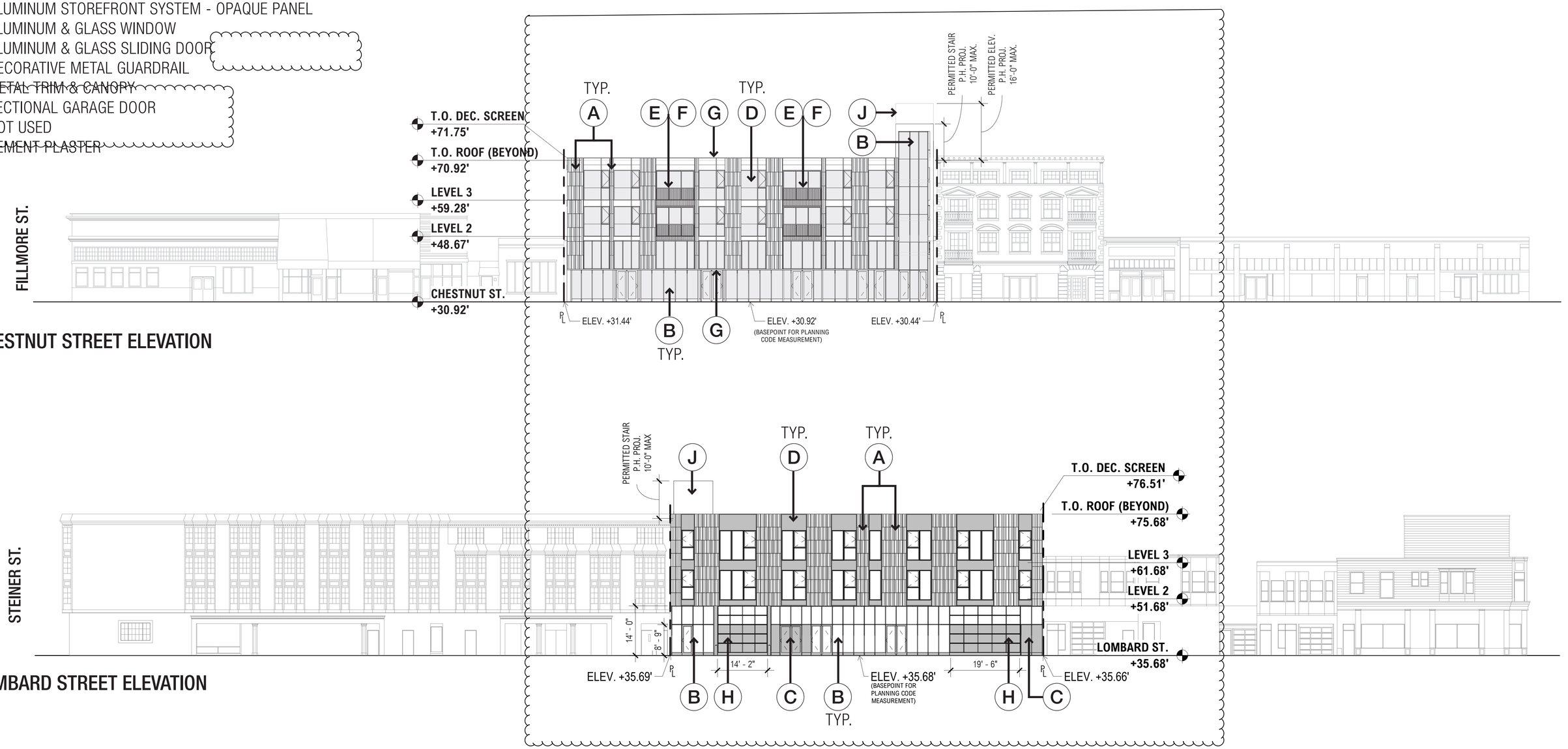
0 5' 10' 20' 30'

N

LEGEND

(SEE PAGE 60 FOR MATERIAL REFERENCE IMAGES)

- **A.** DECORATIVE CERAMIC CLADDING
- **B.** ALUMINUM STOREFRONT SYSTEM
- **C.** ALUMINUM STOREFRONT SYSTEM - OPAQUE PANEL
- **D.** ALUMINUM & GLASS WINDOW
- **E.** ALUMINUM & GLASS SLIDING DOOR
- **F.** DECORATIVE METAL GUARDRAIL
- **G.** METAL TRIM & CANOPY
- **H.** SECTIONAL GARAGE DOOR
- **I.** NOT USED
- **J.** CEMENT PLASTER



CHESTNUT STREET ELEVATION

LOMBARD STREET ELEVATION


RETAIL
SHOP
RETAIL
CHESTNUT

2055 CHESTNUT STREET SAN FRANCISCO, CA

PRELIMINARY PERSPECTIVE: LOMBARD STREET

PRADO GROUP | JENSEN | MARTA FRY LANDSCAPE ASSOCIATES MFLA

JULY 16, 2021
PLANNING APPLICATION RESPONSE #4

SCALE: N.T.S.