San Francisco Planning

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San Francisco, CA 94103
628.652.7600
www.sfplanning.org

PUBLIC NOTICE

NOTICE OF AVAILABILITY OF AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

PROJECT INFORMATION

Project Title:	**2629 Taylor Street**	*Project Sponsor:*	Muzhong Wang, Stanton Architecture 415.865.9600 mwang@stantonarchitecture.com
Project Address:	2629 Taylor Street		
Case No.:	**2019-014334ENV**	*MND Coordinator:*	Lauren Bihl 628.652.7498 lauren.bihl@sfgov.org
Block/Lot No.:	0022/014		
Zoning District(s):	C-2 – Community Business Use District 40-X Height and Bulk District		
Neighborhood:	North Beach		

The San Francisco Planning Department has studied this project's potential physical environmental effects and welcomes your comments on the adequacy of the preliminary mitigated negative declaration (PMND). Refer to the Project Description and Purpose of Notice sections below for more information.

Project Description

A PMND has been prepared by San Francisco Planning in connection with this project as required by the California Environmental Quality Act (CEQA) to study the project's potential physical environmental effects.

The 18,205-square-foot (sf) project site has frontage on Taylor Street and North Point Street and is located on the block bounded by Beach Street to the north, Taylor Street to the east, North Point Street to the south, and Jones Street to the west in the Fisherman's Wharf area of the North Beach neighborhood in San Francisco. The site is currently improved with a two-story, approximately 24-foot-tall, 22,048-sf commercial building constructed in 1947. There are no existing off-street parking spaces on the site. There is an existing loading dock located in the southwest corner of the site, accessible from a 12-foot curb cut along North Point Street.

The project proposes to demolish the existing two-story commercial building and construct a five-story, 40-foot (48-feet-6-inches with elevator penthouse) over basement hotel with approximately 136 guestrooms above 3,172 sf of ground-level retail uses. The resulting 71,979 gross square feet (gsf) tourist hotel would not provide a full-service restaurant or meeting space. However, the basement level would provide a dining area for breakfast as well as a fitness room, access to an open-air courtyard, and housekeeping facilities. There would be a 3,524-sf open roof deck, surrounded by planted areas. No off-street vehicle parking is proposed. Eight Class 1 bicycle spaces would be provided in a bike room accessed from North Point Street.

The document is a PMND, containing information about the possible environmental effects of the proposed project. The PMND documents the determination of by the Planning Department that the proposed project could not have a significant adverse effect on the environment. The publication of this environmental document does not indicate a decision by the City to approve or disapprove the proposed project.

Purpose of Notice

The PMND is available to view or download from the Planning Department's Environmental Review Documents web page (https://sfplanning.org/environmental-review-documents). Paper copies are also available at the Planning counter of the San Francisco Permit Center on the second floor of 49 South Van Ness Avenue, San Francisco.

If you have questions concerning environmental review of the proposed project, contact the Planning Department staff contact listed above.

You are not required to take any action. If you wish to comment on the adequacy of the PMND, within 20 calendar days following publication of the PMND (by 5:00 p.m. on May 24, 2022), any person may:

1. Make recommendations for amending the text of the document. The text of the PMND may be amended to clarify or correct statements and may be expanded to include additional relevant issues or to cover issues in greater depth. This may be done **without** the appeal described below; **OR**
2. Appeal the determination of no significant effect on the environment to the Planning Commission in a letter which specifies the grounds for such appeal, accompanied by a $681 check payable to the San Francisco Planning Department.[1] An appeal requires the Planning Commission to determine whether or not an Environmental Impact Report must be prepared based upon whether or not the proposed project could cause a substantial adverse change in the environment. To file, send the appeal letter to the Planning Department, Attention: Lisa Gibson, 49 South Van Ness Avenue, Suite 1400, San Francisco, CA 94103 or emailed to lisa.gibson@sfgov.org and **must be received by 5:00 p.m. on May 24, 2022.**

In the absence of an appeal, the mitigated negative declaration shall be made final, subject to necessary modifications, after 20 days from the date of publication of the PMND. If the PMND is appealed, the Final Mitigated Negative Declaration (FMND) may be appealed to the Board of Supervisors. The first approval action, as identified in the initial study, would establish the start of the 30-day appeal period for the FMND pursuant to San Francisco Administrative Code Section 31.16(d).

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

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

1 Upon review by the Planning Department, the appeal fee may be reimbursed for neighborhood organizations that have been in existence for a minimum of 24 months.

CEQA

pronounced “SEE-kwuh”

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

THE BASIC GOALS OF CEQA ARE TO:

INFORM

decision makers and the public about the potential significant environmental impacts

PREVENT

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

IDENTIFY

the ways that the evironmental damage can be avoided or reduced

DISCLOSE

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

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

WHO IS INVOLVED?

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

WHEN IS CEQA DONE?

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

Example projects include:

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

San Francisco Planning

Para obtener más información, visite:
請造訪, 以瞭解詳情:
Upang madagdagan ang kaalaman, mangyaring bumisita sa:
To learn more, please visit:
https://sfplanning.org/environmental-review

San Francisco Planning

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PRELIMINARY MITIGATED NEGATIVE DECLARATION

Date:	May 4, 2022
Case No.:	2019-014334ENV
Project Title:	2629 Taylor Street Project
Zoning:	C-2 – Community Business Use District 40-X Height and Bulk District
Block/Lot:	0022/014
Lot Size:	18,733 square feet
Project Sponsor:	Muzhong Wang, Stanton Architecture, mwang@stantonarchitecture.com
Lead Agency:	San Francisco Planning Department
Staff Contact:	Lauren Bihl – lauren.bihl@sfgov.org or (628) 652-7498

Project Description:

The project proposes to demolish the existing two-story, 24-foot-tall, 22,048-sf commercial building constructed in 1947 and remove the existing loading dock and associated 12-foot curb cut along North Point Street. The project would construct a five-story, 40-foot (48-feet-6-inches with elevator penthouse) over basement tourist hotel with 136 guestrooms above 3,172 sf of ground-level retail use. The resulting 71,979 gross square feet (gsf) hotel would not provide a full-service restaurant or meeting space. However, the basement level would provide a dining area for breakfast as well as a fitness room, access to an open-air courtyard, and housekeeping facilities. There would be a 3,524-sf open roof deck. No off-street vehicle parking is proposed. Eight Class 1 bicycle spaces would be provided in a ground floor bike room accessed from North Point Street. The attached Initial Study (**Attachment A**) contains a comprehensive project description, including figures, and a list of anticipated 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 **Attachment B** Mitigation Agreement and Mitigation Monitoring and Reporting Program).

cc: Muzhong Wang, Stanton Architecture
Scott McChesney, Blackridge Group
Kevin Guy, Current Planning Division
Supervisor Aaron Peskin, District 3
Project Distribution

ATTACHMENT A

INITIAL STUDY
2629 TAYLOR STREET PROJECT
PLANNING DEPARTMENT CASE NO. 2019-014334ENV

Table of Contents

Acronyms and Abbreviations

Acronym/Abbreviation	Definition
ABAG	Association of Bay Area Governments
air board	California Air Resources Board
air district	Bay Area Air Quality Management District
AB	Assembly Bill
BCDC	San Francisco Bay Conservation Development Commission
building department	San Francisco Department of Building Inspection
C-2	Community Business zoning district
California Register	California Register of Historical Resources
Cal/OSHA	California Division of Occupational Safety and Health
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH_4	methane
CO_2	carbon dioxide
CWA	federal Clean Water Act
DEHP	bis(2-ethylhexyl) phthalate, or diethylhexyl phthalate
EIR	environmental impact report
DTSC	California Department of Toxic Substances Control
fire department	San Francisco Fire Department
g	acceleration of gravity
GHG	greenhouse gas
health department	San Francisco Department of Public Health
LEED®	Leadership in Energy and Environmental Design
M-1	Light Industry zoning district
M-2	Heavy Industry zoning district
MB-MU	Mission Bay Mixed-Use zoning district
MB-RA	Mission Bay Redevelopment zoning district
mgd	million gallons per day
MMDP	materials management disposal plan
mph	miles per hour
MR-MU	Mission Rock Mixed-Use District zoning district

Acronym/Abbreviation	Definition
MTC	Metropolitan Transportation Commission
$MTCO_2e$	metric tons of carbon dioxide equivalents
N_2O	nitrous oxide
NAVD88	North American Vertical Datum of 1988
NPDES	National Pollutant Discharge Elimination System
NPF	North Point Wet-Weather Facility
P	Public zoning district
parks department	San Francisco Recreation & Parks Department
PCB	polychlorinated biphenyl
POPOS	privately owned public open space
RHNA	Regional Housing Needs Allocation
ROSE	Recreation and Open Space Element
SAP	Special Area Plan
SB	Senate Bill
SEP	Southeast Treatment Plant
SFMTA	San Francisco Municipal Transportation Agency
SFPUC	San Francisco Public Utilities Commission
SMR	San Francisco Stormwater Management Requirements and Design Guidelines
SPCC	prevention control and countermeasure
state board	State Water Resources Control Board
SUD	Special Use District
SWPPP	stormwater pollution prevention plan
TMDL	total maximum daily load
USEPA	United States Environmental Protection Agency
UST	underground storage tank
WDR	waste discharge requirement
WSIP	Water System Improvement Program

A. Project Description

The 18,205-square-foot (sf) project site has frontage on Taylor Street and North Point Street and is located on the block bounded by Beach Street to the north, Taylor Street to the east, North Point Street to the south, and Jones Street to the west in the Fisherman's Wharf area of the North Beach neighborhood in San Francisco. See Figure 1, Project Site Location in Section I, Figures. The site is currently improved with a two-story, approximately 24-foot-tall (exclusive of the mechanical rooftop), 22,048-sf commercial building constructed in 1947. No off-street parking spaces exist on the site. There is an existing loading dock located in the southwest corner of the site, accessible from a 12-foot curb cut along North Point Street.

The project proposes to demolish the existing two-story commercial building and construct a five-story, 40-foot (48-feet-6-inches with elevator penthouse) over basement hotel with approximately 136 guestrooms above 3,172 sf of ground-level retail uses. The resulting 71,979 gross square foot (gsf) hotel would not provide a full-service restaurant or meeting space. However, the basement level would provide a dining area for breakfast as well as a fitness room, access to an open-air courtyard, and housekeeping facilities. There would be a 3,524-sf open roof deck, surrounded by planted areas. No off-street vehicle parking is proposed. Eight Class 1 bicycle spaces would be provided in a bike room located next to a pedestrian entrance accessed from North Point Street.

Table 1 Proposed Project Characteristics

Project Component	Existing (sf)[a]	Proposed (sf)	Net New (sf)
Height of Building	24 feet	40 feet	16 feet
Number of Stories	2	5	3 (+ 1 basement level)
Commercial	22,048	——	-22,048
Hotel	——	68,621	68,621
Retail	——	3,172	3,172
Above Grade	22,048	63,266 (Floors 1-4 + Roof Level)	41,218
Below Grade	——	8,713	8,713
Class 1 Bicycle Parking Spaces[b]	0	8	8
Class 2 Bicycle Parking Spaces[b]	0	8	8
PROJECT TOTAL	***22,048***	***71,793***	***49,745***

SOURCES: Stanton Architecture, March 2020

NOTES:

a sf = square feet

b Bike parking is calculated per San Francisco Planning Code section 155.2.

The project proposes to use a combination of torque down piles and structural slab foundation to support the new structure.

Site Access and Circulation

Pedestrian access to the hotel lobby would be provided through two entrances at the southeast corner of the site—one facing Taylor Street and one facing North Point Street. The project would also provide two ground floor retail spaces: a 1,125-sf retail space accessed via the hotel's main lobby and a 2,047-sf retail space accessed through a retail entrance on Taylor Street, north of the hotel's entrance. There are two existing metered commercial loading spaces along the project's Taylor Street frontage. The proposed project would apply to the San Francisco Municipal Transportation Agency (SFMTA) Color Curb Program to implement an approximately 92-foot-long on-street passenger loading zone on North Point Street. All deliveries to the hotel would be made from the loading zone on North Point Street with access to the hotel through a service entrance and corridor along the project's west property line.

Streetscape Improvements

The project would preserve four existing street trees on Taylor Street and would plant five more street trees on North Point Street for a total of nine street trees. In addition, consistent with Section 138.1 of the Better Streets Plan, the project would add a new wrap-around pedestrian bulbout at the northwest corner of Taylor Street and North Point Street. The project would provide eight Class 2 bicycle parking spaces in the public right-of-way along Taylor Street.

Construction

Project construction is anticipated to last approximately 14 months and would include the following phases: demolition, site preparation, grading and excavation, building construction, and streetscape improvements. The combination of torque down piles and structural slab foundation on improved soil would result in total excavation of approximately 6,051 cubic yards of soil to a maximum depth of 14 feet. The torque down piles would extend to 70 to 80 feet bgs.

Project Approvals

Approval Action: The project requires approval by the planning commission of Conditional Use Authorization for a tourist hotel as required by Section 303(g) of the Planning Code. This is the approval action for the project. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) determination pursuant to section 31.04(h) of the San Francisco Administrative Code.

The proposed 2629 Taylor Street project would require the following approvals:

- Approval by the Planning Commission of a Conditional Use Authorization for a tourist hotel as required by Section 303 (g) of the Planning Code
- Approval of Maher Ordinance Compliance by the San Francisco Department of Public Health
- Approval of a Transportation Demand Management plan by the Planning Department

B. Project Setting

Project Site and Surrounding Land Uses

The project vicinity is characterized by one- to four-story buildings containing a mix of uses including hotels, souvenir shops, bike/Segway rentals and tours, bus tour operations, and other commercial shops and restaurants. There are currently five metered on-street parking spaces along Taylor Street and four metered on-street parking spaces along North Point Street.

Several hotels including the Holiday Inn Express, Hotel Caza, San Francisco Marriott Fisherman's Wharf, and Hyatt Centric Fisherman's Wharf are located directly west and south of the project site. East of the project site is a public parking lot and the Longshoreman's Memorial Building which houses the International Longshore & Warehouse Union Local 10 chapter. North of the project site are a variety of commercial uses including souvenir shops, tour and rental businesses, and restaurants. The closest residences are located one block south of the project site at 500 Francisco Street (approximately 415 feet south), as well as residences at 1275 Columbus Avenue (approximately 740 feet west) and 2351 Powell Street (approximately 1,025 feet east).

The project site is within a C-2 – Community Business zoning district as well as the Waterfront 2 Special Use District (SUD). C-2 zoning district provides convenience goods and services to residential areas of the city. The Waterfront 2 SUD permits as a principle use any industrial, commercial, and other uses directly related to conducting waterborne commerce or navigation. Other surrounding zoning districts include Public (P, for San Francisco Municipal Transportation Agency's Kirkland Motor Coach Facility at 2301 Stockton), Residential – Mixed, Medium Density (RM-3) for two blocks between Columbus Avenue and Mason Street, North Beach Neighborhood Commercial District (NCD – North Beach) which generally runs along Columbus Avenue from Francisco Street to Vallejo Street, and Residential – House, Three Family (RH-3) which encompasses approximately two to three blocks west of Columbus Avenue.[1]

The project site is within the Fisherman's Wharf Public Realm Plan area, which includes street design guidelines for North Point Street along the project's frontage. These guidelines indicate that streetscape improvements along North Point Street should improve the quality of the pedestrian facilities for residents, strengthen the east-west connections through the heart of the hotel district, and increase the efficiency of transit service.[2]

Surrounding Transportation Network

The project site is well-served by public transportation.[3] Muni's 49 Van Ness-Mission route operates along North Point Street. Within one-quarter mile of the project site, Muni also operates the following bus lines: the 8 Bayshore, 19 Polk, 27 Bryant, 30 Stockton, 39 Coit, 47 Van Ness, and 45 Union/Stockton. Muni operates the Powell/Hyde Street cable car route along Hyde Street two blocks east of the project site. In addition, Golden Gate Transit operates regional transit along North Point Street, including the 132, 154, and 172 lines with

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[1] A map of the zoning districts is available on the San Francisco Property Information Map https://sfplanninggis.org/pim/map.html?search=2629%20TAYLOR%20ST&layers=Zoning%20Districts Accessed May 11, 2021.

[2] San Francisco Planning Department, Draft Fisherman's Wharf Public Realm Plan (2010), available online at https://sfplanning.s3.amazonaws.com/archives/CDG/CDG_fishermans_wharf.htm#draft_plan. Accessed April 2022.

[3] As of April 8, 2020, Muni adopted a core service plan in response to the COVID-19 health emergency that reduced the number of bus routes available. As of May 18, 2021, several of the bus routes in the vicinity of the site were restored; however, the 47 Van Ness and E Embarcadero service are still suspended.

service to Marin County and Sonoma County.[4] There are bicycle lanes along North Point Street, and a bicycle route along Columbus Avenue.

Cumulative Context

CEQA Guidelines section 15130(b)(1) provides two methods for cumulative impact analysis: the "list-based approach" and the "projections-based approach". The list-based approach uses a list of projects (within approximately a quarter-mile radius of the project site and for which the Planning Department has a project application on file) producing 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 analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

The cumulative analysis for certain localized impact topics (e.g., cumulative shadow and wind effects) uses the list-based approach. The following is a list of reasonably foreseeable projects within the project vicinity (approximately one-quarter mile) that are included:

- Case No. 2020-006679ENV: 1196 Columbus Avenue/2568 and 2588 Jones Street (demolition of an existing one-story commercial building and construction of a new 28,700 square-foot, six-story, group housing building with 56 group housing rooms)
- Case No. 2020-001009PRJ: 740 Francisco Street (addition of a second unit and a third story to the existing two-story single-family residence, including a rear horizontal addition, excavation two floors below the existing ground floor, and façade alterations)
- Case No. 2019-021974PRJ: 2293 Powell Street (demolition of two existing vacant buildings; utilization of Individually Requested State Density Bonus Program to construct a six-story mixed-use residential building containing 1,682 square feet of ground floor retail space, 24 dwelling units, and 1,750 square feet of open space)
- Case No. 2019-020699PRJ: 295 Bay Street (core and shell upgrades to the existing four-story building for change of use to a new distillery and event space; project would replace existing glazing and doors and would include interior tenant improvements)

[4] Golden Gate Bridge Highway & Transportation District. *Golden Gate Transit Bus Schedules*. https://www.goldengate.org/bus/system-maps/. Accessed April 13, 2022.

C. Summary of Environmental Effects

The project could potentially result in adverse physical effects on the environmental resources checked below, and where those impacts are significant or potentially significant, the California Environmental Quality Act (CEQA) requires identification of mitigation measures to reduce the severity of the impacts to a less-than-significant level to the extent feasible. This initial study presents a more-detailed checklist and discussion of each environmental resource, unless otherwise noted below.

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

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

NO IMPACT OR NOT APPLICABLE ENVIRONMENTAL TOPICS

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

Aesthetics and Parking

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

a) The project is in a transit priority area;

b) The project is on an infill site; and

c) The project is residential, mixed-use residential, or an employment center.

The proposed project meets each of the above criteria; therefore, this initial study does not consider aesthetics or parking in determining the significance of project impacts under CEQA.[5]

Automobile Delay and Vehicle Miles Traveled

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

In January 2016, the OPR published for public review and comment a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA[6] recommending that transportation impacts for projects be measured using a vehicle miles traveled (VMT) metric. On March 3, 2016, in anticipation of the future certification of the revised CEQA Guidelines, the San Francisco Planning Commission adopted the OPR's recommendation to use the VMT metric instead of automobile delay to evaluate the transportation impacts of projects (Resolution No. 19579). The VMT metric does not apply to the analysis of project impacts on non-automobile modes of travel such as riding transit, walking, and bicycling.

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.

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.

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.

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[5] San Francisco Planning Department, Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 2629 Taylor Street (hereinafter *"CEQA section 21099 Checklist"*), December 30, 2020.

[6] Governor's Office of Planning and Research. Available at http://opr.ca.gov/docs/Revised_VMT_CEQA_Guidelines_Proposal_January_20_2016.pdf, accessed August 23, 2020.

D. Evaluation of Environmental Effects

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. ***(No Impact)***

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access; it would result in the construction of a new hotel containing 136 guestrooms above 3,172 square feet of ground-level retail space. 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 physically divide an established community. Therefore, the proposed project would not physically divide an established community and would have no impact.

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

Land use impacts would be considered significant if the proposed project would conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Environmental plans and policies are those that directly address environmental issues and/or contain targets or standards that must be met in order to preserve or improve characteristics of the City's physical environment. Examples of such plans, policies, or regulations include the Bay Area Air Quality Management District's 2017 *Clean Air Plan* and the San Francisco Regional Water Quality Control Board's San Francisco Basin Plan. The proposed project would not substantially conflict with any plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect including Article 10 of the San Francisco Planning Code, the 2017 Clean Air Plan, *San Francisco's Strategies to Address Greenhouse Gas Emissions* (GHG Reduction Strategy), the San Francisco Urban Forestry Ordinance, as discussed in Section D.3, Cultural Resources, Section D.7, Air Quality, Section D.8 Greenhouse Gas Emissions, and Section D.14, Biological Resources, and Planning Code section 295 relating to shadow impacts, which is also included as a

Priority Policy of the *San Francisco General Plan*,[7] as discussed in Section D.10, respectively. 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)***

Cumulative development in the project vicinity (within a 0.25-mile radius of the project site) includes projects that are either under construction or for which the planning department has a project application on file. The cumulative development projects in the project vicinity include two residential projects, one mixed-use residential project, and one retail project which are all generally of a similar or smaller scale to the proposed project. These projects would result in an intensification of land uses in the project vicinity, similar to the proposed project. However, they would be infill projects and would be consistent with the planning vision for the area, and therefore would not result in conflicts with land use plans or policies adopted for the purpose of avoiding or mitigating environmental impacts. In addition, the cumulative projects would not combine with the proposed project to alter the land use pattern of the immediate area or physically divide an established community. Therefore, the proposed project, in combination with cumulative projects, would not result in cumulative land use impacts. Accordingly, cumulative impacts related to land use would be less than significant.

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 induce substantial unplanned population growth, either directly or indirectly. ***(Less than Significant)***

In general, a project would be considered growth-inducing if its implementation would result in substantial unplanned population growth or new development that might not otherwise occur without the project. The

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[7] Section 101.1 of the Planning Code establishes eight Priority Policies, including (8) protection of parks and open space and their access to sunlight and vistas.

proposed project, which would result in the construction of a four-story hotel containing 136 rooms and 3,172 square feet of ground-level retail space, would not increase the residential population on the project site or contribute to anticipated population growth in either the neighborhood or citywide contexts.

Per the Association of Bay Area Governments, employment in San Francisco is forecast to increase from 576,800 jobs to 872,500 jobs between 2010 and 2040, an increase of 295,700 jobs or 51 percent.[8] In the context of projected citywide employment growth, the potential increase in employment from the project would be minimal compared to the total employment expected in San Francisco and the greater San Francisco Bay Area. The minor increase in employment would not generate a substantial demand for additional housing in the context of citywide employment growth nor would it be beyond employment and housing projections considered as part of citywide planning efforts. The project would therefore not directly or indirectly induce substantial population growth in San Francisco and would result in a less-than-significant population impact. No mitigation measures are necessary

Currently, there are approximately 63 employees on the project site based on the existing commercial square footage.[9] The proposed project would include approximately nine employees for the ground-level retail space and approximately 156 employees for the hotel use,[10] resulting in an addition of approximately 102 total employees onsite with implementation of the proposed project. Even conservatively assuming that all 165 employees associated with the project were new to San Francisco, the project-related employment growth would be considerably less than the City's estimated employment growth. For these reasons, implementation of the proposed project would not induce substantial growth in employment that would cause a substantial 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 populations of 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.

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

The proposed project would not displace any residents or housing units since no residential uses or housing units currently exist on the project site. As noted above, the proposed project would result in the construction of a four-story hotel containing 136 rooms and 3,172 square feet of ground-level retail space. As stated above, the project would result in the addition of approximately 102 new employees to the project

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[8] Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), *Plan Bay Area 2040, Final Supplemental Report*, July 2017, p. 42, Available at: http://2040.planbayarea.org/sites/default/files/2017-07/Land_Use_Modeling_PBA2040_Supplemental%20Report_7-2017.pdf. Accessed March 2021.

[9] The planning department uses an employee density factor of one retail employee per 350 gross square feet to estimate the amount of potential employees. San Francisco Planning Department, Citywide Division, Information & Analysis Group.

[10] The planning department uses an employee density factor of one hotel employee per 440 gross square feet to estimate the amount of potential employees. San Francisco Planning Department, Citywide Division, Information & Analysis Group.

site. Some portion of these employees are likely residents of the San Francisco Bay Area. The proposed project would not likely attract a substantial number of residents or employees that would move to San Francisco as a result of this project compared to the City's estimated employment growth. Therefore, the proposed project would have a less-than- significant impact related to the displacement of housing, displacement of people, or the creation of a demand for additional housing elsewhere, and no mitigation measures are necessary.

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

The cumulative context for population and housing effects are typically citywide. Over the last several years, the supply of housing has not met the demand for housing in San Francisco. In December 2013, the ABAG projected regional housing needs in the *Regional Housing Need Plan for the San Francisco Bay Area: 2015-2023*. According to this report, the housing growth need of San Francisco for 2015 through 2023 is 28,869 dwelling units: 6,234 units in the very low-income level (0 to 50 percent of the area median income); 4,639 units in the low income-level (51 to 80 percent); 5,460 units in the moderate-income level (81 to 120 percent); and 12,536 units in the above moderate-income level (120 percent and higher).[11] These numbers are consistent with the development pattern identified in *Plan Bay Area 2040*, a state-mandated, integrated long-range transportation, land use, and housing plan.[12] As part of the planning process for Plan Bay Area, San Francisco identified priority development areas, which consist of areas where new development will support the day-to-day needs of residents and workers in a pedestrian-friendly environment served by transit. The project site is located within the Downtown/Van Ness/Northeast Neighborhoods Priority Development Area. Therefore, although the proposed project, in combination with other cumulative projects, would increase the employment population in the area, it would not induce substantial population growth beyond that already anticipated to occur. For these reasons, the proposed project, in combination with other cumulative housing projects, would not result in a significant cumulative impact related to population and housing.

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[11] ABAG, Regional Housing Needs Plan, San Francisco Bay Area, 2015-2023, July 2013.

[12] Metropolitan Transportation Commission and ABAG, *Plan Bay Area: 2040*, July 2018, Available at: http://2040.planbayarea.org/, Accessed: March 2021.

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. ***(Less than Significant)***

Historical resources are those properties that meet the definitions in Section 21084.1 of the CEQA statute and Section 15064.5 of the CEQA Guidelines. Historical resources include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources 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 ..."[13]

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 buildings on the project site are historical resources. 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.

A historic resource evaluation (HRE) was prepared to assist the planning department in determining whether the existing building on the project site is a historic resource.[14] The planning department reviewed the HRE,

[13] CEQA Guidelines Section 15064.5(b)(2)(A).

[14] Watson Heritage Consulting, *Part 1 Historic Resource Evaluation of 2629 Taylor Street*, January 2021.

concurred with the findings, and issued a determination that the building is not a historical resource as defined by CEQA, as summarized below.[15]

The subject property at 2629 Taylor Street currently contains a one-story with mezzanine, approximately 24-foot-tall, 22,048-sf commercial building constructed in 1948 with multiple commercial units. The building's most dominant feature is a two-story tower over the southeast entrance. The first floor of the east facade is lined with storefronts covered by metal roll-down doors; the second floor features a row of one-over-one metal-frame windows. The south facade, which is an addition, has a gable-roof section at the left (west) over the main entrance to a restaurant. The rest of the facade is covered by a flat room and features anodized-metal windows and doors. A standing-seam awning covers the entire south facade and part of the east facade.

Since the building was constructed in 1947, the property generally retained its exterior and interior configuration through 1968 when the building was purchased by Cost Plus World Market, a retail shop specializing in unique imported home goods. In 1968 Cost Plus partitioned the interior space for separate warehouse and retail uses. Changes included modifications to entrances and windows as well as clean-up of visible façades. The one-story building is constructed of reinforced concrete and the roof is supported by wood beams. The roof has seven skylights and the building footprint was trapezoidal with an off-street loading area along the North Point Street façade. The next time major alterations to the building occurred was in 1988 when it was converted into multiple retail storefronts and a restaurant through tenant improvement work which included demolishing and reconstructing interior walls and erecting signs on the building Then in 1992 a restaurant was constructed in the former loading zone area along North Point Street, altering the trapezoidal building footprint.[16]

The subject building does not appear to be eligible for listing in the California Register of Historical Resources (CRHR) under any criteria for the following reasons. The commercial building does not appear to be associated with events or patterns important to local, state, or national history and does not rise to the level of significance required for individual eligibility under CRHR Criterion 1. With respect to Criterion 2, none of the owners or occupants have been identified as having made lasting contributions to local, state, or national history or cultural heritage. Although the property is associated with the early San Francisco glassmaker, Habenicht & Howlett, this was not the company's first building. Likewise, this property is associated with Cost Plus World Market founded in San Francisco in 1958, but the subject property was not the company's first location, and it was first used by Cost Plus 10 years after the company's founding. The building is not architecturally distinct such that it would qualify individually for listing under CRHR Criterion 3. Based on available data and a property survey, this building is not distinctive or unique and was likely not designed or built by masters in their field. Nor is it an outstanding example of mid-20th century industrial design. Based upon a review of information in the department's records, the subject building is not significant under Criterion 4 since this significance criterion typically applies to rare construction types when involving the built environment. The subject building is not an example of a rare construction type. Therefore, this property is not an individual historic resource as defined by CEQA.[17]

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[15] San Francisco Planning Department, *Historic Resource Evaluation Response, 2629 Taylor Street*, January 2021.

[16] Watson Heritage Consulting, *Part 1 Historic Resource Evaluation of 2629 Taylor Street*, January 2021.

[17] San Francisco Planning Department, *Historic Resource Evaluation Response, 2629 Taylor Street*, January 2021.

The subject property is not located within the boundaries of any identified historic district nor is it adjacent to any identified historic resources. The subject property is located in an area that was previously examined during environmental review for 2552 and 2598 Taylor Street (Record No. 2014.0155E). The planning department preservation team determined that there is no potential for a historic district in the vicinity.[18] Given the area's variety of architectural styles and range of construction dates, paired with later infill and alterations, the subject property is not part of a significant concentration of aesthetically or architecturally related buildings or a unified development period; the 2014 assessment remains valid.[19]

In light of the above, the property at 2629 Taylor Street is not eligible for listing in the California register either individually or as a contributor to a potential historic district. Planning department staff has thus determined the property at 2629 Taylor Street is not a historical resource as defined by CEQA. Therefore, the demolition of the existing structure at the project site would have a less-than-significant impact on historic resources, and no mitigation is required.

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

Determining the potential for encountering archeological resources is based on relevant factors such as the location, depth, and amount of excavation proposed as well as any recorded information on known resources in the area. Construction of the proposed project would require excavation to a depth of approximately 12 feet and the removal of about 6,051 cubic yards of soil. Due to the depth and volume of the proposed excavation, the planning department conducted a preliminary archeological review and determined that the project site was 100 feet bayward (northeast) of the mid-19th century shoreline and that the project site was filled around 1905. The fill has a low sensitivity for historical resources based on the late date of development. However, the proposed piles would extend 70 to 80 feet below North Point Street, passing through the fill, Bay Mud, and alluvial soil and would have the potential to impact submerged prehistoric resources. .[20]

As archeological features could be present on the site, 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. The proposed project could 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. This calls for a qualified archeological consultant to prepare and implement a plan for pre-construction archeological testing, construction monitoring, and data recovery for approval by the San Francisco Planning Department's Environmental Review Officer. With implementation of **Mitigation Measure M-CR-2**, a sample of the significant information represented by the resource would be recovered, such that the proposed project would not cause a substantial adverse change to the significance

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[18] San Francisco Planning Department. 2014. Preservation Review Team Form for 2552+2598 Taylor Street, Planning Case 2014.0155E. Available through the Property Information Map for 2014.0155E.

[19] Ibid.

[20] San Francisco Planning Department, Preliminary Archeological Review: 2629 Taylor Street, October 2020.

of an archeological resource, if one were present within the project site. Therefore, this impact would be less-than-significant with mitigation.

Mitigation Measure M-CR-2: Archeological Testing

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

Paleoenvironmental analysis of paleosols. When a submerged paleosol is identified during the testing program, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction.

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. An archeological data recovery program shall be conducted in accordance with an Archeological Data Recovery Plan (ADRP) if all three of the following apply: 1) a resource has potential to be significant, 2) preservation in place is not feasible, and 3) the ERO determines that an archeological data recovery program is warranted. 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.

- *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.

Coordination of Archaeological Data Recovery Investigations. In cases in which the same resource has been or is being affected by another project for which data recovery has been conducted, is in progress, or is planned, in order to maximize the scientific and interpretive value of the data recovered from both archeological investigations, the following measures shall be implemented:

a. In cases where neither investigation has not yet begun, both archeological consultants and the ERO shall consult on coordinating and collaboration on archeological research design, data recovery methods, analytical methods, reporting, curation and interpretation to ensure consistent data recovery and treatment of the resource.

b. In cases where archeological data recovery investigation is already under way or has been completed for a prior project, the archeological consultant for the subsequent project shall consult with the prior archeological consultant, if available; review prior treatment plans, findings and reporting; and inspect and assess existing archeological collections/inventories from the site prior to preparation of the archaeological treatment plan for the subsequent discovery, and shall incorporate prior findings in the final report of the subsequent investigation. The objectives of this coordination and review of prior methods and findings will be to identify refined research questions; determine appropriate data recovery methods and analyses; assess new findings relative to prior research findings; and integrate prior findings into subsequent reporting and interpretation.

Human Remains and Funerary Objects. The treatment of any human remains and funerary objects discovered during any soils disturbing activity shall comply with applicable State laws, including

Section 7050.5 of the Health and Safety Code and Public Resources Code 5097.98. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this section. Upon determining that the remains are human, the project archeologist shall immediately notify the Medical Examiner of the City and County of San Francisco of the find. The archeologist shall also immediately notify the ERO and the project sponsor of the find. In the event of the Medical Examiner's determination that the human remains are Native American in origin, the Medical Examiner will notify the California State Native American Heritage Commission (NAHC) within 24 hours. The NAHC will immediately appoint and notify 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.

If the remains cannot be permanently preserved in place, the landowner may consult with the project archeologist, project sponsor and CEQA lead agency and shall consult with the MLD on recovery of the remains and any scientific treatment alternatives. The landowner shall then 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)). Per PRC 5097.98 (c)(1), the Agreement shall address, as applicable and to the degree consistent with the wishes of the MLD, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinterment or 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.

Both parties are expected to make a concerted and good faith effort to arrive at an Agreement, consistent with the provisions of PRC 5097.98. However, if the landowner and the MLD are unable to reach an Agreement, the landowner, ERO, and project sponsor shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance, consistent with state law.

Treatment of historic-period human remains and/or funerary objects discovered during any soil-disturbing activity shall be in accordance with protocols laid out in the project archeological treatment document, and other relevant agreements established between the project sponsor, Medical Examiner and the ERO. The project archeologist shall retain custody of the remains and associated materials while any scientific study scoped in the treatment document is conducted and the remains shall then be curated or respectfully reinterred by arrangement on a case-by case-basis.

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.

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 (1) bound hardcopy of the ARR. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the ARR, GIS shapefiles of the site and feature locations, 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. The PDF ARR, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the ARR shall be provided to the representative of the descendant group.

Curation. Significant archeological collections and paleoenvironmental samples of future research value shall be permanently curated at an established curatorial facility. The facility shall be selected in consultation with the ERO. Upon submittal of the collection for curation the sponsor or archeologist shall provide a copy of the signed curatorial agreement to the ERO.

With implementation of Mitigation Measure M-CR-2, the proposed project's impact on prehistoric or historic archeological resources would be **less than significant with mitigation**.

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

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

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

The analysis of cumulative impacts on historical resources considers cumulative projects within a 0.25-mile radius of the project site. The planning department has identified four land use projects within this area as described above under "Cumulative Context." Those cumulative projects would be constructed in a densely developed urban environment and would be minimally visible from locations outside of their immediate vicinities. These projects are geographically dispersed and sufficiently removed from the project site such that any alteration or demolition of existing buildings and new construction in these locations would not act in combination with one another to substantially change the setting of any historical resource. Thus, the project in combination with cumulative projects would not contribute to any cumulative impacts on historical resources.

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

The analysis of cumulative impacts on archeological resources or human remains considers cumulative projects within a 0.25-mile radius of the project site. The planning department has identified four land use projects within this area as described above under "Cumulative Context." Those cumulative projects would be constructed in a densely developed urban environment and would be minimally visible from locations outside of their immediate vicinities. These projects are geographically dispersed and sufficiently removed from the project site such that any alteration or demolition of existing buildings and new construction in these locations would not act in combination with one another to substantially change the setting of any historical resource. Thus, the project in combination with cumulative projects would not contribute to any cumulative impacts on archeological 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)***

CEQA section 21074.2 requires the lead agency to consider the effects of a project on tribal cultural resources. As defined in section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that is listed, or determined to be eligible for listing, on the national, state, or local register of historical resources. Pursuant to CEQA section 21080.3.1(d), on June 16, 2021, the planning department contacted Native American individuals and organizations for the San Francisco area who have indicated that they wished to be consulted, providing a description of the project and requesting comments on the identification, presence, and significance of tribal cultural resources in the project vicinity. During the 30-day comment period, no Native American tribal representatives contacted the planning department to request consultation.

Based on discussions with Native American tribal representatives, in San Francisco, prehistoric archeological resources are presumed to be potential tribal cultural resources. A tribal cultural resource is adversely affected when a project impacts its significance. As noted under Impact CR-2, the proposed project has potential for buried prehistoric archeological resources below the existing basement level.

However, as discussed under Impact CR-2, a disturbance of previously unidentified archeological resources, which is presumed to be a tribal cultural resource, would be considered a significant impact. If a potential

tribal cultural resource is discovered during construction, the project sponsor would be required to implement **Mitigation Measure M-TCR-1: Tribal Cultural Resources Program**.

> **Mitigation Measure M-TCR-1: Tribal Cultural Resources Program**
>
> Preservation in Place**.** In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the local Native American representative shall consult to determine whether preservation in place would be feasible and effective. Coordination shall take place with local Native American representatives, including the Association of Ramaytush Ohlone and other interested Ohlone parties. If it is determined that preservation in place of the tribal cultural resource would be both feasible and effective, then the archeological consultant shall prepare an Archeological Resource Preservation Plan, which shall be implemented by the project sponsor during construction. The consultant shall submit a draft Archeological Resource Preservation Plan to the planning department for review and approval.
>
> Interpretive Program. If the ERO, in consultation with the local Native American representatives (including the Association of Ramaytush Ohlone and other interested Ohlone parties) and the project sponsor, determines that preservation in place of the tribal cultural resources is not a sufficient or feasible option, then archeological data recovery shall be implemented as required by the ERO and in consultation with affiliated Native American tribal representatives.
>
> After data recovery, the project sponsor, in consultation with local Native American representatives, shall prepare a Tribal Cultural Resources Interpretation Plan (TCRIP) to guide the interpretive program. The TCRIP may be prepared in tandem with the APIP. The TCRIP shall be submitted to ERO for review and approval prior to implementation of the program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays, educational panels, or other interpretive elements agreed upon by the ERO, sponsor, and local Native American representatives. Upon approval of the TCRIP and prior to project occupancy, the interpretive program shall be implemented by the project sponsor. Local Native American representatives who are substantially involved in preparation or implementation of the interpretive program shall be appropriately compensated by the project sponsor.

Implementation of Mitigation Measure M-TCR-1 would require the appropriate involvement of concerned Native Americans in the treatment of tribal cultural resources discovered during construction and ensure that any such resource would be preserved, or that the information it represents would be preserved and interpreted to the public. These steps would ensure that project excavation would not cause a substantial adverse change in the significance of tribal cultural resources that could be encountered during construction, and that the proposed project's impact would be ***less than significant with mitigation.***

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

Project-related impacts on tribal cultural resources are site-specific and generally limited to a project's construction area. For these reasons, the proposed project, in combination with other reasonably foreseeable future projects, would not have a significant cumulative impact on tribal cultural resources. Therefore, this impact would be less than significant, and no mitigation measures are required.

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, 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?	☐	☐	☒	☐	☐
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	☐	☐	☒	☐	☐
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, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or substantially delay public transit?	☐	☐	☒	☐	☐
g) Result in a substantial vehicular parking deficit, and the secondary effects would create potentially hazardous conditions for people walking, bicycling, or driving; or interfere with accessibility for people walking or bicycling or inadequate access for emergency vehicles; or substantially delay public transit?	☐	☐	☒	☐	☐

The proposed project satisfies the eligibility criteria for a "transit-oriented infill project" under CEQA section 21099(d)(1) because it would consist of an employment center use; would be located on an infill site; and

would be located within a transit priority area.[21] Therefore, the proposed project is exempt from an analysis of impacts on (automobile) parking under CEQA. Furthermore, the proposed project meets the map-based screening criterion for VMT impacts as discussed below, thereby exempting it from analyzing secondary impacts related to parking, including potentially hazardous conditions for people walking, bicycling, or driving; interference with accessibility for people walking or bicycling; inadequate access for emergency vehicles; and substantial delay for public transit. For these reasons, topic D.5(g) is not applicable to the proposed project and is not discussed further in this initial study.

TRANSPORTATION SETTING

The project site is located in the Fisherman's Wharf area of the North Beach neighborhood at the northwest corner of Taylor and North Point streets. The parcel is a square-shaped lot with frontage on both Taylor and North Point streets. The segment of Taylor Street along the project frontage is a two-way road with one travel lane in each direction and metered parking on both sides of the street. The project's North Point Street frontage is a two-way road with one vehicle travel lane and a painted bike lane in each direction as well as metered parking on both sides of the street. Currently, three of the four metered parking spaces on the north side of North Point Street are occupied by a parklet structure which provides outdoor seating for the restaurant in the existing building. There is an existing 40-foot yellow curb commercial loading zone on North Point Street, directly east of the existing curb cut on that same frontage. There are two metered commercial loading spaces along the Taylor Street frontage approximately 22 feet in length each.

Neither project frontages on Taylor nor North Point streets are Vision Zero high-injury streets. Hyde Street, two blocks west of the project site is listed in the city's General Plan as part of the Citywide Pedestrian Network.[22] No other nearby streets are designated in the City's General Plan as part of the Citywide Pedestrian Network. North Point Street and Bay Street are both part of the city's Congestion Management Plan.

The project site is well served by public transportation. There are several Muni stops within ¼ mile of the project site including stops for lines 8, 19, 30, 39, and 47[23]. The closest stop to the project site is located less than a block from the project site just east of the northeast corner at the intersection of North Point and Mason streets. There are also stops for the historic streetcar lines E and F.[24] In addition, Golden Gate Transit operates regional transit along North Point Street, including the 132, 154, and 172 lines with service to Marin and Sonoma counties. North Point Street also includes east and west bike lanes which run along the entire length of North Point Street, from Van Ness Avenue to The Embarcadero. The Taylor Street and North Point Street intersection is signalized with high-visibility crosswalks and pedestrian curb ramps at all four corners.

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[21] San Francisco Planning Department, *Eligibility Checklist: CEQA section 21099 Modernization of Transportation Analysis*, 2629 Taylor Street, September 2020.

[22] San Francisco General Plan, Transportation Element, available online at http://generalplan.sfplanning.org/I4_Transportation.htm#TRA_VC. Accessed March 2021.

[23] The 47 Van Ness route operates between Fisherman's Wharf and the Caltrain station at 4th and King streets but has been temporarily suspended due to the COVID local emergency.

[24] The E historic street car operates between Fisherman's Wharf and the Caltrain station at 4th and King streets along the Embarcadero but has been temporarily suspended due to the COVID local emergency.

VEHICLE MILES TRAVELED IN SAN FRANCISCO AND BAY AREA

Many factors affect travel behavior. These factors include density, diversity of land uses, design of the transportation network, access to regional destinations, distance to high-quality transit, development scale, demographics, and transportation demand management. Typically, low-density development at great distance from other land uses, located in areas with poor access to non-private vehicular modes of travel, generates more automobile travel compared to development located in urban areas, where a higher density, mix of land uses, and travel options other than private vehicles are available.

Given these travel behavior factors, San Francisco has a lower vehicle miles traveled (VMT) ratio than the nine-county San Francisco Bay Area region. In addition, some areas of the city have lower VMT ratios than other areas of the city. These areas of the city can be expressed geographically through transportation analysis zones (TAZs). TAZs are used in transportation planning models for transportation analysis 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 like the Hunters Point Shipyard.

The San Francisco County Transportation Authority (the transportation authority) uses the San Francisco Chained Activity Model Process (SF-CHAMP) to estimate VMT by private automobiles and taxis for different land use types. The SF-CHAMP model is a regional travel demand forecasting model that assigns all predicted trips within, across, or to or from San Francisco onto the roadway network and the public transit system. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey, census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. SF-CHAMP 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 a tour-based analysis, which examines the entire chain of trips over the course of a day, not simply trips to and from a site. For retail uses, the transportation authority uses a trip-based analysis, which counts VMT from individual trips to and from the project site (as opposed to an entire chain of trips). A trip-based approach, as opposed to a tour-based approach, is necessary for retail projects because a tour is likely to consist of trips stopping in multiple locations, and the summarizing of tour

VMT to each location would overestimate VMT.[25,26,27] For retail development, the existing regional average daily VMT per capita is 14.8.[28]

VEHICLE MILES TRAVELED ANALYSIS METHODOLOGY

Land use projects may cause substantial additional VMT. The following identifies thresholds of significance and screening criteria used to determine if a land use project would result in significant impacts under the VMT metric.

Pursuant to the 2019 San Francisco Transportation Impact Analysis Guidelines (SF Guidelines),[29] for residential projects, a project would generate substantial additional VMT if it exceeds the regional household VMT per capita minus 15 percent. For office projects, a project would generate substantial additional VMT if it exceeds the regional VMT per employee minus 15 percent. As documented in the December 2018 California Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (technical advisory),[30,31] a 15 percent threshold below existing development is "both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals." For retail projects, the planning department uses a VMT efficiency metric approach: a project would generate substantial additional VMT if it exceeds the regional VMT per retail employee minus 15 percent. This approach is consistent with CEQA section 21099 and the thresholds of significance for other land uses recommended in OPR's technical advisory. For mixed-use projects, each proposed land use is evaluated independently.

OPR's technical advisory provides screening criteria to identify types, characteristics, or locations of land use projects that would not exceed these VMT thresholds of significance. OPR recommends that if a project or land use proposed as part of the project meets any of the below screening criteria, then VMT impacts are

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

26 To state it 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.

27 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 nonwork, 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.

28 San Francisco Planning Department, *San Francisco Transportation Information Map*, Available: https://sfplanninggis.org/TIM/, Accessed: February 2020. Note: Regional values on the website are given as VMT minus 15 percent, the values stated here are the total regional values.

29 On February 14, 2019, the planning department published a comprehensive update to the 2002 Transportation Impact Analysis Guidelines for Environmental Review. This document was updated in October 2019 and is available online at https://sfplanning.org/project/transportation-impactanalysis-guidelines-environmental-review-update#impact-analysis-guidelines.

30 OPR, Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018, available online at: https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, Accessed April 2021.

31 OPR's technical advisory states that a project would cause substantial additional VMT if it exceeds both the existing city household VMT per capita minus 15 percent and existing regional household VMT per capita minus 15 percent. In San Francisco, the city's average VMT per capita is lower (8.4) than the regional average (17.2). Therefore, the city average is irrelevant for the purposes of the analysis.

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

- Map-Based Screening for Residential and Retail Projects. OPR recommends mapping areas that exhibit where VMT is less than the applicable threshold for that land use. Accordingly, the transportation authority has developed maps depicting existing VMT levels in San Francisco for residential and retail land uses based on the SF-CHAMP 2012 base-year model run. The planning department uses these maps and associated data to determine whether a proposed project is located in an area of the city that is below the VMT threshold.

- Proximity to Transit Stations. OPR recommends that residential and retail projects, as well as projects that are a mix of these uses, proposed within 0.5 miles of an existing major transit stop (as defined by CEQA Guidelines section 21064.3) or an existing stop along a high-quality transit corridor (as defined by CEQA Guidelines section 21155) would not result in a substantial increase in VMT. However, this presumption would not apply if the project would: (1) have a floor area ratio of less than 0.75; (2) include more parking for use by residents, customers, or employees of the project than required or allowed, without a conditional use; or (3) is inconsistent with the applicable sustainable communities strategy.

OPR's technical advisory does not provide screening criteria or thresholds of significance for other types of land uses, other than those projects that meet the definition of a small project.[32] Therefore, the Planning Department provides additional screening criteria and thresholds of significance to determine if land uses similar in function to residential and retail would generate a substantial increase in VMT. These screening criteria and thresholds of significance are consistent with CEQA section 21099 and the screening criteria recommended in OPR's technical advisory.

AVERAGE DAILY VEHICLE MILES TRAVELED SUMMARY

Table 2 presents the existing average daily VMT as well as cumulative 2040 VMT by land use for TAZ 852, the zone in which the project site is located. The project proposes retail and hotel uses. For the purpose of this analysis, hotel is presented by average daily residential VMT per capita and for retail use it is average daily VMT per employee for employees within the nine-county San Francisco Bay Area. The existing average daily VMT per employee for retail uses in TAZ 852 (6.0 miles) is approximately 52 percent lower than the screening threshold (Bay Area regional average minus 15%, which is 12.6 miles).

[32] OPR recommends that lead agencies may generally assume that a project would not have significant VMT impacts if the project would generate fewer trips than the level for studying consistency with the applicable congestion management program or, where the applicable congestion management program does not provide such a level, fewer than 100 vehicle-trips per day. The SFCTA's Congestion Management Program (December 2015) does not include a trip threshold for studying consistency. Therefore, the Planning Department uses a screening criterion of fewer than 100 vehicle-trips per day for projects that are generally assumed to generate an increase in VMT that is not substantial.

Table 2 Average Daily Vehicle Miles Traveled in TAZ 852

Land Use	Existing				Cumulative 2040			
	Bay Area Regional Average	Bay Area Regional Average Minus 15%	TAZ 852	Percent +/- Threshold	Bay Area Regional Average	Bay Area Regional Average Minus 15%	TAZ 852	Percent +/- Threshold
Retail	14.8	12.6	6.0	-52.4	14.6	12.4	5.9	-52.4
Residential	17.2	14.6	4.4	-69.9	16.1	13.7	4.0	-70.1

SOURCE: San Francisco Planning Department, *San Francisco Transportation Information Map*, 2019.

PROJECT TRAVEL DEMAND

The proposed project meets the criteria for map-based screening of retail and hotel projects and proximity to transit stations. Residential is presented as a proxy for the proposed project's hotel use as visitors and employees of the hotel would access the surrounding amenities in a similar manner to how residential uses interact with the built environment. Therefore, potential transportation impacts are determined under the VMT analysis. In addition, no improvements are proposed that require an induced automobile travel analysis.

The anticipated localized trip generation for the proposed project was calculated using information generated by the City and County of San Francisco Travel Demand Tool, developed by the San Francisco Planning Department in coordination with SFCTA[33] These trips are summarized in tables 3 and 4. 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.

Table 3 Person and Vehicle Trip Estimates – Daily

Land Use	DAILY PERSON TRIPS						Daily Vehicle Trips
	Automobile	TNC/Taxi	Transit	Walking	Bicycling	Total	
Retail	53	24	120	264	19	480	48
Hotel	208	231	71	632	0	1,142	274
Project Total	**261**	**255**	**191**	**896**	**19**	**1,622**	**321**

SOURCE: San Francisco Planning Department, *2629 Taylor Street Project Travel Demand*. April 2021.

[33] San Francisco Planning Department, Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 2629 Taylor Street, September 2020.

Table 4 Person and Vehicle Trip Estimates – P.M. Peak Hour

Land Use	P.M. PEAK PERSON TRIPS						P.M. Peak Hour Vehicle Trips
	Automobile	TNC/Taxi	Transit	Walking	Bicycling	Total	
Retail	5	2	11	24	2	44	5
Hotel	14	16	5	45	0	82	19
Project Total	**19**	**18**	**16**	**69**	**2**	**126**	**24**

SOURCE: San Francisco Planning Department, *2629 Taylor Street Project Travel Demand*. April 2021.

As shown in tables 3 and 4, the proposed project would generate 1,622 person trips on a daily basis and 126 person trips during the weekday p.m. peak hour. Of those trips, approximately 321 daily and 24 p.m. peak hour trips would be vehicle trips (i.e., auto, TNC/taxi). Additionally, the project would generate demand for approximately one passenger loading space and one commercial loading space during the P.M. peak hour.[34]

TRANSPORTATION IMPACTS

San Francisco Administrative Code chapter 31 directs the department to identify environmental effects of a project using as its base the environmental checklist form set forth in CEQA Guidelines Appendix G. As it relates to transportation and circulation, Appendix G asks whether the project would:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b);
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses; and
- Result in inadequate emergency access.

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 proposed 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 accessibility for people walking or bicycling or substantially delay public transit.

[34] San Francisco Planning Department, Loading Demand Calculations for 2629 Taylor Street, March 2021.

OPERATION

The operational impact analysis addresses the following five 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; or
- 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.

PROJECT-LEVEL TRANSPORTATION IMPACTS

Impact TR-1: The proposed project would not involve construction that would require a substantially extended duration or intensive activity, and the secondary effects would not 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. ***(Less than Significant)***

The 2019 guidelines set forth screening criteria for types of construction activities that would typically not result in significant construction-related transportation effects based on project site context[1] and construction duration and magnitude. Construction of the proposed project is anticipated to take approximately 14 months. During the construction period, the project may result in temporary closures of the public right-of-way. These closures may include the sidewalk and/or parking lane along the project site on Taylor and North Point Streets. Given the project site context and construction duration and magnitude, the project meets the screening criteria.

Further, the project would be subject to the San Francisco Regulations for Working in San Francisco Streets (the blue book). The blue book is prepared and regularly updated by the San Francisco Municipal Transportation Agency, under the authority derived from the San Francisco Transportation Code. It serves as a guide for contractors working in San Francisco streets. The blue book establishes rules and guidance so that construction work can be done safely and with the least possible interference with pedestrian, bicycle, transit, and vehicular traffic. Therefore, the project would have a less-than-significant construction-related transportation impact.

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

The proposed project's new hotel and retail uses would add approximately 24 vehicle trips to local roadways during the weekday p.m. peak hour (the peak hour during the 4 to 6 p.m. peak period). The proposed project would result in an increase in vehicle traffic on surrounding streets, including North Point Street, Taylor Street, Jones Street, and Beach Street. The project does not include off-street vehicle parking; therefore, no

vehicles would be crossing the sidewalks on the project's frontages. Due to the relatively low number of p.m. vehicle trips associated with the proposed project, relatively few turning movements would be expected to occur that would conflict with people walking, bicycling, or driving along Taylor or North Point streets.

The existing 18-foot-long curb cut on North Point Street would be removed and replaced with improved sidewalk and would be part of the passenger loading zone proposed along this frontage. The project does not propose any curb modifications to the Taylor Street frontage; however, the project sponsor proposes to request the SFMTA install an approximately 92-foot long passenger loading zone (including one accessible space) along the North Point Street frontage. The loading zone would accommodate at least three vehicles for passenger pick-up/drop-off. Commercial and passenger loading activities could result in occasional disruptions to pedestrian circulation on the adjacent sidewalk (e.g., transport of deliveries and goods to/from the building, passenger queuing for vehicle pick-ups), but these effects would generally be temporary and minor and would not constitute hazards to pedestrians or major obstructions to pedestrian activity. Therefore, the proposed project would not result in significant impacts on pedestrians.

Passenger loading is expected to occur along the North Point Street loading zone and commercial loading would occur along North Point Street if space were available, and Taylor Street if not. The proposed project, which would generate a demand for one passenger loading space during the P.M. peak hour, would be adequately served by the 92-foot passenger loading zone on North Point Street and would not require additional loading spaces.[35] Therefore, the proposed project would not result in hazardous conditions for people walking, bicycling, or driving, or for public transit operations.

No project design features would substantially increase transportation hazards (e.g., sharp curves or dangerous intersections). The proposed project would not change any sidewalk or street configurations or affect any intersections other than adding a new bulbout at the northwest corner of Taylor and North Point streets, which would create safer conditions for pedestrians crossing at this intersection. The project would not introduce any incompatible uses to the local transportation network. The proposed project would not include features that would substantially increase the creation, number, or severity of conflicts between vehicles and the other ways people travel and would not cause or contribute to any significant hazards for people driving. Therefore, transportation hazards impacts would be less than significant. No mitigation measures would be necessary.

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

The proposed project would not implement any changes to the roadway network that have the potential to interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access. The project would generate 896 daily pedestrian trips to and from the project site, including approximately 69 pedestrian trips during the weekday p.m. peak hour. The project is expected to generate approximately 19 daily bicycle trips from the retail use, but none for the hotel use.

The project proposes to remove the curb cut along North Point Street and replace it with improved sidewalk. This stretch of curb would become a part of the 92-foot-long passenger loading zone proposed along North

[35] San Francisco Planning Department, Loading Demand Calculations for 2629 Taylor Street, March 2021.

Point Street. Additionally, the project proposes a bulbout at North Point and Taylor streets and eight class 2 bicycle parking spaces along the Taylor Street frontage. There are multiple bikeways near the project site, including those running east and west along North Point Street. The proposed project would not involve any changes to the roadway network, and therefore would not directly affect bicycle circulation.

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

The proposed project would not result in any changes to existing transit stops or other facilities that would affect transit service. The project would add traffic to local streets in the project vicinity, but not in volumes sufficient to result in substantial conflicts with or delay to transit vehicle operations. Therefore, operation of the proposed project would not result in substantial delays in public transit service and would have a less-than-significant impact on transit. No mitigation measures would be necessary.

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

The existing average daily work-related VMT per employee for retail uses in TAZ 852 is 6.0, which is 52.4 percent below the existing regional average daily work-related VMT per employee of 14.8. The existing average daily VMT per household for residential uses in TAZ 852 is 4.4 which is 69.9 percent below the existing regional average daily VMT per household of 17.2. Because the project site is in an area where the VMT for the land uses in the proposed project are each more than 15 percent below existing regional average daily VMT, the proposed project would not result in substantial additional VMT, and the impacts would be less than significant. In addition, the project site meets the map-based screening for retail projects criterion and therefore, the proposed retail and hotel uses would not result in substantial additional VMT.[36]

The proposed project is not a transportation project; however, it would alter the local transportation network by removing an existing curb cut and restoring the curb as well as installing a pedestrian bulbout at the northwest corner of North Point and Taylor streets, thus qualifying the project as an "other minor transportation project." These features fit within the general types of projects that would not substantially induce automobile travel.

Overall, the project would not cause substantial additional VMT, impacts would be less than significant, and no mitigation is required.

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

No off-street freight loading space is required under planning code section 152.1 for the project, and none is proposed. There are two existing metered yellow curb commercial loading spaces, each approximately 22 feet in length, on Taylor Street at the northeast corner of the project site. Taylor Street also has three existing

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[36] San Francisco Planning Department, Eligibility Checklist for CEQA Section 21099: Modernization of Transportation Analysis, 2629 Taylor Street, September 2020.

parking meters along some of the project site frontage. The parking and loading on Taylor Street would not change as a result of the proposed project. There is also a 100-foot passenger loading zone directly to the west of the project site on North Point Street, in front of the Holiday Inn Express. The project sponsor would apply to the SFMTA Color Curb Program to add a 92-foot passenger loading zone adjacent to the existing 100-foot passenger loading zone on North Point Street, which may also be used as a commercial loading zone during off-peak hours. The hotel use would generate a demand of approximately one passenger loading space and one commercial loading space, which would be fully accommodated by the proposed loading configuration. The proposed project would be adequately served by the existing metered commercial loading spaces on Taylor Street and the proposed passenger loading zone on North Point Street and would not require additional loading spaces to meet project loading demand.[37] Overall, the proposed project's impacts related to freight and delivery service and passenger loading would be less than significant.

CUMULATIVE TRANSPORTATION IMPACTS

The analysis of whether the proposed project would contribute considerably to any significant cumulative impacts takes into account foreseeable changes in the transportation network; land development projects within approximately 0.25 mile of the project site that are approved or under review.[38]

Impact C-TR-1: The proposed project, in combination with cumulative projects in the vicinity of the project site, would not result in a considerable contribution to construction-related cumulative transportation and circulation impacts. (*Less than Significant*)

Localized construction-related transportation impacts could occur when cumulative projects generate increased traffic at the same time within the same block as the proposed project. None of the proposed cumulative land use projects are within a block radius of the project site. Therefore, 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 in the vicinity of the project site, would not result in a considerable contribution to operation-related cumulative transportation and circulation impacts, including traffic hazards, pedestrian and bicycle impacts, transit delay, loading, or emergency access. (*Less than Significant*)

Under cumulative conditions, vehicle activity on the surrounding street network would likely increase as a result of other nearby development projects and background growth elsewhere in the city and the region. This could lead to an increase in the potential for vehicle, pedestrian, and bicycle hazards. While the proposed project would contribute to an incremental increase in vehicle trips, pedestrian, and bicycle activity on surrounding streets, it would not conflict or combine with other cumulative land use or transportation changes in such a way that could create potentially hazardous conditions for people driving, walking, or bicycling. Therefore, the proposed project, in combination with cumulative projects, would not result in significant cumulative transportation and circulation impacts.

[37] San Francisco Planning Department, *Loading Demand Calculations for 2629 Taylor Street*, March 2021.

[38] See the list of development projects in Section B, Project Setting, under "Cumulative Context"

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 within an airport land use plan area, nor is it in the vicinity of a private airstrip Therefore, topic D.6(c) is not applicable and is not discussed further.

Impact NO-1: The proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the proposed project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. ***(Less than Significant)***

CONSTRUCTION IMPACTS

The construction period for the proposed project would last approximately 14 months and would not involve construction activities at night. Construction equipment and activities would generate noise that could be considered an annoyance by occupants of nearby properties. Construction noise levels would fluctuate depending on construction phase, equipment type and duration of use, distance between noise source and affected receptor, and the presence (or absence) of barriers. Impacts would generally be limited to periods during which excavation occurs, new foundations are installed, and exterior structural and facade elements are altered. Interior construction noise would be substantially reduced by exterior walls. Construction of the proposed project would require excavation of the project site to a depth of 12 feet below ground surface. The proposed building would rest on a combination of torque down piles and structural slab foundation concrete; pile driving would not be required. Therefore, there would be less than significant noise impacts associated construction of the proposed project.

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

tools, not exceed 80 dBA[39] at a distance of 100 feet from the source. Table 5: Typical Noise Levels from Proposed Project Construction Equipment, provides typical noise levels produced by various types of construction equipment that would be employed for construction of the proposed project. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) are exempt from the Noise Ordinance (Section 2907) provided they have manufacturer-recommended and City-approved mufflers for both intake and exhaust. In addition, Section 2907 requires that jackhammers and pavement breakers be equipped with manufacturer-recommended and City-approved acoustically attenuating shields or shrouds in order to be exempt from the Noise Ordinance limits. Section 2908 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 San Francisco Public Works or the Director of the Department of Building Inspection. The proposed project would be required to comply with the regulations set forth in the Noise Ordinance.

Although some non-impact pieces of equipment may exceed the noise ordinance standard, such as a concrete saw and jackhammer, given the limited duration of their use during the construction period, for projects that do not require a construction noise study such equipment is not anticipated to result in a substantial temporary increase in ambient noise levels in excess of noise ordinance standards. [40]

Table 5 Typical Noise Levels from Proposed Project Construction Equipment[41,42]

Construction Equipment and Quantity	Noise Level (dBA, L_{eq} at 50 feet)	Noise Level (dBA, L_{eq} at 100 feet)
San Francisco Noise Ordinance Limit	86	80
Air Compressor (1)	78	72
Small Bulldozer (1)	82	76
Caisson Drilling (1)	84	78
Cement Mixer (2)	79	73
Concrete Saw (1)	90	84
Crane (1)	81	75
Excavator (1)	81	75
Forklift (1)	84	78
Jackhammer (1)	89	83
Tractor/Loader/Backhoe (2)	78	72

[39] dBA, or A-weighted decibel, is an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear. The dBA scale is the most widely used for environmental noise assessment.

[40] Concrete saws are generally used for relatively detailed demolition work, such as opening up a specific area of roadway or sidewalk. As such, the duration and frequency of their use is usually not extensive.

[41] Federal Highway Administration, *Roadway Construction Noise Model User's Guide*, 2006, p. 3. Available online at http://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf. Accessed March 2021.

[42] San Francisco Planning Department, *Noise Impact Analysis Guidelines – DRAFT*, Table 5.1, March 2020.

NOTES: The above L_{eq} noise levels are calculated assuming a 100 percent usage factor at full load (i.e., L_{max} noise level 100 percent) for the 1-hour measurement period. Noise levels in bold exceed the San Francisco Noise Ordinance limit.

The nearest noise sensitive receptors to the project site include the adjacent Holiday Inn Express hotel to the west of the project site (550 North Point Street) and the Hyatt Centric hotel across North Point Street to the south (555 North Point Street). Additionally, Hotel Zoe (425 North Point Street) is located approximately 360 feet east of the project site, Hotel Riu Plaza (2500 Mason Street) is located approximately 530 feet east, The Wharf Inn (2601 Mason Street) is located approximately 460 feet east, and Hotel Caza (1300 Columbus Avenue) is located approximately 350 feet west. Additionally, the closest residences are located one block south of the project site at 500 Francisco Street (approximately 415 feet south), as well as residences at 1275 Columbus Avenue (approximately 740 feet west) and 2351 Powell Street (approximately 1,025 feet east).

The adjacent and nearby hotels would likely experience temporary and intermittent increases in noise levels associated with construction activities as well as the passage of construction trucks to and from the project site. However, these increases in noise levels are not expected to be substantially greater than ambient noise levels in the vicinity, which already exceed 70 Ldn.[43,44] Project-related construction activities would not expose individuals to temporary increases in noise levels that are substantially greater than ambient noise levels. Construction-related noise impacts would be less than significant, and no mitigation measures are necessary.

OPERATIONAL IMPACTS

Implementation of the proposed project would add 136 hotel rooms and 3,172 square feet of groundfloor retail space to the project site. Vehicular traffic makes the largest contribution to ambient noise levels throughout most of San Francisco. Generally, traffic would have to double in volume to produce a noticeable 3-dBA increase in ambient noise levels in the project vicinity.[45] The intersection of Taylor and Bay streets, one block south of the project site, is the closest intersection for which traffic counts have been collected. Traffic counts recorded 8,767 eastbound vehicles passing through this intersection on a daily basis, with 982 eastbound vehicles passing through this intersection during the p.m. peak hour.[46] The proposed project would generate 321 daily vehicle trips, including 24 during the p.m. peak hour. Project-generated vehicle trips would not cause traffic volumes to double on nearby streets; as a result, project-generated traffic noise would not have a noticeable effect on ambient noise levels in the project vicinity.

Mechanical building equipment, such as heating, ventilation and air conditioning (HVAC) systems, as well as other noise-generating devices (entertainment systems) associated with the hotel rooms would create operational noise. However, these noise sources would be subject to the Noise Ordinance. Specifically, Section 2909(a) prohibits any person from producing or allowing to be produced, on a residential property, a

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43 San Francisco Planning Department and San Francisco Department of Public Health, *Areas Potentially Requiring Noise Insulations*, March 2009. Available at *https://sfplanning.org/sites/default/files/resources/2019-09/Noise.pdf*. Accessed March 2021.

44 L_{dn}, or day-night average sound level, is the energy average of the A-weighted sound levels occurring during a 24-hour period.

45 United States Department of Transportation, Federal Highway Administration, *Highway Traffic Noise: Analysis and Abatement Guidance*, December 2011, p. 9. Available online at http://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/revguidance.pdf. Accessed March 2021.

46 San Francisco Municipal Transportation Agency, SFMTA Traffic Count Data 1993-2015. Available at https://www.sfmta.com/reports/sfmta-traffic-count-data. Accessed March 2021.

noise level in excess of five dBA above ambient noise levels at any point outside the property line. In addition, Section 2909(b) prohibits any person from producing or allowing to be produced, on a commercial or industrial property, a noise level in excess of eight dBA above ambient noise levels at any point outside the property line. Moreover, Section 2909(d) establishes maximum noise levels for fixed noise sources (e.g., mechanical equipment) of 55 dBA (from 7:00 a.m. to 10:00 p.m.) and 45 dBA (from 10:00 p.m. to 7:00 a.m.) inside any sleeping or living room in any dwelling unit located on residential property to prevent sleep disturbance. The proposed project would include standard HVAC equipment, which would generate operational noise. The HVAC systems as well as any noise-generating devices that may be associated with the residential uses would be required to meet the noise standards described above. The proposed project would not include any additional noise-generating sources such as backup generators.

Given that the proposed project's vehicle trips would not cause a doubling of traffic volumes on nearby streets and that proposed mechanical equipment and other noise-generating devices would be required to comply with the Noise Ordinance, operational noise from the proposed project would not result in a noticeable increase in ambient noise levels. The proposed project would not generate a substantial permanent increase in ambient noise levels in the project vicinity in excess of applicable standards. This impact would be less than significant, and no mitigation measures are necessary.

Impact NO-2: The proposed project would generate excessive groundborne vibration or groundborne noise levels during construction. ***(Less than Significant with Mitigation)***

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 jackhammers. The operation of heavy construction equipment, particularly pile drivers and other heavy-duty impact devices (such as pavement breakers), creates seismic waves that radiate along the surface of the ground and downward. These surface waves can be felt as ground vibration and can result in effects that range from annoyance for people to damage to structures. Groundborne vibration generally attenuates rapidly with distance from the source of the vibration.

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

The nearest sensitive receptors to the project site include the adjacent Holiday Inn Express hotel to the west of the project site (550 North Point Street) and the Hyatt Centric hotel across North Point Street to the south (555 North Point Street). Neither building adjacent to the project site have been identified as a historic resource. The building directly north of the property (421 Beach Street) was constructed in 1969 and its historic resource status is unknown.[47] For the purpose of noise analysis, both adjacent structures would be considered modern industrial/commercial buildings. There are no sensitive equipment uses (e.g., facilities

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[47] San Francisco Planning Department, Property Information Map, https://sfplanninggis.org/pim/.

using magnetic resonance imaging equipment, high resolution lithographic, optical and electron microscopes) or biological resources on or near the project site.

CONSTRUCTION IMPACTS

Construction of the proposed project would not require the types of construction activities, such as blasting or pile driving, that could produce substantial groundborne vibration. However, construction equipment such as excavators bore/drill rigs, jackhammers, and loaded trucks could generate varying degrees of temporary groundborne vibration. Therefore, the potential for construction-related vibration impacts on adjacent/nearby sensitive receptors was evaluated.

The latest California Department of Transportation (Caltrans) guidance manual, Transportation and Construction Vibration Guidance Manual,[48] includes guidelines to use in construction projects to address the potential for building damage, as summarized in Table 6: 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 Intermittent Sources" threshold of 0.5 PPV for modern industrial/commercial buildings for the adjacent buildings to the north and west of the project site.

Table 6 Caltrans Vibration Damage Potential Threshold Criteria

Structure Type and Condition	Maximum Peak Particle Velocity (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.

SOURCE: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 19, April 2020.

Construction-related vibration levels 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 construction equipment is operating at a setback of 5 feet from the nearest property line as summarized in Table 7: Predicted Construction Vibration Levels at Receptor. Anticipated construction

[48] California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, April 2020. Available at https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf, accessed January 8, 2021.

Table 7 Predicted Construction Vibration Levels at Receptor

Construction Equipment	Peak Particle Velocity (in/sec)	
	550 North Point Street (setback of 5 feet)	421 Beach Street (setback of 5 feet)
Caisson Drilling	**0.995**	**0.995**
Small Bulldozer	0.034	0.034
Excavator	**0.995**	**0.995**
Jackhammer	0.391	0.391

1. NOTES:Bold values exceed the Caltrans criterion for building damage of 0.5 PPV for modern industrial and commercial structures.
2. Groundborne vibration levels vary based upon the substrate that underlies the site (soil, bedrock, etc.).
3. Calculated using the following formula: PPV equip = PPVref x (25/D)^1.5. The value of 1.5 is based upon competent soils: most sands, sandy clays, silty clays, gravel, silts, weathered rock. (can dig with shovel) Exceedances of this criterion are shown in BOLD. Other construction equipment listed in Table 2: Typical Noise Levels from Proposed Construction Equipment (air compressor, crane, forklift, pump) do not produce vibration levels in the range where building damage is a concern.

SOURCE: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, Table 18 and Equation 12,September 2013.

activities are limited to general earthmoving, light demolition, and other activities that produce relatively low levels of vibration. Activities that produce high levels of vibration, such as blasting or pile driving, are not required or proposed.

As shown in Table 7, construction-related vibration levels would exceed the screening threshold of 0.5 PPV at the eastern property line and 0.25 PPV at the northern property line. Given that the vibration thresholds would be exceeded at the adjacent properties to the west and north, project construction could result in a potentially significant impact. To reduce construction-related vibration impacts to less-than-significant levels, the project sponsor would be required to implement Mitigation **Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction**, which would require the project sponsor to incorporate all feasible means to avoid damage to potentially affected buildings. Implementation of this mitigation measure may include maintaining buffer distances, using alternative construction equipment, and undertaking a monitoring plan, among other requirements.

Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction

Prior to issuance of any demolition or building permit, the property owner shall submit a project-specific Pre-construction Survey and Vibration Management and Monitoring Plan for the buildings at 550 North Point Street and 421 Beach Street to the Planning Department (Lead Agency) for approval. The plan shall identify all feasible means to avoid damage to potentially affected buildings. The property owner shall ensure that the following requirements of the Vibration Management and Monitoring Plan are included in contract specifications.

PreĪconstruction Survey. Prior to the start of any ground-disturbing activity, the property owner or their designees shall engage a consultant to undertake a Pre-construction Survey of potentially affected buildings. If potentially affected buildings and/or structures are not potentially historic, a structural engineer or other professional with similar qualifications shall document and photograph the existing conditions of the potentially affected buildings and/or structures. The project sponsor shall submit the survey to the Lead Agency for review and approval prior to the start of vibration-generating construction activity.

If nearby affected buildings are potentially historic, the project sponsor shall engage a historic architect or qualified historic preservation professional and a structural engineer or other professional with similar qualifications to undertake a Pre-construction Survey of potentially affected historic buildings. The Preconstruction Survey shall include descriptions and photographs of both the exterior and interior of all identified historic buildings including all facades, roofs, and details of the character-defining features that could be damaged during construction, and shall document existing damage, such as cracks and loose or damaged features. The report shall also include pre-construction drawings that record the preconstruction condition of the buildings and identify cracks and other features to be monitored during construction. The historic architect or qualified historic preservation professional should be the lead author of the Pre-construction Survey if historic buildings and/or structures could be affected by the project. These reports shall be submitted to the Lead Agency for review and approval prior to the start of vibration-generating construction activity.

Vibration Management and Monitoring Plan. The property owner or their designee shall undertake a monitoring plan to avoid or reduce project-related construction vibration damage to adjacent buildings and/or structures and to ensure that any such damage is documented and repaired. The Vibration Management and Monitoring Plan shall apply to all potentially affected buildings and/or structures. Prior to issuance of any demolition or building permit, the project sponsor shall submit the Vibration Management and Monitoring Plan that lays out the monitoring program to the Lead Agency for approval. If historic buildings could be affected, the Vibration Management and Monitoring Plan shall also be submitted to the Lead Agency's preservation staff for review and approval, if applicable.

The Vibration Management and Monitoring Plan shall include, at a minimum, the following components, as applicable:

- **Maximum Vibration Level**. Based on the anticipated construction and condition of the affected buildings and/or structures on adjacent properties, a qualified acoustical/vibration consultant in coordination with a structural engineer (or professional with similar qualifications) and, in the case of potentially affected historic buildings/structures, a historic architect or qualified historic preservation professional, shall establish a maximum vibration level that shall not be exceeded at each building/structure on adjacent properties, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices (common standards are a peak particle velocity [PPV] of 0.25 inch per second for historic and some old buildings, a PPV of 0.3 inch per second for older residential structures, and a PPV of 0.5 inch per second for new residential structures and modern industrial/commercial buildings).

- **VibrationĪgenerating Equipment**. The plan shall identify all vibration-generating equipment to be used during construction (including, but not limited to, site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction).
- **Alternative Construction Equipment and Techniques**. The plan shall identify potential alternative equipment and techniques that could be implemented if construction vibration levels are observed in excess of the established standard (e.g., pre-drilled piles could be substituted for driven piles, if feasible, based on soil conditions, or smaller, lighter equipment could be used in some cases).
- **Pile Driving Requirements**. For projects that require pile driving, the project sponsor shall incorporate into construction specifications for the project a requirement that the construction contractor(s) use all feasible means to avoid or reduce damage to potentially affected buildings. Such methods may include one or more of the following:
    - Incorporate "quiet" pile-driving technologies into project construction (such as predrilling piles, using sonic pile drivers, auger cast-in-place, or drilled-displacement), as feasible; and/or
    - Ensure appropriate excavation shoring methods to prevent the movement of adjacent structures
- **Buffer Distances**. The plan shall identify buffer distances to be maintained based on vibration levels and site constraints between the operation of vibration-generating construction equipment and the potentially affected building and/or structure to avoid damage to the extent possible.
- **Vibration Monitoring**. The plan shall lay out the method and equipment for vibration monitoring. To ensure that construction vibration levels do not exceed the established standard, the acoustical consultant shall monitor vibration levels at each affected building and/or structure on adjacent properties and prohibit vibratory construction activities that generate vibration levels in excess of the standard.
    - Should construction vibration levels be observed in excess of those established in the plan, the contractor(s) shall halt construction and put alternative construction techniques identified in the plan into practice, to the extent feasible.
    - The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures) shall inspect each affected building and/or structure in the event the development project exceeds the established standards.
        - If vibration has damaged nearby buildings and/or structures that are not historic, the structural engineer shall immediately notify the Lead Agency and prepare a damage report documenting the features of the building and/or structure that has been damaged.
        - If vibration has damaged nearby buildings and/or structures that are historic, the historic preservation consultant shall immediately notify the Lead Agency and prepare a damage report documenting the features of the building and/or structure that has been damaged.

        - If no damage has occurred to nearby buildings and/or structures, then the historic preservation professional (if potentially affected buildings are historic) and/or structural engineer (for effects on historic and non-historic buildings) shall submit a monthly report to the Lead Agency for review. This report shall identify and summarize the vibration level exceedances and describe the actions taken to reduce vibration.
    - Following incorporation of the alternative construction techniques and/or Lead Agency review of the damage report, vibration monitoring shall recommence to ensure that vibration levels at each affected building and/or structure on adjacent properties are not exceeded.

- **Periodic Inspections**. The plan shall lay out the intervals and parties responsible for periodic inspections. The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures) shall conduct regular periodic inspections of each affected building and/or structure on adjacent properties during vibration-generating construction activity on the project site. The plan will specify how often inspections and reporting shall occur.
- **Repairing Damage**. The plan shall also identify provisions to be followed should damage to any building and/or structure occur due to construction-related vibration. The building(s) and/or structure(s) shall be remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site. For historic resources, should damage occur to any building and/or structure, the building and/or structure shall be restored to its pre-construction condition in consultation with the historic architect or qualified historic preservation professional and Lead Agency.

Vibration Monitoring Results Report. After construction is complete, the Lead Agency shall receive a final report from the historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on historic and non-historic buildings and/or structures). The report shall include, at minimum, collected monitoring records, building and/or structure condition summaries, descriptions of all instances of vibration level exceedance, identification of damage incurred due to vibration, and corrective actions taken to restore damaged buildings and structures. The Lead Agency shall review and approve all Vibration Monitoring Results Reports.

With implementation of Mitigation Measure M-NO-2, impacts from construction-related vibration would be ***less than significant with mitigation***.

Impact NO-3: The proposed project would not generate excessive groundborne vibration or groundborne noise levels during operation. ***(Less than Significant)***

Operational vibration primarily results from the passing of buses and heavy trucks. The proposed project is a mixed-use building containing hotel and retail uses that would not include operational sources of vibration. For these reasons, operation of the proposed project would not generate excessive groundborne vibration or groundborne noise levels. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-NO-1. The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact on noise or vibration for either construction or operation. ***(Less than Significant)***

There are four cumulative development projects in the project vicinity that could potentially combine with the project to contribute to increases in noise and vibration impacts. Construction noise associated with the proposed project and cumulative projects would be subject to the Noise Ordinance and would be temporary in duration. As stated above the project would result in a significant vibration impact that would be mitigated to less than significant. Noise and vibration attenuate with distance. In particular, groundborne vibration generally attenuates rapidly with distance from the source of the vibration. The cumulative projects are geographically dispersed throughout the project vicinity at least one block away (1196 Columbus Avenue is 510 ft southeast of the project site, 740 Francisco Street is 845 ft southeast of the site, and 2293 Powell Street and 295 Bay Street are both approximately 0.2 miles southwest of the project site) and these projects would not be close enough to combine with the proposed project or each other to substantially increase ambient noise levels or result in combined groundborne vibration. For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative construction noise or groundborne vibration impact. Mechanical equipment and other noise-generating devices associated with the proposed project and the cumulative projects would be required to comply with the Noise Ordinance. As mentioned above, the cumulative projects are geographically dispersed throughout the project vicinity at least a block away from the project site and would not be close enough to combine with the proposed project to substantially increase ambient noise levels. In addition, the proposed project would not combine with the cumulative projects to double existing traffic volumes in the project vicinity. The proposed project would add 321 daily vehicle trips, including 24 vehicle trips during the p.m. peak hour. Based on their respective unit counts and square footages of nonresidential uses, the cumulative development projects would generate fewer daily and p.m. peak hour vehicle trips than the proposed project. All of these additional vehicle trips would be distributed along the local street network and would not combine with the 321 daily vehicle trips generated by the proposed project to double existing traffic volumes in the project vicinity. For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative operational noise impact.

For these reasons, the proposed project would not combine with cumulative projects to create a significant cumulative impact related to groundborne vibration or groundborne noise levels.

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?	☐	☐	☒	☐	☐

OVERVIEW

The Bay Area Air Quality Management District (air district) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa counties and portions of Sonoma and Solano counties. The air district is responsible for attaining and maintaining 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 *2017 Clean Air Plan*, was adopted by the air district on April 19, 2017. The *2017 Clean Air Plan* updates the most recent Bay Area ozone plan, the *2010 Clean Air Plan,* in accordance with the requirements of the state Clean Air Act to implement all feasible measures to reduce ozone; provide a control strategy to reduce ozone, particulate matter, air toxics, and greenhouse gases in a single, integrated plan; and establish emission control measures to be adopted or implemented. The *2017 Clean Air Plan* contains the following primary goals:

- Protect air quality and health at the regional and local scale: Attain all state and national air quality standards, and eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and

- Protect the climate: Reduce Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

The *2017 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.

CRITERIA AIR POLLUTANTS

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO2), sulfur dioxide (SO2), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. The air basin is designated as either in attainment or unclassified for most criteria pollutants with the exception of ozone, $PM_{2.5}$, and PM_{10},[49] for which these pollutants are designated as non-attainment for either the state or federal standards.[50] 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 to, by itself, result in non-attainment of air quality standards. Instead, a project's individual emissions contribute to existing cumulative air quality impacts. If a project's contribution to cumulative air quality impacts is considerable, then the project's impact on air quality would be considered significant.

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 8, Criteria Air Pollutant Significance Thresholds, below.

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 6 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

Table 8 Criteria Air Pollutants Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10

[49] 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.

[50] "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.

Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable

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

areas. The air district's California Environmental Quality Act Air Quality Guidelines[51] and supporting materials[52] 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.[53] 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.[54] The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.[55] 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

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51 Bay Area Air Quality Management District (air district), *California Environmental Quality Act Air Quality Guidelines,* May 2017. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed August 18, 2021.

52 Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/revised-draft-ceqa-thresholds-justification-report-oct-2009.pdf?la=en. Accessed August 18, 2021.

53 Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

54 Western Regional Air Partnership. 2006. WRAP Fugitive Dust Handbook. September 7, 2006. This document is available online at https://fdocuments.net/document/wrap-fugitive-dust-handbook-fugitive-dust-handbook-agricultural-wind-erosion.html, Accessed August 18, 2021.

55 Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, May 2017.

substances, to provide quantitative estimates of health risks.[56] Exposures to fine particulate matter ($PM_{2.5}$) are strongly associated with mortality, respiratory diseases, and decreased lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[57] In addition to $PM_{2.5}$, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board) identified diesel particulate matter as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans.[58] 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.[59] 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, proximity to freeways, and locations with particularly vulnerable populations, 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.[60] 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.[61]

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[56] 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.

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

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

[59] California Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spot Program Risk Assessment Guidelines*, February, 2015. Pg. 4-44, 8-6.

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

[61] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines,* May 2017, page D-43.

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 $PM_{2.5}$ standard within the range of 12 to 11 µg/m^3.[62] The air pollutant exposure zone for San Francisco is based on the health-protective $PM_{2.5}$ 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.

Proximity to Freeways

According to the California Air Resources Board (air board), studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses near freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,[63] parcels that are within 500 feet of freeways are included in the air pollutant exposure zone.

Health Vulnerable Locations

Based on the air district's evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 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) $PM_{2.5}$ concentrations in excess of 9 µg/m3.[64]

IMPACT ANALYSIS

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

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[62] United States Environmental Protection Agency, *Policy Assessment for the Review of the Particulate Matter National Ambient Air Quality Standards.* April 2011. Available at: https://www3.epa.gov/ttn/naaqs/standards/pm/data/20110419pmpafinal.pdf. Accessed August 18, 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/sites/production/files/2020-01/documents/final_policy_assessment_for_the_review_of_the_pm_naaqs_01-2020.pdf. Accessed August 18, 2021.

[63] California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005. Available online at: http://www.arb.ca.gov/ch/landuse.htm. Accessed August 18, 2021

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

Impact AQ-1: The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. ***(Less than Significant)***

The most recently adopted air quality plan for the air basin is the air district's 2017 clean air plan.[65] 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 plan; (2) include applicable control measures from the 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 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.

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 control measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impact with respect to GHGs are discussed in Section D.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 infill nature of the proposed project and high availability of viable transportation options ensure that hotel guests and employees could bicycle, walk, and ride transit to and from the project site instead of taking trips via private automobile. These features ensure that the project would avoid substantial growth in automobile trips and vehicle miles traveled. The proposed project's anticipated 321 net new daily vehicle trips would result in a negligible increase in air pollutant emissions. 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.

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[65] Bay Area Air Quality Management District, *Spare the Air Cool the Climate, Final 2017 Clean Air Plan,* April 2017. Available at: 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 August 18, 2021.

Examples of a project that could cause the disruption or delay of the clean air plan control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would add a five-story hotel with approximately 136 guestrooms above 3,172 sf of ground-level retail uses to a dense, walkable urban area near a concentration of regional and local transit service. It would not preclude the extension of a transit line or a bike path or any other transit improvement, and thus would not disrupt or hinder implementation of 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 would not result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is non-attainment under an applicable federal, state, or regional ambient air quality standard. ***(Less than Significant)***

Construction activities (short-term) typically result in emissions of ozone precursors and particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and 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, Site Preparation, Grading, Building Construction, Architectural Coating & Finishing, and Paving. During the project's approximately 14-month construction period, construction activities would have the potential to result in emissions of ozone precursors and 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 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.[66]

In compliance with the dust control ordinance, the project sponsor and contractor responsible for construction activities at the project site would be required to control construction dust on the site through a combination of watering disturbed areas, covering stockpiled materials, street and sidewalk sweeping, and other measures.

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 6, above, the air district developed screening criteria.[67] 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[68] 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 includes an approximately 71,793 gsf, five-story over basement hotel with 136 guestrooms above 3,172 sf of ground-level retail uses. The project would demolish an existing two-story commercial building. The size of proposed construction activities would be below the criteria air pollutant screening sizes for hotel (136 guestrooms) and retail (3,172 sf) identified in the air district's CEQA Air Quality Guidelines. Thus, quantification of construction-related criteria air pollutant emissions is not required, and the proposed project's construction activities would result in a ***less-than-significant*** criteria air pollutant impact.

Impact AQ-3: During project operations, the proposed project would result in emissions of criteria air pollutants, but not at levels that would 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 has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. If all the screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

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[66] 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.

[67] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2017.

[68] A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial project.

The proposed project includes an approximately 71,793 gsf, five-story over basement hotel with 136 guestrooms above 3,172 sf of ground-level retail uses. The project would demolish an existing one-story commercial building. There would be approximately 6,051 cubic yards of excavation associated with construction of the project.

The proposed project would be below the criteria air pollutant screening sizes for hotel (screening level size: 489 guestrooms; proposed: 136 guestrooms) and retail (screening level size: 99,000 sf; proposed: 3,172 sf) uses identified in the air district's CEQA Air Quality Guidelines. Thus, quantification of project-generated criteria air pollutant emissions is not required, the proposed project would not exceed any criteria air pollutant significance thresholds and would result in less-than-significant impact with respect to criteria air pollutants.

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

As discussed above, the project site is located within an air pollutant exposure zone, therefore existing background health risks at the project site and vicinity are substantial. The proposed project would generate toxic air contaminants during construction from the use of diesel-powered construction equipment.

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.[69]

However, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and the California air board have set emissions standards for new off-road equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000 and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. 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 will be reduced by more than 90 percent.[70]

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

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[69] 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 February 3, 2021.

[70] United States Environmental Protection Agency, "Clean Air Nonroad Diesel Rule: Fact Sheet," May 2004.

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."[71]

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 residences located one block south of the project site at 500 Francisco Street (approximately 415 feet south), as well as residences at 1275 Columbus Avenue (approximately 740 feet west) and 2351 Powell Street (approximately 1,025 feet east). Additionally, Francisco Middle School is a public school located at 2190 Powell Street within a quarter mile of the project site. And one daycare center—Chinatown Community Children's Center North Beach, located at 715 Chestnut Street—is within a quarter mile of the project site as well.

The proposed project would require construction activities for the approximate 14-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-4, Clean Off-Road Construction Equipment**, would reduce the magnitude of this impact to a ***less-than-significant*** level.

Mitigation Measure M-AQ-4: 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 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

[71] Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2017, page 8-7.

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

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.

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.[72] Therefore, compliance with Mitigation Measure M-AQ-4 would reduce construction period TAC emissions on nearby sensitive receptors to a ***less-than-significant*** level.

Impact AQ-5: The proposed project's operational activities would not generate toxic air contaminants, including diesel particulate matter, that would expose sensitive receptors to substantial pollutant concentrations. (*Less than Significant*)

The proposed project would generate new vehicle trips, which emit TACs. The air district considers roads with less 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."[73] The proposed project's 321 daily vehicle trips would be well below this level and would be distributed among the local roadway network, therefore an assessment of project-generated TACs resulting from vehicle trips is not required, and

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[72] 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.

[73] Bay Area Air Quality Management District, Recommended Methods for Screening and Modeling Local Risks and Hazards, pg. 12. May 2011. Available online at: https://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx. Accessed February 2, 2021.

the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors. In summary, the proposed project's toxic air contaminant emissions would be ***less than significant***, and no mitigation measures are required.

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 a significant source 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.

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 exist even without the proposed project. The proposed project and other cumulative projects in the vicinity such as 2293 Powell Street and 295 Bay Street would result in additional emissions of toxic air contaminants, including diesel particulate matter emissions from new vehicle trips and other stationary emissions sources, as well as diesel emissions from construction activities.

As described in Impact AQ-4, above, the proposed project's 321 average daily 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 that release diesel particulate matter within the air pollutant exposure zone. Therefore, the proposed project would result in a considerable contribution to significant cumulative health risks. This would be a significant cumulative impact.

Significance after Mitigation: The proposed project would be required to implement **Mitigation Measure M-AQ-4 Clean Off-road Construction Equipment** (refer to Impact AQ-4 for mitigation measure details). This measure would reduce construction emissions substantially and could reduce the project's diesel particulate emissions by as much as 96 percent. Implementation of this mitigation measure 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***.

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?	☐	☐	☒	☐	☐

GHG emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from cumulative projects 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 allows lead agencies to rely on a qualitative analysis to describe GHG emissions resulting from a project. CEQA Guidelines section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of GHGs and describes the required contents of such a plan. Accordingly, San Francisco has prepared Strategies to Address Greenhouse Gas Emissions 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.[74] These GHG reduction actions have resulted in a 35 percent reduction in GHG emissions in 2017 compared to 1990 levels, exceeding the year 2020 reduction goals outlined in the air district's 2017 Clean Air Plan, Executive Order S-3-05, and Assembly Bill 32 (also known as the Global Warming Solutions Act).[75,76]

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

[74] San Francisco Planning Department, *Strategies to Address Greenhouse Gas Emissions in San Francisco*, July 2017, http://sfplanning.org/strategies-address-greenhouse-gas-emissions.

[75] San Francisco Department of the Environment, San Francisco's Carbon Footprint, *https://sfenvironment.org/carbonfootprint*, accessed May 20, 2020.

[76] 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.

3-05,[77] order B-30-15,[78,79] and Senate Bill 32,[80,81] the city's GHG reduction goals are consistent with order S-3-05, order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan. Therefore, proposed projects that are consistent with the city's GHG reduction strategy would be consistent with the aforementioned GHG reduction goals, would not conflict with these plans or result in significant GHG emissions, and would therefore not exceed San Francisco's applicable GHG threshold of significance.

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

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

Individual projects contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operational phases. Direct 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 demolishing the existing structure onsite and constructing a five-story, 40-foot-tall (exclusive of the mechanical penthouse) hotel with groundfloor retail totaling approximately 71,793 gsf with 136 guestrooms and 3,172 sf of retail space. Therefore, the proposed project would contribute to annual long-term increases in GHGs as a result of increased vehicle trips (mobile sources) and commercial 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.

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[77] 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 [MTCO2e]); by 2020, reduce emissions to 1990 levels (approximately 427 million MTCO2e); and by 2050 reduce emissions to 80 percent below 1990 levels (approximately 85 million MTCO2e). Because of the differential heat absorption potential of various GHGs, GHG emissions are frequently measured in "carbon dioxide equivalents," which present a weighted average based on each gas's heat absorption (or "global warming") potential.

[78] Office of the Governor, Executive Order B-30-15, April 29, 2015, https://www.gov.ca.gov/news.php?id=18938, accessed March 3, 2016. Executive Order B-30-15, issued on April 29, 2015, sets forth a target of reducing GHG emissions to 40 percent below 1990 levels by 2030 (estimated at 2.9 million MTCO2e).

[79] 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 (iv) by 2050, reduce GHG emissions by 80 percent below 1990 levels.

[80] 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.

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

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below and as further outlined in the Greenhouse Gas Analysis Compliance Checklist prepared for the proposed project,[82] 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 Management Programs, Transportation Sustainability Fee, Jobs-Housing Linkage Program, and Bicycle Parking, Showers, and Lockers in New and Expanded Buildings requirements would reduce the proposed project's transportation-related emissions.[83] These regulations reduce GHG emissions from single-occupancy vehicles by promoting the use of alternative transportation modes with zero or lower GHG emissions on a per capita basis.

The proposed project would be required to comply with the energy efficiency requirements, commissioning of building energy and water systems requirements, and water use reduction requirements of the City's Green Building Code, Stormwater Management Ordinance, Commercial Water Conservation Ordinance, and Water Efficient Irrigation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.[84]

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Composting Ordinance, Construction and Demolition Debris Recovery Ordinance, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy[85] and reducing the energy required to produce new materials. Other regulations, including those limiting refrigerant emissions, would reduce emissions of GHGs. Regulations requiring low-emitting finishes would reduce volatile organic compounds.[86] The proposed project would also implement best management practices (BMPs) to prevent illicit discharge into the sewer system. Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.[87]

The project sponsor is required to comply with these regulations, which have proven effective as San Francisco's GHG emissions have measurably decreased when compared to 1990 emissions levels, demonstrating that the City has met and exceeded Executive Order S-3-05, Assembly Bill 32, and the 2017 Clean Air Plan GHG reduction goals for the year 2020. Furthermore, the city has met its 2017 GHG reduction goal of reducing GHG emissions to 25 percent below 1990 levels by 2017. Other existing regulations, such as those implemented through Assembly Bill 32, will continue to reduce a proposed project's contribution to climate change. In addition, San Francisco's local GHG reduction targets are consistent with the long-term GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan. Therefore, because the proposed project is consistent with the City's GHG reduction

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82 San Francisco Planning Department, Compliance Checklist: Greenhouse Gas Analysis: 2629 Taylor Street, March 9, 2020.

83 Ibid.

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

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

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

87 San Francisco Planning Department, Compliance Checklist: Greenhouse Gas Analysis: 2629 Taylor Street, March 9, 2020.

strategy, it is also consistent with the GHG reduction goals of Executive Order S-3-05, Executive Order B-30-15, Assembly Bill 32, Senate Bill 32 and the 2017 Clean Air Plan, would not conflict with these plans, and would therefore not exceed San Francisco's applicable GHG threshold of significance. As such, the proposed project would result in a less-than-significant impact with respect to GHG emissions. No mitigation measures are necessary.

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 impacts are directly related to its height, 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 project would be 40 feet tall (plus an additional 8.5-foot-tall elevator penthouse). Thus, the building would not exceed 85 feet in height has and would have little potential to cause substantial changes to ground-level wind conditions.

Given its height and surrounding development context, the proposed project would not cause substantial changes to ground-level wind conditions adjacent to and near the project site. For these reasons, the proposed project would not create wind hazards in publicly accessible areas of substantial pedestrian use. This impact would be less than significant, and no mitigation measures are necessary.

Impact C-WI-1: The proposed project, in combination with cumulative projects, would not result in a cumulative wind impact. (*No Impact*)

As discussed above, buildings shorter than 85 feet in height have little potential to cause substantial changes to ground-level wind conditions. The project would not contribute a cumulative wind impact should one exist.

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 (48 feet in height including the elevator penthouse). The Planning Department prepared a preliminary shadow fan analysis determined that the proposed project would not cast shadow on any nearby publicly accessible parks or open spaces.[88]

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.

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 publicly accessible parks or open spaces. Therefore, the proposed project would not contribute to any cumulative shadow impact on publicly accessible 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

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[88] San Francisco Planning Department, *2629 Taylor Street Shadow Fan*, September 9, 2019.

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. Additionally, none of the cumulative projects' shadows would overlap with this project's shadow.

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

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
11. RECREATION. 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 and other recreational facilities to such an extent that substantial physical deterioration of the facilities would occur or be accelerated. ***(Less than Significant)***

The neighborhood parks or other recreational facilities closest to the project site are Joseph Conrad Mini Park (0.15 miles west), Aquatic Park/Maritime Garden (0.25 miles west), Russian Hill Park (0.26 miles southwest), Fay Park (0.26 miles southwest), Joe DiMaggio Playground (0.31 miles southeast), Michelangelo Playground (0.36 miles southwest), George Sterling Park (0.37 miles southwest), Plaza de California (0.37 miles east), and Washington Square (0.44 miles southeast).

The proposed project does not propose residential units; therefore, project implementation would not result in a permanent increase in demand for parks and recreational facilities in the vicinity. However, site visitors, including hotel and retail patrons and the approximately 165 employees who would work at the project site, may use nearby recreational facilities, as listed above.

On a citywide/regional basis, the increased demand on recreational facilities from 102 new employees 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. This impact would be ***less than significant***, and no mitigation measures are necessary.

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 hotel patrons in the form of a basement-level courtyard dining area for breakfast as well as a roof deck and fitness room, which would partially offset the demand for recreational facilities. In addition, the project site is within 0.5 mile of nine 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. 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. This impact would be ***less than significant***, and no mitigation measures are necessary.

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

Implementation of the proposed project, in combination with cumulative development in the project vicinity, would result in an incremental increase in population and 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.[89] In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of City recreational resources. As discussed above, there are nine parks within 0.5 mile of the project site. It is expected that these existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects. For these reasons, the proposed project would not combine with reasonably foreseeable future projects in the project vicinity to create a significant cumulative impact on recreational facilities or resources.

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?	☐	☐	☒	☐	☐

[89] San Francisco Planning Department, *San Francisco General Plan, Recreation and Open Space Element*, April 2014, pp. 20–36, http://www.sf-planning.org/ftp/General_Plan/Recreation_OpenSpace_Element_ADOPTED.pdf. Accessed July 2, 2019.

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

The project site is located within an urban area that is served by water storage, treatment, and distribution facilities; combined wastewater and stormwater collection, storage, treatment, and disposal facilities; electric power, natural gas, and telecommunication facilities; and solid waste collection and disposal service systems.

Impact UT-1: The proposed project 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, the construction or relocation of which could cause significant environmental effects. ***(Less than Significant)***

The project site is served by San Francisco's combined sewer system, which collects and treats most of the wastewater and stormwater at one of the three San Francisco Public Utilities Commission (public utilities commission) treatment facilities. Wastewater and stormwater generated by the project would be treated at the Southeast Water Pollution Control Plant, which currently treats 60 million gallons of wastewater per day (mgd) and has the capacity to treat up to 250 mgd during a rainstorm.[90]

As described in Impact PH-1 in Section D.2, Population and Housing, the project would construct a 136-room hotel with ground floor retail and add approximately 102 new employees to the project site. Implementation of the proposed project would therefore 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 and the amount of potable water used for building functions. The public utilities commission's infrastructure capacity plans account for projected population and employment growth. The

[90] San Francisco Public Utilities Commission, SFPUC Sewer System Improvement Program. Available online at: https://sfwater.org/modules/showdocument.aspx?documentid=5801, 2014, accessed December 2020.

incorporation of water-efficient fixtures into new development is also accounted for by the public utilities commission because widespread adoption can lead to more efficient use of existing capacity. For these reasons, the increase in wastewater associated with the proposed project would not require the construction of new or expansion of existing wastewater treatment facilities.

The project site has been completely developed since at least 1947 and does not contain any pervious surfaces. Therefore, implementation of the proposed project would not result in an increase in impervious surfaces. The city's Stormwater Management Ordinance (Ordinance No. 83-10, effective May 22, 2010) requires the proposed project to maintain, reduce, or eliminate the existing volume and rate of stormwater runoff discharged from the project site. In addition, for projects replacing 5,000 square feet or more of impervious surface, stormwater flows are required to be reduced by 25 percent over existing conditions. To achieve these objectives, the proposed project would be required to implement and install appropriate stormwater management systems that retain runoff on site, promote stormwater reuse, and limit (or eliminate altogether) site discharges from entering the city's combined stormwater/sewer system. This, in turn, would limit the incremental demand on both the collection system and wastewater facilities resulting from stormwater discharges.

As discussed in more detail in Impact UT-2, the proposed project would result in an incremental increase in the demand for new water supplies but would not itself result in the need for the construction of new or expanded water treatment facilities or delivery infrastructure. 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.

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

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

The San Francisco Public Utilities Commission (SFPUC) adopted the 2020 Urban Water Management Plan (2020 plan) in June 2021.[91] The 2020 plan estimates that current and projected water supplies will be

[91] SFPUC, *2020 Urban Water Management Plan for the City and County of San Francisco*, adopted June 11, 2021. This document is available at Urban Water Management Plan | SFPUC.

sufficient to meet future demand for retail water[92] customers through 2045 under wet- and normal-year conditions; however, in dry years, the SFPUC would implement water use and supply reductions through its Water Shortage Contingency Plan and a corresponding Retail Water Shortage Allocation Plan. [93]

In December 2018, the State Water Resources Control Board adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary, which establishes water quality objectives to maintain the health of our rivers and the Bay-Delta ecosystem (the Bay-Delta Plan Amendment).[94] The state water board has indicated that it intends to implement the Bay-Delta Plan Amendment by the year 2022, assuming all required approvals are obtained by that time. Implementation of the Bay-Delta Plan Amendment would result in a substantial reduction in the SFPUC's water supplies from the Tuolumne River watershed during dry years, requiring rationing to a greater degree in San Francisco than previously anticipated to address supply shortages.

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

1. Without implementation of the Bay-Delta Plan Amendment wherein the water supply and demand assumptions contained in Section 8.4 of the 2020 plan would be applicable

2. With implementation of a voluntary agreement between the SFPUC and the State Water Resources Control Board that would include a combination of flow and non-flow measures that are designed to benefit fisheries at a lower water cost, particularly during multiple dry years, than would occur under the Bay-Delta Plan Amendment)

3. With implementation of the Bay-Delta Plan Amendment as adopted wherein the water supply and demand assumptions contained in Section 8.3 of the 2020 plan would be applicable

Water supply shortfalls during dry years would be lowest without implementation and highest with implementation of the Bay-Delta Plan Amendment. Shortfalls under the proposed voluntary agreement would be between those with and without implementation of the Bay-Delta Plan Amendment.[95]

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

[93] San Francisco Public Utilities Commission, *2020 Urban Water Management Plan for the City and County of San Francisco, Appendix K – Water Shortage Contingency Plan,* adopted June 11, 2021. This document is available at Urban Water Management Plan | SFPUC.

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

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

Under these three scenarios, the SFPUC would have adequate water to meet demand in San Francisco through 2045 in wet and normal years.[96] Without implementation of the Bay-Delta Plan Amendment, water supplies would be available to meet demand in all years except for a 4.0 million gallons per day (5.3 percent) shortfall in years four and five of a multiple year drought based on 2045 demand.

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

The proposed project does not require a water supply assessment under the California Water Code. Under 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.[97] The proposed hotel project would result in 136 guest rooms and 3,172 square feet of commercial space; as such it does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1) and a water supply assessment is not required and has not been prepared for the project. The following discussion considers the potential water supply impacts for projects – such as the proposed project – that do not qualify as "water-demand" projects.

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

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as the maximum water demand for projects that do not meet

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

[97] 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.

the definitions provided in CEQA Guidelines section 15155(a)(1).[98] The development proposed by the project would represent 27 percent of the 500-unit limit and 0.63 percent of the 500,000 square feet of commercial space provided in section 15155(1)(A) and (B), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city's Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of substantially less than 50,000 gallons per day of water.

Assuming the project would demand no more than 50,000 gallons of water per day, its water demand would represent a small fraction of the total projected demand, ranging at most from 0.07 to 0.06 percent between 2025 and 2045. As such, the project's water demand would not require or result in the relocation or construction of new or expanded water facilities the construction or relocation of which could cause significant environmental effects.

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

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

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

Impact UT-3: The proposed project would not generate solid waste in excess of state or local standards, would not impair the attainment of solid waste reduction goals, and would comply with statutes, regulations, and reduction goals concerning 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.[99] 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[100] (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 issues are part of the population growth taken into account in the San Francisco General Plan 2014 Housing Element Update, as discussed under Section D.2, Population and Housing, and therefore can be assumed to have been taken into account in waste management planning. San Francisco set a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion.[101] The current goal, set in 2018, is to reduce total waste generation by 15 percent and disposal to landfill by 50 percent before 2030.[102] San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported by a Registered Transporter and taken to a Registered Facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

The proposed project would incrementally increase total city waste generation; however, the proposed project would be required to comply with San Francisco Ordinance Nos. 27-06 and 100-09. Due to the existing and anticipated increase of solid waste recycling in the city and the agreement with Recology for disposal of solid waste at the Hay Road Landfill, any increase in solid waste resulting from the proposed project would be accommodated by the existing landfill. Thus, the proposed project would have ***less-than-significant*** impacts related to solid waste and no mitigation would be required.

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[99] 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 2020.

[100] CalRecycle, 2010, Jurisdiction diversion/disposal rate detail. http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=438&Year=2010, accessed December 2020.

[101] San Francisco Department of the Environment, San Francisco Ordinance No. 27-06, July 1, 2006, https://sfenvironment.org/sites/default/files/fliers/files/cd_ordinance.pdf, accessed April 2021.

[102] San Francisco Department of the Environment, Zero Waste – Frequently Asked Questions, https://sfenvironment.org/zero-waste-faqs, accessed April 2021.

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)***

WASTEWATER AND STORMWATER

The geographic context for cumulative wastewater and stormwater impacts is the Southeast Water Pollution Control Plant drainage basin. The city's combined sewer system and treatment facilities are designed to accept both wastewater and stormwater flows. As with the proposed project, all reasonably foreseeable projects in the drainage basin would be required to comply with San Francisco regulations regarding wastewater and stormwater generation. Although cumulative projects would likely result in increased wastewater flows, regulations require that, for projects replacing 5,000 square feet or more of impervious surface, stormwater flows be reduced by 25 percent over existing conditions. The 25 percent reduction in stormwater flows would result in an overall reduction in combined flows during peak wet weather flow events. Therefore, the proposed project, in combination with cumulative projects, would have a less-than-significant cumulative impact on the combined sewer collection and treatment system.

WATER

As discussed in Impact UT-2, no single development project alone in San Francisco would require the development of new or expanded water supply facilities. The analysis provided in Impact UT-2 considers whether the proposed project, in combination with both existing development and projected growth through 2040, would require new or expanded water supply facilities, the construction or relocation of which could have significant cumulative impacts on the environment. Therefore, no separate cumulative analysis is required.

SOLID WASTE

The geographic context for cumulative solid waste impacts is the city. Long-range growth forecasts are considered in planning for future landfill capacity. In addition, the city currently exceeds statewide goals for reducing solid waste and is therefore expected to reduce solid waste volumes in the future. All projects are required to comply with San Francisco's construction and demolition debris recovery and recycling and composting ordinances. As with the proposed project, cumulative projects' compliance with these ordinances would reduce the solid waste generation from construction and operation of cumulative development projects.

Although cumulative development projects could incrementally increase total waste generation from the city by increasing the number of residents and excavation, demolition, and remodeling activities associated with growth, the increasing rate of landfill diversion citywide through recycling, composting, and other methods would result in a decrease of total waste that requires deposition into the landfill. Given the city's progress to date on diversion and waste reduction, and given the future long-term capacity available at the Recology Hay Road Landfill and other area landfills, reasonably foreseeable development projects would be served by a landfill with sufficient permitted capacity to accommodate their solid waste disposal needs. For these reasons, the proposed project, in combination with cumulative projects, would have less-than-significant cumulative impacts related to solid waste.

CONCLUSION

Based on the above, the proposed project would not combine with cumulative projects to create a significant cumulative impact on utilities and service systems, and this impact would be ***less than significant***. No mitigation would be required.

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?	☐	☐	☒	☐	☐

The project's impacts to parks are discussed in Section D.11, Recreation. Impacts to other public services are discussed below. As discussed in Section D.2, Population and Housing, the proposed project would add approximately 102 employees on the project site, which could increase the demand for public services, as further discussed below.

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

FIRE PROTECTIONS AND EMERGENCY MEDICAL SERVICE

The San Francisco Fire Department provides fire suppression and emergency medical services in the city, including the project site. In addition, several privately operated ambulance companies are authorized to provide advanced life support services. The fire department responds to non-life-threatening fire and medical emergencies (Code 2) as well as life-threatening fire and medical emergencies (Code 3). Response times are measured from the time a unit is dispatched to the time the unit arrives at the scene. According to San Francisco's Emergency Medical Services Agency policy, the target response time for a life-threatening emergency medical incident should be within 10 minutes 90 percent of the time.[103] In fiscal year 2018-2019,

[103] City and County of San Francisco, Mayor's 2020-2021 & 2021-2022 Proposed Budget, Fire Department, Available online at https://sfmayor.org/sites/default/files/CSF_Proposed_Budget_Book_July_2020_LR_Web_REV2.pdf. Accessed November 2020.

91 percent of ambulances arrived on scene within 10 minutes. The fire department is on track to meet its target in fiscal year 2019-2020 as well.[104]

The fire department consists of three divisions, which are subdivided into 10 battalions and 45 active stations throughout the city. The project site would be served by Fire Station No. 28, located at 1814 Stockton Street, approximately 0.45 miles southeast of the project site.[105] The increased population resulting from the proposed project would be expected to increase demand for fire protection and emergency medical services. However, this increase in demand would not be substantial given the overall demand for such services on a citywide basis. Furthermore, the fire department conducts ongoing assessments of its service capacity and response times to maintain acceptable service levels, given the demand resulting from changes in population.

The proposed project would be required to comply with the applicable requirements of the California Fire Code, which includes requirements pertaining to fire protection systems, provision of state-mandated fire alarms, fire extinguishers, appropriate building access and egress, and emergency response notification systems. As such, the proposed project would not require the construction of new, or alteration of existing fire protection facilities, the construction of which could cause significant environmental impacts. This impact would be ***less than significant,*** and no mitigation would be required.

POLICE PROTECTION SERVICES

The San Francisco Police Department, headquartered at 850 Bryant Street in the Hall of Justice, provides police protection services for the city. The project site is located within the Central District of the San Francisco Police Department and the Central Station is located approximately 0.6 miles southeast of the project site at 766 Vallejo Street.[106] The increased population resulting from the proposed project would be expected to increase demand for police protection services. The police department conducts ongoing assessments of its staffing and facility needs as part of the city's annual operating and capital budget process. The increase in demand resulting from the project would not be substantial given the overall demand for such services on a citywide basis. As such, the proposed project would not require the construction of new, or alteration of existing police protection facilities, the construction of which could cause significant environmental impacts. This impact would be ***less than significant***, and no mitigation would be required.

SCHOOLS

Given that the proposed project would not include any residential units, it is not expected to generate new students. Therefore, implementation of the proposed project would not result in a substantial unmet demand for school facilities, and the proposed project would not require the construction of new, or

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[104] City and County of San Francisco, Ambulance Response to Life-Threatening Emergencies, 2020, Available online at: https://sfgov.org/scorecards/public-safety/ambulance-response-life-treatening-emergencies. Accessed November 2020.

[105] San Francisco Fire Department, Fire Station Locations, https://sf-fire.org/sites/default/files/FileCenter/Documents/1975-Station%20Location%20Map%20-%20w%20FS51.pdf. Accessed November 2020.

[106] San Francisco Police Department, Police District Maps, http://sanfranciscopolice.org/police-district-maps. Accessed June 2021.

alteration of existing school facilities, the construction of which could cause a significant environmental impact. This impact would be ***less than significant***.

Impact C-PS-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts on police, fire, and school district services such that new or physically altered facilities, the construction of which could cause significant environmental impacts, would be required in order to maintain acceptable levels of service. ***(Less than Significant)***

The geographic contexts 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. The reasonably foreseeable future projects within 0.25 miles of the project site or, in the case of schools, within the school district, in combination with the proposed project, would minimally increase the population in the area, leading to an increase in demand for public services, including fire and police protection, school services, and library services. These essential city service providers continually assess demand, based on anticipated growth and service needs. By analyzing their service metrics, these agencies and services are able to adjust staffing, capacity, response times, and other measures of performance. As a result, the proposed project in combination with cumulative projects would not result in any service gap in fire, police, schools, or library services. Therefore, the proposed project would not combine with cumulative projects in the project vicinity to result in the need for the construction of new, or alteration of existing public services facilities, the construction of which could cause significant environmental impacts. Thus, cumulative public services impacts would be ***less than significant***, and no mitigation would be required.

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?	☐	☐	☐	☐	☒

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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 currently built with a one-story plus mezzanine approximately 22,048-square-foot commercial building and is completely covered by impervious surfaces. The project site does not contain federally protected wetlands as defined by section 404 of the Clean Water Act, riparian habitat, or other sensitive natural communities. In addition, the project site is not located within an adopted habitat conservation plan, a natural community conservation plan, or other approved local, regional, or state habitat conservation plan areas. Therefore, topics D.14(b), D.14(c), and D.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 and would not interfere with the movement of native resident or wildlife species or with established native resident or migratory wildlife corridors. (*Less than Significant*)

The project site is covered entirely by impervious surfaces. A total of four street trees are currently located on the Taylor Street frontage. Due to the developed nature of the project site and the surrounding area, the project site does not provide suitable habitat for any rare or endangered plant or wildlife species. The existing street trees along Taylor and North Point streets could support habitat for migratory nesting birds protected under the California Fish and Game Code or the Migratory Bird Treaty Act. However, these trees would not be removed as a result of the proposed project, and the project would be required to comply with requirements in the act to migratory nesting birds should construction occur during nesting season.

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.[107] Section 139, Standards for Bird-Safe Buildings, of the planning code establishes building design standards to reduce avian mortality rates associated with bird strikes. The building standards are based on two types of hazards: (1) location-related hazards which pertain

[107] San Francisco Planning Department. Standards for Bird-Safe Buildings. Available http://default.sfplanning.org/publications_reports/bird_safe_bldgs/Standards%20for%20Bird%20Safe%20Buildings%20-%2011-30-11.pdf. Accessed November 2020.

to new buildings within 300 feet of an urban bird refuge, and (2) feature-related hazards such as freestanding glass walls, wind barriers, skywalks, balconies, and greenhouses on rooftops that have unbroken glazed segments 24 square feet or larger in size. Any project that contains building-feature hazards must apply bird-safe glazing treatments on 100 percent of the feature in compliance with section 139.

The project site is not located within 300 feet of an Urban Bird Refuge; therefore, the standards for location-related hazards would not apply.[108] The proposed project would be required to comply with the building feature-related hazard standards of planning code section 139 by using bird-safe glazing treatments on 100 percent of any building feature-related hazards such as free-standing glass walls, wind barriers, and balconies. Compliance with the city's bird-safe building standards would ensure the proposed project does not interfere with the movement of a native resident or wildlife species, or with an established native resident or migratory wildlife corridor.

For the reasons stated above, the proposed project would result in ***less-than-significant*** impacts to special-status species and native resident, wildlife species, or migratory birds. No mitigation would be required.

Impact BI-2: The proposed project would not conflict with the city's local tree ordinance. (*Less than Significant*)

The city's Urban Forestry Ordinance, public works code section 801, et seq., requires a permit from public works to remove any protected trees.[109] The proposed project would retain the existing four trees along Taylor Street and add five new street trees along the North Point Street frontage. The project sponsor would be required to have a tree protection plan prepared by a certified arborist to protect the four adjacent trees during construction. Such protection plan would be reviewed and approved by San Francisco Public Works staff.[110] Therefore, the proposed project would not conflict with the city's local tree ordinance and this impact would be ***less than significant***. No mitigation would be required.

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

The project site and the surrounding area do not currently support any candidate, sensitive, or special-status species, wetlands as defined by section 404 of the Clean Water Act, riparian habitat, or any other sensitive natural community identified in local or regional plans, policies, or regulations. Cumulative development projects identified on page 10 above would also be subject to the requirements of the Migratory Bird Treaty Act, California Fish and Game Code, and the city's bird-safe building standards and Urban Forestry Ordinance. Therefore, the proposed project would not combine with cumulative development projects to

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[108] San Francisco Planning Department. 2014. Urban Bird Refuge Map. Available https://sfplanning.org/sites/default/files/resources/2018-08/Urban%20Bird%20Refuge.pdf. Accessed November 2020.

[109] San Francisco Public Works Code. 1995. Article 16: Urban Forestry Ordinance. Available online at https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_publicworks/0-0-0-4068. Accessed April 18, 2022.

[110] San Francisco Public Works. Public Works Code Section 808, Protection of Trees and Landscape Material. Online at https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_publicworks/0-0-0-4194#JD_808 Accessed April 18, 2022..

result in a cumulative impact related to biological resources and cumulative impacts would be ***less than significant***. No mitigation would be required.

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 not include the use septic tanks or alternative wastewater disposal systems; it would be connected to the existing wastewater disposal system. For these reasons, topic D.15(e) is not applicable to the proposed project. 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. The project site is entirely paved and is currently developed with a commercial building. No unique geologic features exist at the project site. Therefore, the proposed project would have no impact on unique geologic features, and this will not be discussed further.

CEQA does not require lead agencies to consider how existing hazards or conditions might impact a project's users or residents, except where the project would significantly exacerbate an existing environmental hazard. Accordingly, hazards resulting from a project that places development in an existing or future seismic hazard area or an area with unstable soils are not considered impacts under CEQA unless the project would significantly exacerbate the seismic hazard or unstable soil conditions. Thus, the analysis below evaluates whether the proposed project would exacerbate future seismic hazards or unstable soils at the project site and result in a substantial risk of loss, injury, or death. The impact is considered significant if the proposed project would exacerbate existing or future seismic hazards or unstable soils by increasing the severity of these hazards that would occur or be present without the 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.[111] The geotechnical investigation included a review of available geologic and geotechnical data for the site vicinity to develop preliminary recommendations regarding: soil and groundwater conditions, site seismicity and seismic hazards, the most appropriate foundation type(s) for the proposed structure, and construction considerations, among other topics.

The project site was previously 100 feet bayward (northeast) of the mid-19th century shoreline and was filled in sometime around 1905. Based on a review of the subsurface information from within the site vicinity, the project site is likely underlain by relatively weak, highly compressible fill that extends to a depth of about 20 feet below ground surface (bgs) and likely consists of soft to medium stiff clay with varying amounts of sand and gravel and loose to medium dense sand and gravel with varying amounts of clay and silt. The fill is underlain by soft to medium stiff, highly compressible clay, locally known as Bay Mud to a depth of about 40 feet bgs. Beneath the Bay Mud is alluvial soil consisting of interbedded layers of medium dense to very dense sand with varying clay and silt content and very stiff clay with varying silt and sand content that extends to a depth of about 70 feet bgs. The alluvial soil is likely underlain by stiff to very stiff, over-consolidated and moderately compressible clay, locally known as Old Bay Clay. The Old Bay Clay extends to the maximum depth explored of 95 feet bgs at nearby sites. Available subsurface information indicates the top of bedrock at the site vicinity is about 110 feet bgs.[112] Depending on the amount of rainfall, groundwater levels at the project site are expected to fluctuate seasonally and annually. For purpose of analysis for the geotechnical report, groundwater was measured at 9.7 feet bgs. The geotechnical report recommends the proposed building be supported by a mat slab foundation in combination with deep foundation systems such as torque down piles.

[111] Rockridge Geotechnical, *Preliminary Geotechnical Investigation: Proposed Hotel, 2629 Taylor Street*, San Francisco, California, November 21, 2019.

[112] Ibid.

Impact GE-1: The proposed project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving fault rupture, strong seismic ground shaking, seismically induced ground failure, Including liquefaction, or landslides. ***(Less than Significant)***

The project site is not within an Alquist-Priolo Earthquake Fault Zone, and there are no known active faults that run underneath the project site or in the project vicinity. The closest active fault to the project site is the San Andreas Fault, which is about 13 miles to the west.

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 building department also provides implementing procedures in its information sheets. The project is required to comply with the building code, which ensures the safety of all new construction in the city. The building department would review the project structural construction documents for conformance with the recommendations in the project-specific geotechnical report during its review of the building permit for the project. In addition, the building department may require additional site-specific report(s), as needed. The building department's requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the building code would ensure that the proposed project would ensure that the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure would be less than significant.

The project site is not in a landslide hazard zone, so the potential for risk of loss, injury, or death related to landslides would be low.[113] The project site is within a liquefaction hazard zone.[114] The geotechnical investigation evaluated the liquefaction potential of soil encountered at the site and determined that the site is underlain by fill that is likely susceptible to liquefaction and lateral spreading. The report recommends that ground improvement be implemented consisting of compaction grouting which involves injecting mortar-like grout under high pressure to densify the soil. This process would address the potential for potential lateral spreading and prevent significant non-linear behavior during strong ground shaking.[115]

For these reasons, the proposed project would not cause potential substantial adverse effects, including risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides. This impact would be less than significant, and no mitigation measures are necessary.

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[113] San Francisco Planning Department, Property Information Map, 2629 Taylor Street, Available: https://sfplanninggis.org/pim/, Accessed: April 2021.

[114] Ibid.

[115] Rockridge Geotechnical, *Preliminary Geotechnical Investigation: Proposed Hotel, 2629 Taylor Street*, San Francisco, California, November 21, 2019.

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

The project site is entirely paved and is currently developed with a commercial building. For these reasons, construction of the proposed project would not result in the loss of topsoil. Site preparation and excavation activities would disturb soil to a depth of up to 12 feet below ground surface and the remove about 6,051 cubic yards of soil, creating the potential for windborne and waterborne soil erosion. The project site is relatively flat and has no change in elevation from one end to another. Pursuant to Section 146 et seq. of the San Francisco Public Works Code, any construction project that disturbs more than 5,000 sf of ground surface requires the development and implementation of an erosion and sediment control plan. The proposed project is subject to this requirement, and compliance with this requirement would ensure that the proposed project would not result in substantial soil erosion during construction. In addition, as discussed in section D.16 Hydrology and Water Quality, the project would be subject to the Stormwater Management Ordinance to address runoff once constructed. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-3: The proposed project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse by being located on a geologic unit or soil that is unstable, or that could become unstable. ***(Less than Significant)***

As discussed under Impact GE-1, the potential for landslide at the project site is low and the potential for liquefaction or lateral spreading would be addressed through ground improvement and a structural mat slab foundation in combination with torque down piles underlain by approximately eight feet of Bay Mud. In addition, the proposed project is required to comply with the provisions of the California Building Code and the San Francisco Building Code that address issues related to seismic safety and unstable soil. The geotechnical report includes recommendations related to the following aspects of construction: site preparation and grading; foundations; basement walls; underpinning (including permeation grouting and underpinning piers; temporary shoring; and seismic design. Implementation of these recommendations would ensure that the proposed project would not cause the soil underlying the project site to become unstable and result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The building department would review the project's structural documents for conformance with these recommendations. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-4: The proposed project would not create substantial risks to life or property by being located on expansive soils. ***(Less than Significant)***

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 soil underlying the project site, as measured by its plasticity index, has not yet been determined. As part of the design-level geotechnical report prepared for the proposed project, the San Francisco Building Code requires an analysis of the project site's potential for impacts related to soil expansion and, if applicable, the implementation of measures to address any impacts. For this reason, the proposed project would not create substantial risks to life or property as a result of being located on expansive soil. This impact would be less than significant, and no mitigation measures are necessary.

Impact GE-5: The proposed project would not directly or indirectly destroy a unique paleontological resource or site. ***(Less than Significant)***

Paleontological resources, or fossils, are the remains, imprints, or traces of mammals, plants, and invertebrates from a previous geological period. Such fossil remains as well as the geological formations that contain them are also considered a paleontological resource. Together, they represent a limited, nonrenewable scientific and educational resource. The potential to affect fossils varies with the depth of disturbance, construction activities, and previous disturbance.

The project site is underlain by artificial fill to a depth of 20 feet below ground surface. The proposed project excavation to 12 feet would occur in artificial fill material. Due to the lack of fossils contained in artificial fill material, the possibility that fossils would be encountered is low. Based on the underlying site conditions and the depth of excavation, construction of the proposed project would not affect a unique paleontological resource or site. This impact would be less than significant, and no mitigation measures are necessary.

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)***

Environmental impacts related to geology and soils are generally site-specific. Nearby cumulative development projects would be subject to the same seismic safety standards in the building code and design review procedures applicable to the proposed project. The building department in its review of the permits for the project and cumulative projects would ensure conformance with geotechnical recommendations in site-specific geotechnical reports such that a significant cumulative impact would not occur. Paleontological resource impacts are also site-specific. The project excavation would extend to fill and would not affect significant paleontological resources.

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, including paleontology.

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?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐	☐
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 to project inundation?	☐	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☐

According to SFPUC 100-Year Storm Flood Risk Map, the project site is not located within a 100-year flood hazard area,[116] or an area identified as being subject to potential inundation in the event of a tsunami along the San Francisco coast or a dam or levee failure.[117] Therefore, the proposed project would not create a risk related to a release of pollutants due to inundation in a flood hazard, tsunami, or seiche zone and topic 16(d) is not applicable to the proposed project and is not discussed below.

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

[116] San Francisco Public Utilities Commission, 100-Year Storm Flood Risk Map, 2019. Available online at: https://sfplanninggis.org/floodmap/. Accessed December 2020.

[117] City and County of San Francisco, Community Safety Element of the San Francisco General Plan, 2012, Map 5 (Tsunami Hazard Zones San Francisco) and Map 6 (Potential Inundation Areas Due to Reservoir Failure), https://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf. Accessed December 2020.

(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 Regional Water Quality Control Board (regional board). Therefore, because the proposed project's wastewater and stormwater would be treated at the Southeast Water Pollution Control Plant to state standards, the proposed project would not conflict with regional board requirements.

As discussed under Section D.15, Geology and Soils, groundwater is estimated to be at a depth of approximately 9.7 feet bgs and would likely be encountered at the maximum excavation depth of approximately 12 feet. Therefore, dewatering for the proposed project is likely to be necessary during construction. If any groundwater is encountered during construction, it would be discharged into the combined stormwater/sewer system and 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 permit from the Wastewater Enterprise Collection System Division of the San Francisco Public Utilities Commission. 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.

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 on-site 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 in Section 15, Geology and Soils, the proposed project would be required to develop and implement an erosion and sediment control plan that would identify BMPs to control discharge of sediment and other pollutants from entering the city's combined sewer system during construction. Further, runoff from the project site would drain into the city's combined stormwater/sewer system, ensuring that such runoff is 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, and no mitigation would be required.

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

The project site is impervious; the proposed project would not increase the amount of impervious surface on the site. Therefore, the proposed project would not result in any change in infiltration on or increase runoff from the project site.

Although groundwater was located approximately 10 feet bgs during the geotechnical investigation, this depth may vary with the seasons and the amount of rainfall. Because the proposed project would excavate to approximately 12 feet bgs, it is likely that groundwater would be encountered; therefore, dewatering would be required during construction.

The project site is located in the downtown San Francisco groundwater basin. All groundwater resources are managed by the SFPUC's groundwater management program, ensuring that local groundwater resources designated for current or future beneficial uses are properly protected to prevent overdraft, pollution, or contamination.

Project operation would not extract underlying groundwater supplies. Therefore, groundwater resources would not be substantially depleted, and the proposed project would not otherwise substantially interfere with groundwater recharge or impede sustainable groundwater management. The proposed project would have a ***less-than-significant*** impact on groundwater, and no mitigation measures are necessary.

Impact HY-3: The proposed project would not 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 result in substantial erosion, siltation, or flooding on or off site; that would 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 that would impede or redirect flood flows. ***(Less than Significant)***

The project site is impervious; no streams or creeks are present on the project site. The proposed project would not change the area of impervious surfaces. However, new construction is subject to the Stormwater Management Ordinance. The ordinance requires stormwater runoff to be reduced by 25 percent from existing conditions. The proposed project would be designed to incrementally reduce the amount of impervious surface material on the project site through implementation of low-impact development and other measures identified in the Stormwater Management Ordinance, which also requires a decrease in the amount of stormwater runoff associated with a proposed project, per the city's Stormwater Management Requirements and Design Guidelines. Overall, impervious surfaces on the site would not change substantially as part of the proposed project. The project site's drainage patterns would generally remain the same, and, ultimately, drainage would be improved. As such, the proposed project would not be expected to result in substantial erosion or flooding associated with changes in drainage patterns; the potential to result in erosion or flooding would be similar to existing conditions. The impact would be ***less than significant***.

During construction and operation of the proposed project all wastewater and stormwater runoff from the project site would be treated at the Southeast Water Pollution Control Plant. As noted above, treatment would be provided pursuant to the effluent discharge standards contained in the city's NPDES permit for the plant. During construction and operation, the proposed project would be required to comply with all local wastewater discharge, stormwater runoff, and water quality requirements, including the Stormwater Management Requirements and Design Guidelines, described above under Impact HY-1, and the Stormwater Management Ordinance. Compliance with the Stormwater Management Requirements and Design Guidelines would ensure that stormwater generated by the proposed project would be managed onsite to reduce the runoff flow rate and volume for a two-year 24-hour design storm by 25 percent such that the proposed project would not contribute additional volumes of polluted runoff to the city's stormwater infrastructure. Compliance with the Stormwater Management Ordinance would ensure that the design of the proposed project would include the installation of appropriate stormwater management systems that would retain runoff onsite, promote stormwater reuse, and limit discharges from the site to the city's combined stormwater/sewer system. Furthermore, the addition of new street trees along the project site frontages and POPOS along a portion of Merchant Street would allow runoff to infiltrate, thereby minimizing runoff that could exceed the capacity of existing or planned stormwater drainage systems. Therefore, the proposed

project would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Furthermore, the proposed project would not impede or redirect flood flows. Therefore, this impact would be ***less than significant***, and no mitigation measures are necessary.

Impact HY-5: 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 described above, the proposed project would be required to meet the standards for stormwater management as well as the city's NPDES permit and SFPUC stormwater management requirements. In addition, the proposed project would also have to comply with the appropriate water quality objectives for the region. Commonly practiced best management practices would be implemented to control construction site runoff and reduce the discharge of pollutants to storm drain systems from stormwater and other nonpoint-source runoff. As part of compliance with permit requirements during ground-disturbing or other construction activities, implementation of water quality control measures and best management practices would ensure that water quality standards would be achieved, including the water quality objectives that protect designated beneficial uses of surface and groundwater, as defined in the basin plan.

The NPDES Construction General Permit also requires stormwater discharges not to contain pollutants that cause or contribute to an exceedance of any applicable water quality objectives or water quality standards, including designated beneficial uses. In addition, implementation of the SFPUC's groundwater management program and general plan policies would require protection for groundwater recharge areas and groundwater resources, as required by a sustainable groundwater management plan. Therefore, the proposed project or residential variant would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impacts would be ***less than significant***, and no mitigation measures are necessary.

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 would result in an intensification of land uses in the project vicinity, similar to the proposed project and could result in an increase in polluted runoff and stormwater discharges. However, other development projects would be subject to the same water conservation and stormwater management ordinances that are applicable to the proposed project. Because other development projects would be required to comply with drainage, dewatering, and water quality regulations, similar to the proposed project, peak stormwater drainage rates and volumes for the design storm would gradually decrease over time with new development, meaning that no substantial cumulative effects would occur. Compliance with these ordinances would reduce the effects of cumulative projects to less-than-significant levels. Therefore, the proposed project, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to hydrology and water quality. Cumulative impacts would be ***less than significant***. No mitigation measures are necessary.

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?	☐	☐	☒	☐	☐
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; is not located within an airport land use plan area or within an airport land use plan, or within two miles of a public airport or public use airport which would result in a safety hazard or excessive noise for people residing or working in the area; and is not located within or adjacent to a wildland area. Therefore Topics D.17(d), D.17(e), and D.17(g) are not applicable to the proposed project.

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

Hazardous materials may be stored on site during construction of the proposed project. These hazardous materials include fuel for construction equipment, paints, solvents, and other types of construction

materials that may contain hazardous ingredients. Transportation of hazardous materials to and from the project site would occur on designated hazardous materials routes, by licensed hazardous materials handlers, as required, and would be subject to regulation by the California Highway Patrol and the California Department of Transportation. Compliance with these regulations would reduce any risk from the routine transport, use, or disposal of hazardous materials to a less-than-significant level and no mitigation would be required.

The proposed project's hotel and retail uses would likely result in the use of common types of hazardous materials, such as cleaning products and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Any chemical waste generated by the project would be used, stored, and disposed of according to manufacturer requirements and subject to existing regulatory programs. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards through their routine transport, use, or disposal. This impact would be less than significant, and no mitigation would be required.

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*)

As stated above, the project site is not on a list of hazardous materials sites 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. If a proposed project were to disturb at least 50 cubic yards of soil, and the site history indicated that hazardous substances may be present, the proposed project would be required to enroll in the Maher program.

The proposed project would result in the excavation of up to 6,051 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 (public health department). The results of the Phase I Site Assessment Report indicated that there is no evidence of Recognized Environmental Conditions on the project site.[118] Pursuant to the Maher Ordinance, the health department has determined that the project sponsor would need to submit a Phase II Subsurface Investigation and a Phase II Work Plan for review and approval[119] for construction at the project site. The plan would provide a decision framework to manage soil excavated for construction of the foundation, and unanticipated suspect conditions (i.e., unknown structures), if any, encountered during construction. The plan additionally describes residual chemicals of potential concern detected in soil and ground water beneath the site during prior investigations, and protocol to address these chemicals of concern during construction.

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[118] AEI Consultants, Phase I Environmental Site Assessment: 2629 Taylor Street, San Francisco, California, July 2, 2019.

[119] Department of Public Health, *Phase Two Work Plan Request, 2629 Taylor Street*, EHB-SAM No. SMED: 1955, May 11, 2020.

Asbestos-Containing Materials

The project site is occupied by a building that was constructed in 1947, which would be demolished by the proposed project. 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 demolition disturbance.

The California Department of Toxic Substance Control considers asbestos hazardous, and removal of ACMs 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, Bay Area Air Quality Management District (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 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 ACMs, 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.

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 childcare 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 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 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 or renovation of structures with lead-based paint would be less than significant.

Based on mandatory compliance with existing regulatory requirements and the Maher Ordinance, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and/or groundwater, asbestos, or lead-based paint, and the proposed project would result in a less-than-significant impact with respect to these hazards, and no mitigation measures are necessary.

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

Francisco Middle School is a public school located at 2190 Powell Street within a quarter mile of the project site. One daycare center—Chinatown Community Children's Center North Beach, located at 715 Chestnut Street—is within a quarter mile of the project site.

As stated above, the proposed project would construct a five-story, 40-foot (48-feet-6-inches with elevator penthouse) over basement hotel with approximately 136 guestrooms above 3,172 sf of ground-level retail uses. Ground-disturbing activities would be limited to the 14-month construction period. The proposed project would require the appropriate handling and transport of hazardous wastes, as described in Impacts HZ-1 and HZ-2. The project sponsor would be required to comply with regulations described in Impacts HZ-1 and HZ-2, which would ensure that hazardous materials are handled safely and would not be released within one-quarter mile of schools. In particular, as discussed above in Impact HZ-2, a site mitigation plan would be prepared and reviewed by the health department to minimize hazardous emissions during construction. In addition, as discussed in Impact HZ-1 and under Section D.16, Hydrology and Water Quality, the project would comply with requirements for the handling and disposal of contaminated groundwater. Therefore, there would be limited potential for such materials to affect schools in the vicinity, and the proposed project would have a less than significant impact with respect to the handling of hazardous materials within one-quarter mile radius of an existing or proposed school. No mitigation measures are required. Impacts related to emissions from construction vehicles are discussed in Section D.7, Air Quality.

Impact HZ-4: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. ***(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. However, 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, and no mitigation measures are necessary.

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

Impacts from hazards and hazardous materials are generally site-specific. Nearby cumulative projects would be subject to the same city, regional, state, and federal regulations designed to protect the public and the environment from risks associated with hazards and hazardous materials, and to ensure that emergency access routes are maintained. Any future development in the project vicinity would be subject to these same laws and regulations. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials.

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 result in increased energy consumption but would not encourage activities that result in the use of large amounts of fuel, water, or energy or use these in a wasteful manner. (*Less than Significant*)

In California, energy consumption in buildings is regulated by Title 24 of the California Code of Regulations. Title 24 includes standards that regulate energy consumption for the heating, cooling, ventilation, and lighting of residential and non-residential buildings. In San Francisco, documentation demonstrating compliance with Title 24 standards is required to be submitted with a building permit application. Compliance with Title 24 standards is enforced by the building department. The proposed project, which would be located on an infill site, would include new construction. The proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Code.

Non-renewable energy consumption would occur during the proposed project construction and operational phases. Construction energy consumption would be primarily in the form of indirect energy inherent in the production of materials used for construction (e.g., the energy necessary to manufacture a steel beam from raw materials) and the fuel used by construction equipment. Construction-related energy consumption is roughly proportional to the size of the new building proposed.

Operational-related energy consumption would include electricity and natural gas, as well as fuel used by residents and employees as expressed through vehicle miles traveled. Electricity and natural gas would be used for building space heating and lighting, as well as for operation of equipment and machines.

Energy conservation design features that meet state and local goals for energy efficiency and renewable energy have been incorporated into the project design to reduce wasteful, inefficient, and unnecessary consumption of energy during project construction and operation. As stated above, the proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Code, thus minimizing the amount of fuel, water, and energy used. The proposed project would also incorporate transportation demand management measures into its design, such as compliance with the city's Commuter Benefits Ordinance, parking cash-out program, Transportation Sustainability Fee, Transportation Demand Management Program, Jobs-Housing Linkage Program, bicycle parking, showers, and lockers, green building requirements for fuel-efficient vehicle and carpool parking, and car sharing requirements, and would be in proximity to several public transportation options. These features would minimize the amount of transportation fuel consumed. As discussed in Section D.5, Transportation and Circulation, the project site is in an area with a comparably low level of VMT per capita and per employee,

relative to the regional average, and employees and hotel guests would most likely engage in vehicle use patterns similar to those of the existing population in the neighborhood and general vicinity. Given the project's features and location, it would not result in wasteful use of fuel from vehicle trips. For these reasons, the proposed project would not use energy resources in a wasteful, inefficient, or unnecessary manner, nor would the proposed project conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency. This impact would be less than significant, and no mitigation would be required.

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

The geographic context for the analysis of cumulative impacts associated with energy is the service territory of the energy utility that serves the project site, PG&E, while the geographic context for the analysis of cumulative impacts associated with fuel use is the city. The proposed project would involve construction of hotel and retail uses, resulting in an increase of energy use at the site. Like the proposed project, all new development in the city would be required to comply with the standards of Title 24 and the San Francisco Green Building Code, thereby minimizing the amount of fuel, water, and energy used. Per capita VMT in the city is relatively low compared with the regional average; therefore, cumulative development, including the project, would not result in wasteful use of fuel from transportation.

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 project site is developed with a building that covers the site. Therefore, the project would not reduce habitat for any fish or wildlife species, or cause a fish or wildlife population to drop below self-sustaining levels. It would not 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 Section D.3, Cultural Resources, and in D. 4, Tribal Cultural Resources, implementation of the proposed project would not result in a substantial adverse change in the significance of an archeological resource or a tribal cultural resource and would not disturb human remains, with implementation of Mitigation Measures M-CR-2 and M-TCR-1. For these reasons, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory.

As discussed in Section D.6, Noise, implementation of Mitigation Measure M-NO-2 would ensure that construction-period vibration would not substantially affect adjacent vibration-sensitive structures, including historic buildings. As discussed in Section D.7, Air Quality, implementation of Mitigation Measure M-AQ-4 would ensure that impacts related to construction-period air pollutant emissions would be less than significant and would not result in adverse health effects to people living in the area. With implementation of M-AQ-4, the proposed project's contribution to cumulative air quality impacts would be reduced to a less-than-significant level. As discussed in Section D, Evaluation of Environmental Effects, the proposed project would not make a considerable contribution to any other cumulative environmental impacts.

E. Public Notice and Comment

On September 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, and neighborhood organizations. No comments related to environmental review were received.

F. 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 May 4, 2022

G. Initial Study Preparers

San Francisco Planning Department

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San Francisco, CA 94103

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- Deputy Environmental Review Officer: Devyani Jain
- Principal Environmental Planner: Debra Dwyer
- Environmental Planner: Lauren Bihl
- Archeologists: Kari Lentz, Sally Morgan
- Preservation Planner: Maggie Smith

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Project Sponsor

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Tim Wilson

Project Sponsor Representative

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Oakland, CA 94610

Craig S. Shields, P.E., G.E.
Linda H. J. Liang, P.E., G.E.

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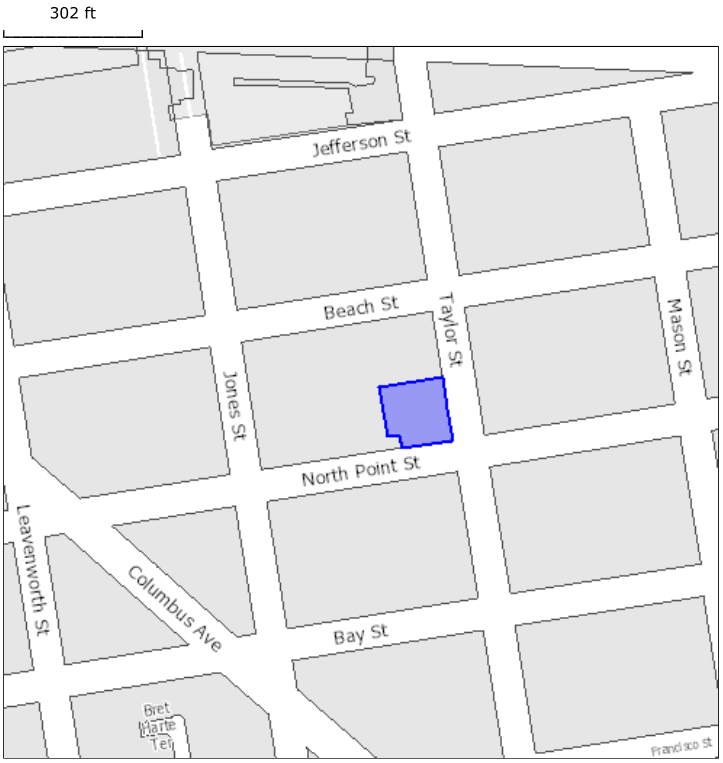
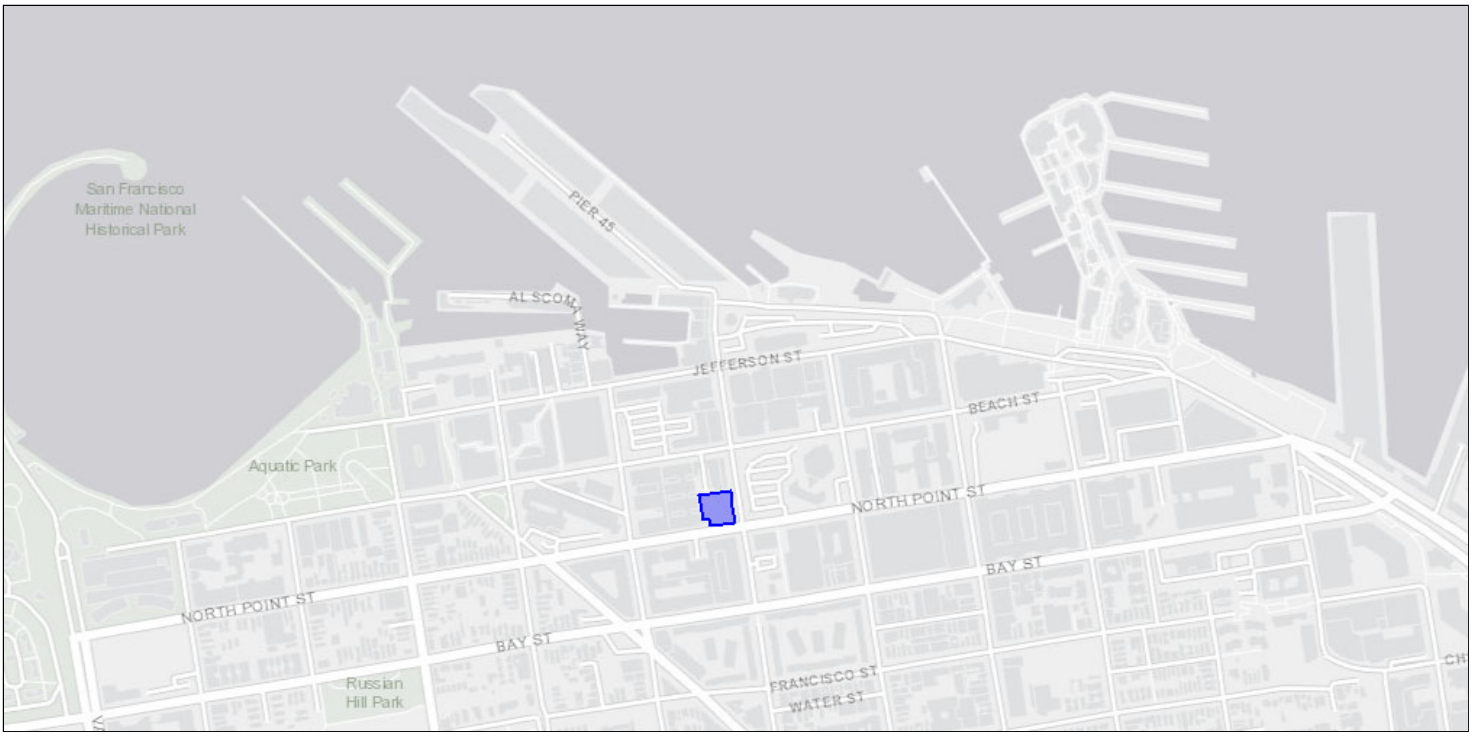
H. Project Figures

Figure 1. 2629 Taylor Street Project Location





Printed: 4/19/2022

STANTON ARCHITECTURE

2629 TAYLOR STREET

SAN FRANCISCO, CA

PROPOSED SITE PLAN

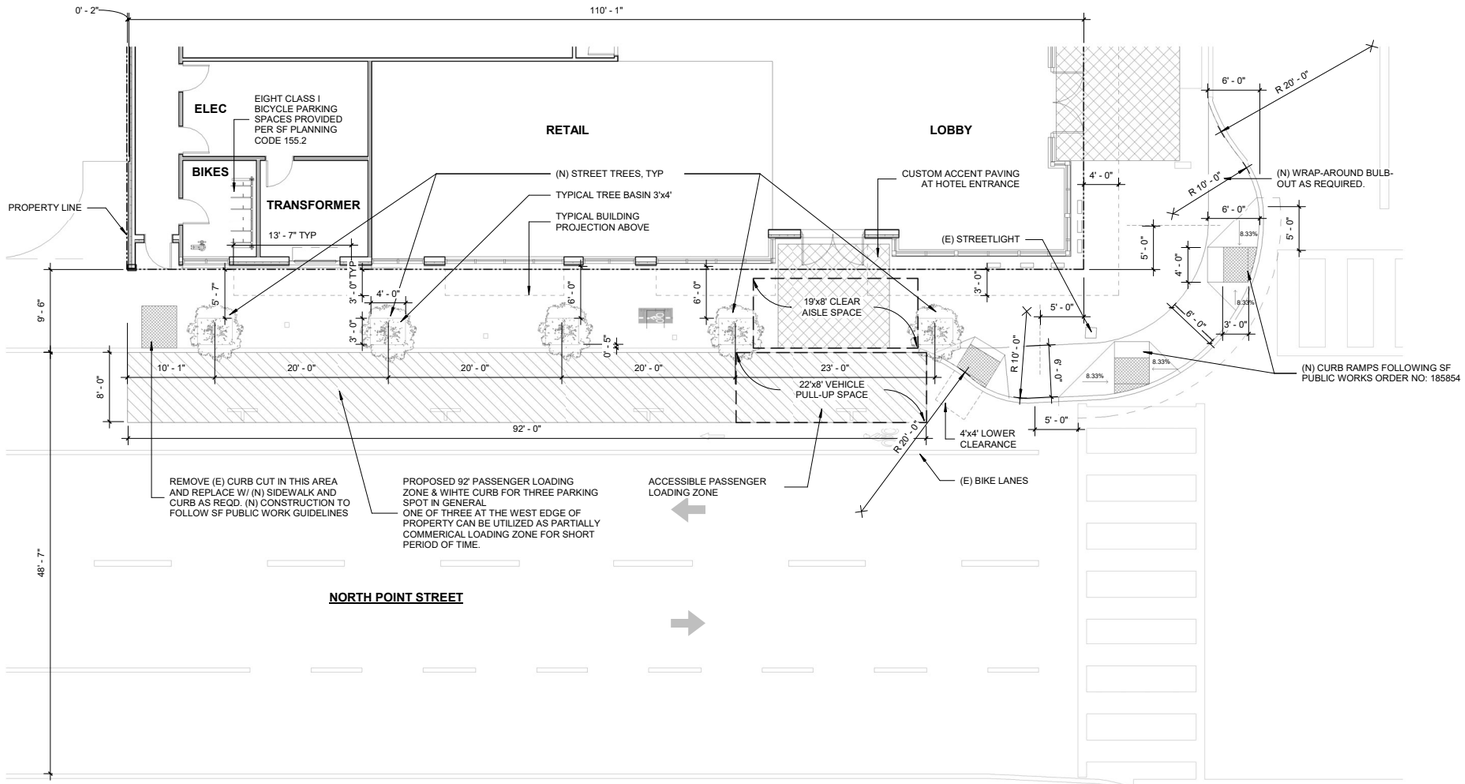
12/14/2020

0 16 32

A020

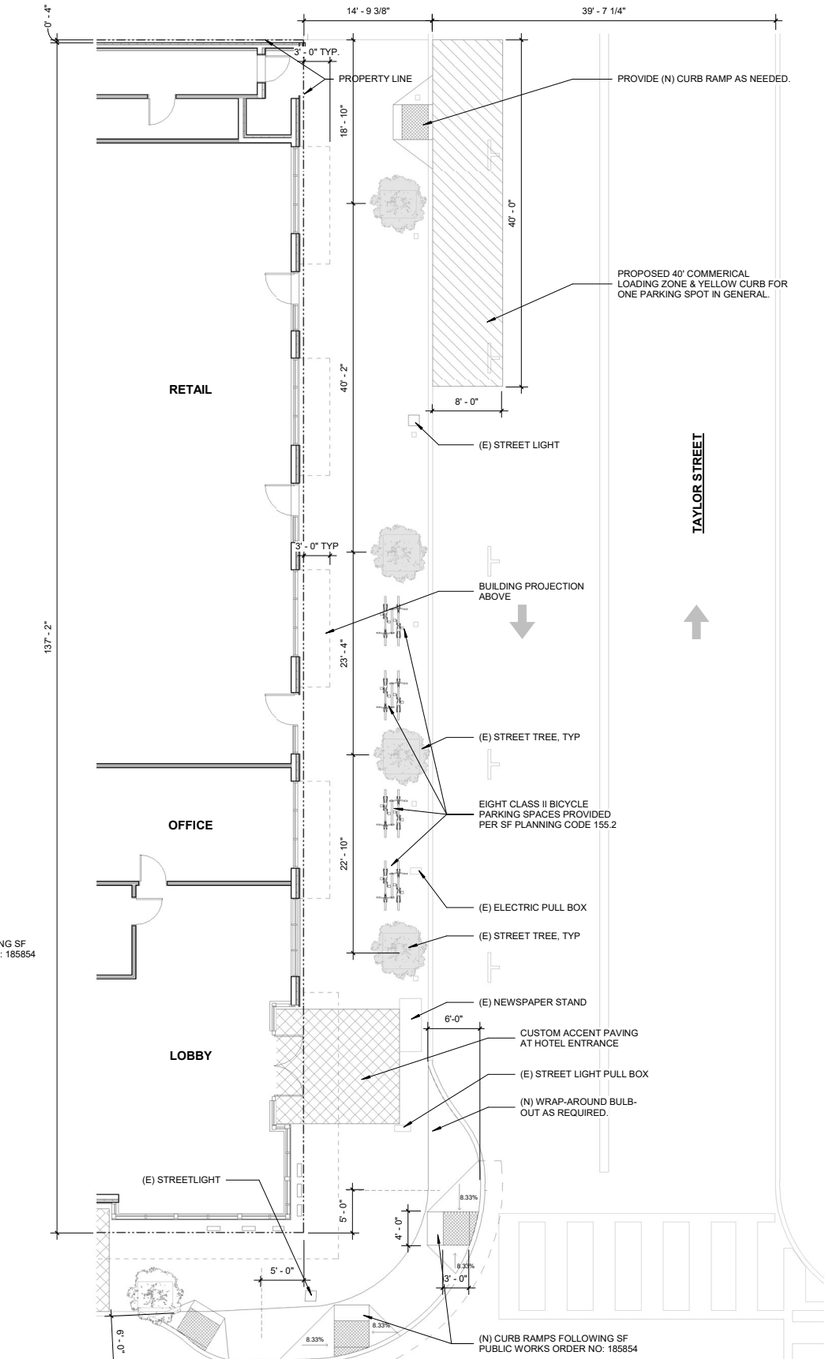
BIOLOGICAL RESOURCE SUMMARY

- THERE ARE FOUR (4)(E) STREET TREES ON TAYLOR STREET. THESE FOUR STREET TREES WILL BE PRESERVED AND PROTECTED THROUGHOUT CONSTRUCTION. SEE PLAN ON THIS SHEET.
- THERE ARE NO OTHER BIOLOGICAL RESOURCES CURRENTLY PRESENT AT THE SITE.
- A TOTAL OF FIVE (5)(N) STREET TREES WILL BE PLANTED ON NORTH POINT STREET. SEE PLANS ON THIS SHEET.



SEVEN STREET TREES IN TOTAL ON NORTH POINT STREET, ZERO TREES REMOVED

② PROPOSED STREETSCAPE PLAN - NORTH POINT ST
1/8" = 1'-0"



SEVEN STREET TREES IN TOTAL ON TAYLOR STREET, ZERO TREES REMOVED

① PROPOSED STREETSCAPE PLAN - TAYLOR ST
1/8" = 1'-0"

STANTON ARCHITECTURE

2629 TAYLOR STREET

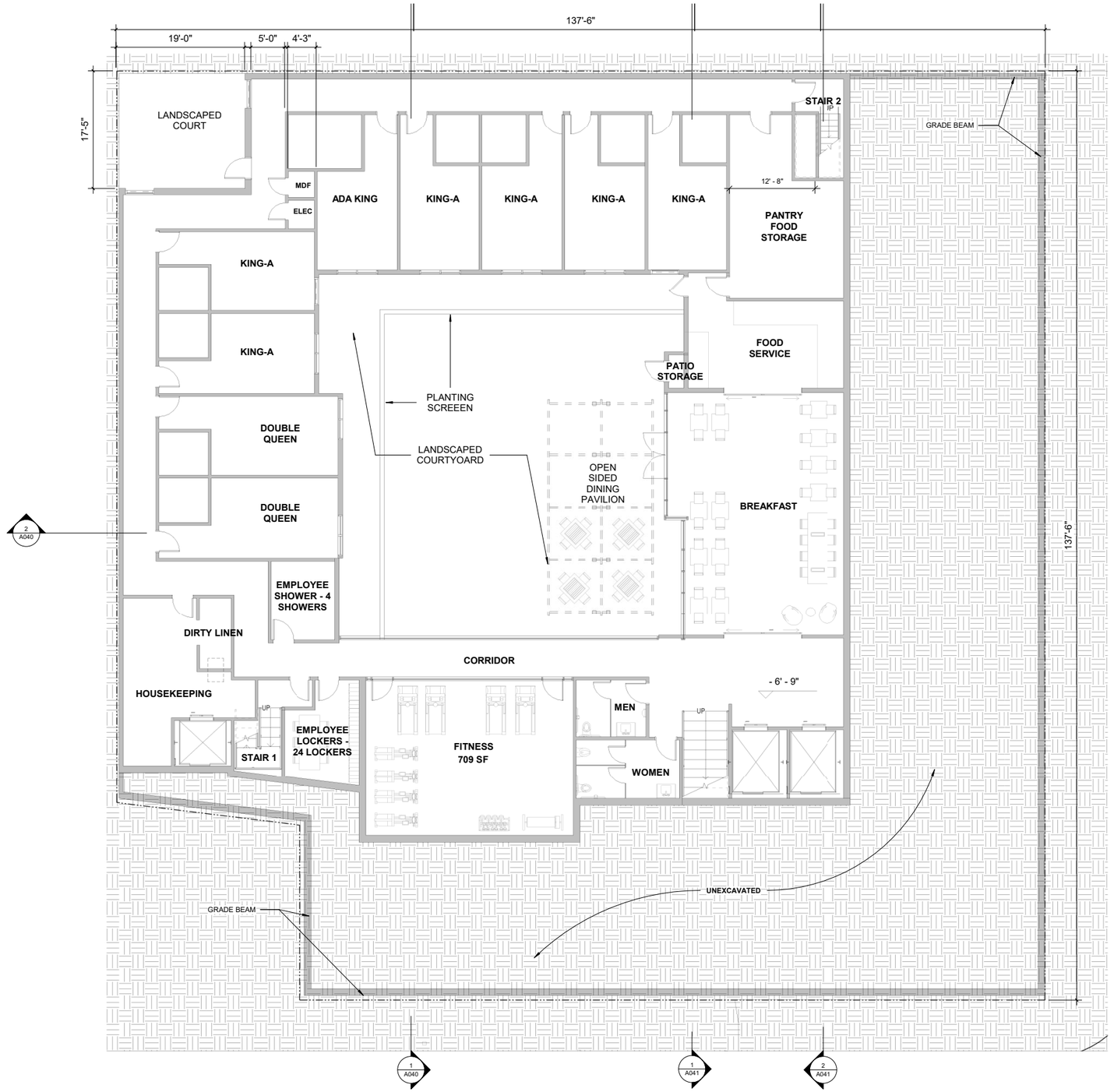
SAN FRANCISCO, CA

PROPOSED STREETSCAPE PLAN

12/14/2020

0 8 16

A021



9 GUESTROOMS

STANTON ARCHITECTURE

12/14/2020

2629 TAYLOR STREET

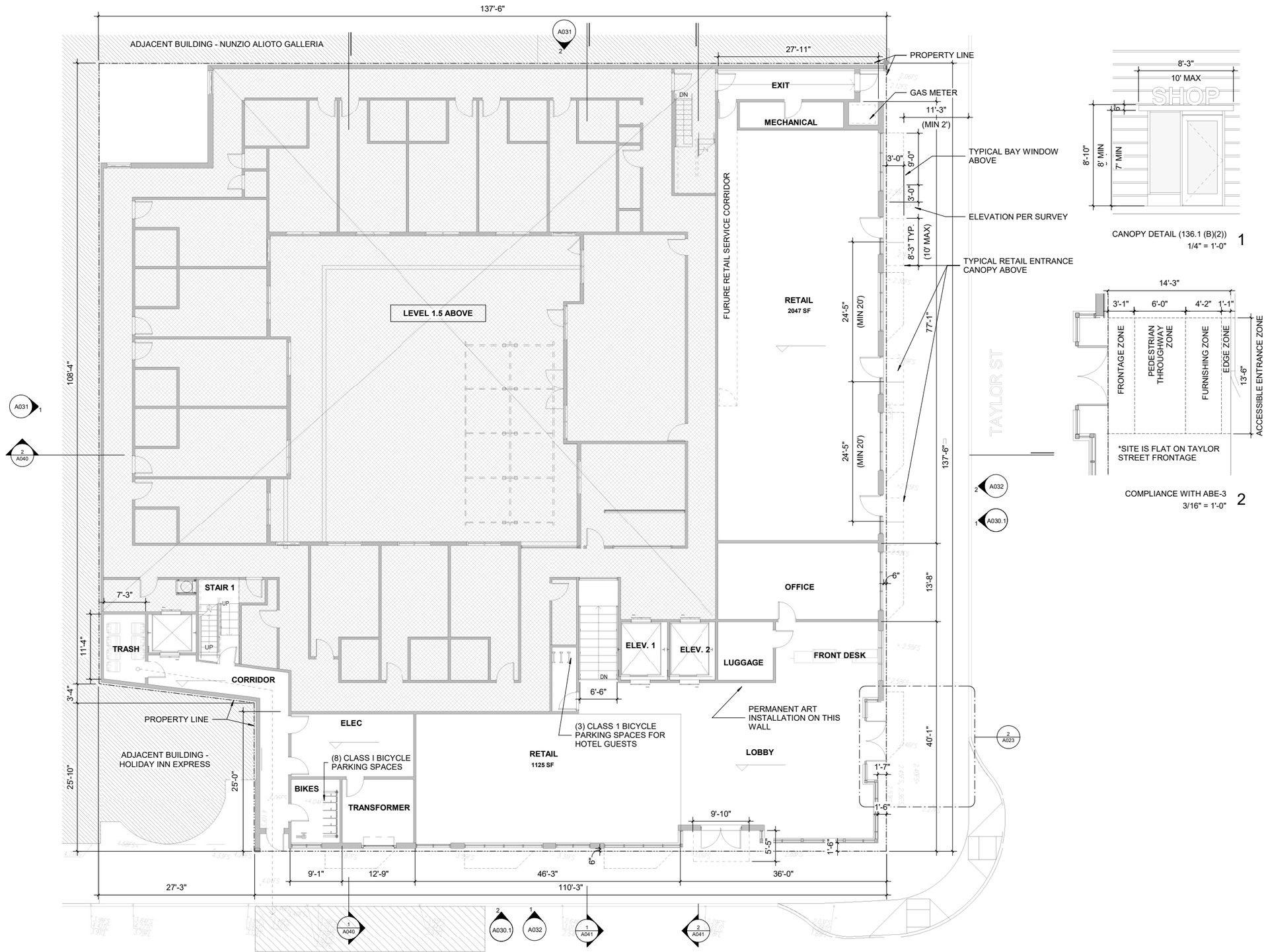
SAN FRANCISCO, CA

BASEMENT FLOOR PLAN

(ELEVATION -4.5')

0 8 16

A022



CANOPY DETAIL (136.1 (B)(2)) 1
1/4" = 1'-0"

COMPLIANCE WITH ABE-3 2
3/16" = 1'-0"

LOADING OPERATION PLAN

- ALL DELIVERIES TO THE HOTEL WILL BE FROM THE COMMERCIAL LOADING ZONE ON NORTH POINT STREET (SEE SHEET A021) AND WILL ENTER THE HOTEL THROUGH THE CORRIDOR ALONG THE HOTEL WEST PROPERTY LINE.
- IT IS ANTICIPATED THAT THERE WILL BE TWO DELIVERIES TO THE HOTEL ON A TYPICAL DAY, ONE FOR LAUNDRY PICK UP/DROP OFF AND ONE FOR MISCELLANEOUS DELIVERY.
- ALL NORMAL DELIVERIES WILL OCCUR DURING NORMAL BUSINESS HOURS.
- ALL NORMAL DELIVERIES WILL BE IN 20x22 FOOT BOX TRUCKS.

TRASH/RECYCLING REMOVAL STRATEGY

- ON THE SCHEDULED DAY FOR TRASH/RECYCLING PICK-UP, HOTEL STAFF WILL MOVE THE CONTAINERS FROM THE TRASH ROOM TO NORTH POINT STREET ALONG THE PATH INDICATED AT THE RIGHT. AFTER PICK-UP, HOTEL STAFF WILL REMOVE ALL BINS FROM NORTH POINT STREET AND PUT THEM BACK INSIDE THE TRASH ROOM.

STANTON ARCHITECTURE

12/14/2020

2629 TAYLOR STREET

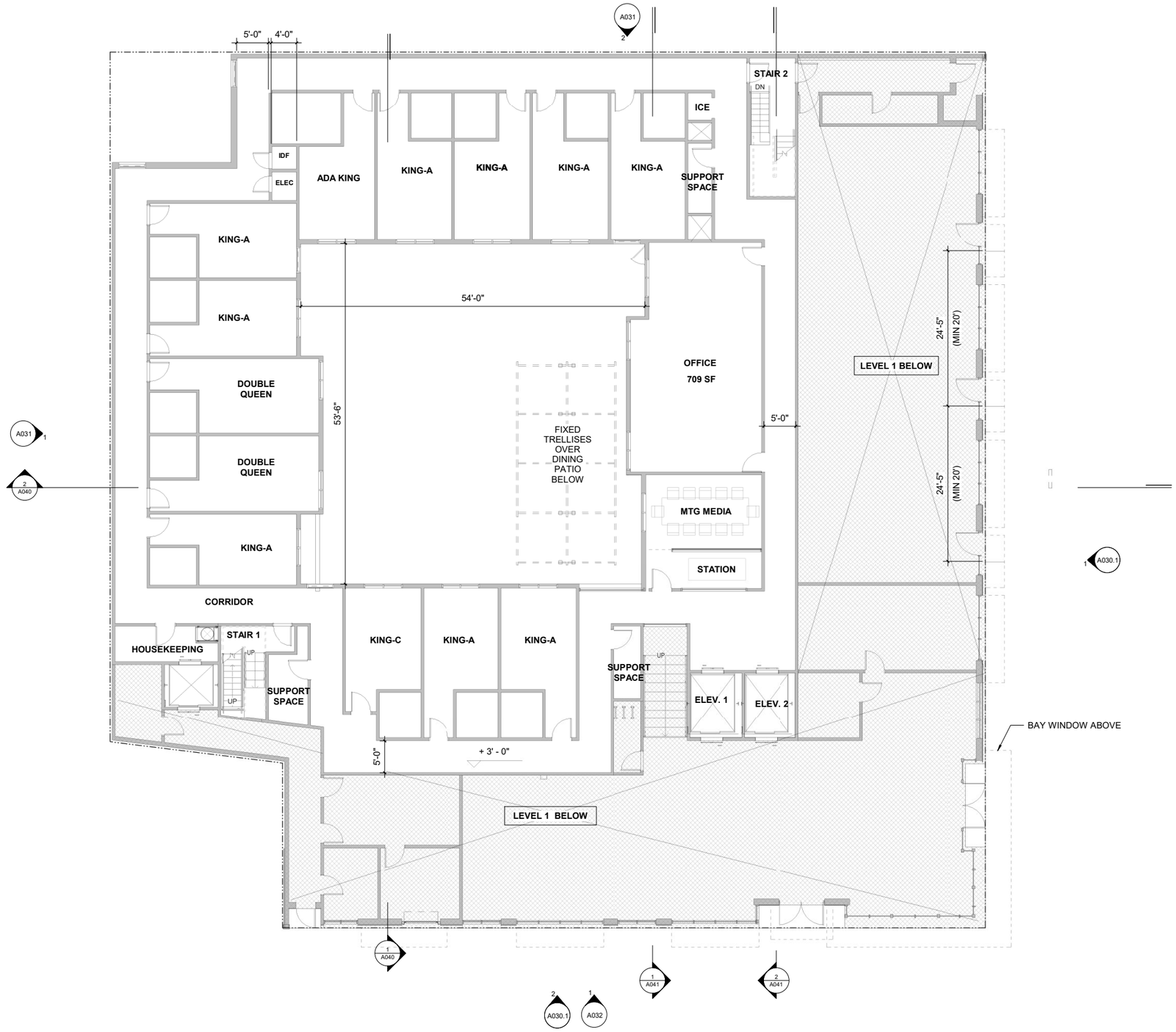
SAN FRANCISCO, CA

LEVEL 1 FLOOR PLAN

(ELEVATION ±2.25')

0 8 16

A023



STANTON ARCHITECTURE

12/14/2020

2629 TAYLOR STREET

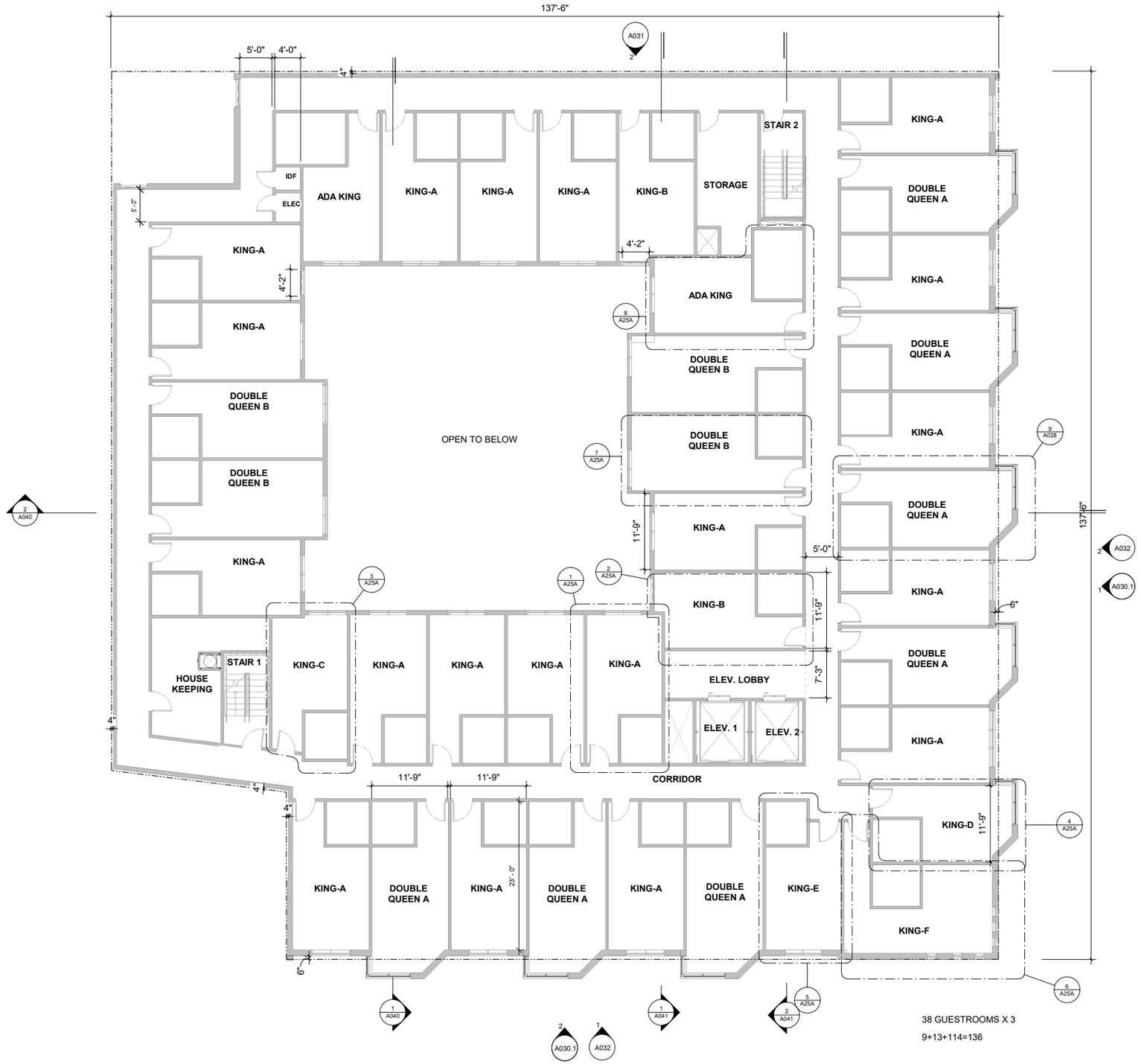
SAN FRANCISCO, CA

LEVEL 1.5 FLOOR PLAN

(ELEVATION +5.25')

0 8 16

A024



STANTON ARCHITECTURE

12/14/2020

2629 TAYLOR STREET

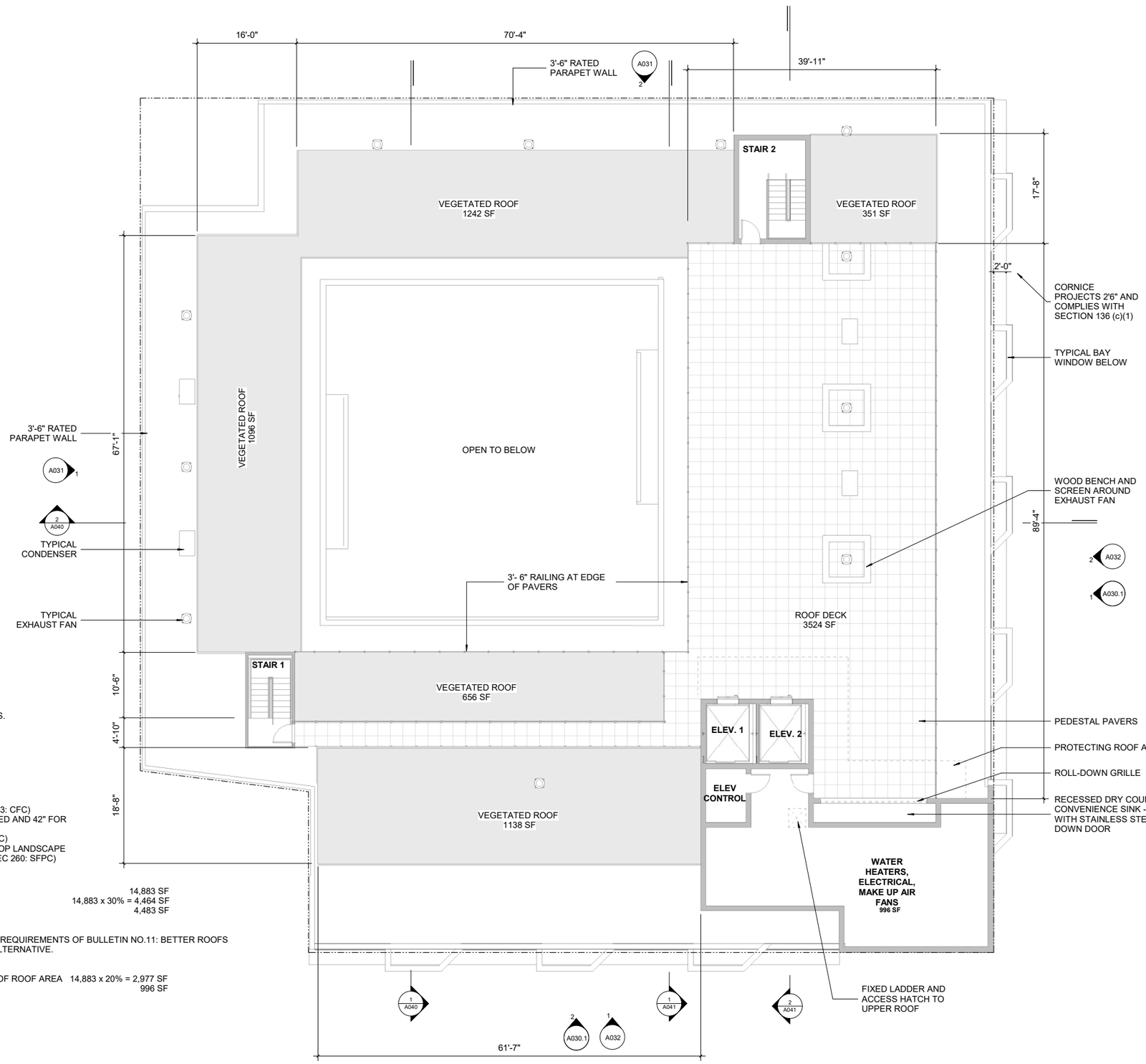
SAN FRANCISCO, CA

LEVEL 2-4 FLOOR PLAN

(ELEVATION +14.5', +23.75', +33')

0 8 16

A025



DESCRIPTION OF MECHANICAL SYSTEM

- THERE ARE NO STATIONARY SOURCES SUCH AS FIRE PUMPS OR EMERGENCY GENERATIONS ENVISIONED AS BEING REQUIRED BY THIS PROJECT.
- EXPOSED ROOF TOP EQUIPMENT WILL BE LIMITED TO THE FOLLOWING:
  - THERE WILL BE TEN 10-TON CONDENSERS (7.5 HP EACH) SERVING THE GUESTROOMS SPACED EVENLY AROUND THE ROOF.
  - THERE WILL BE THREE 5-TON CONDENSERS (5.0 HP EACH) FOR THE HOTEL PUBLIC SPACES AND FUTURE RETAIL TENANTS.
  - THERE WILL BE APPROXIMATELY FIFTEEN EXHAUST FANS (1.0 HP EACH) EXHAUSTING AIR FROM THE GUESTROOM AND PUBLIC BATHROOMS.

PROVISIONS ADDRESSING BETTER ROOF ORDINANCE

- DISABLED ACCESS PROVIDED (11B)
- SEPARATION FROM MECHANICAL EQUIPMENT PROVIDED (317.3: CFC)
- PARAPET/GUARDRAIL WITH MIN HEIGHT OF 2' FOR UNOCCUPIED AND 42" FOR OCCUPIED, PROVIDED (1013.2, 1013.3: CBC)
- 6' MIN SEPARATION FROM BUILDING EDGE PROVIDED (317: CFC)
- COMPLYING WITH MAXIMUM ALLOWABLE HEIGHT FOR ROOFTOP LANDSCAPE FEATURES OTHER THAN VEGETATION TO BE 4' (ARTICLE 2.5, SEC 260: SFPC)

TOTAL ROOF AREA:		14,883 SF
REQUIRED VEGETATED ROOF AREA:		14,883 x 30% = 4,464 SF
PROPOSED VEGETATED ROOF AREA:		4,483 SF

THE PROPOSED VEGETATED ROOF AREA COMPLIES WITH THE REQUIREMENTS OF BULLETIN NO.11: BETTER ROOFS ORDINANCE AND SECTION 149 BETTER ROOFS; LIVING ROOF ALTERNATIVE.

ENCLOSED MEP SUPPORT AREA:	MUST BE 20% OF ROOF AREA	14,883 x 20% = 2,977 SF
PROPOSED ENCLOSED MEP SUPPORT AREA:		996 SF

STANTON ARCHITECTURE

12/14/2020

2629 TAYLOR STREET

SAN FRANCISCO, CA

ROOF PLAN

(ELEVATION +42.25')

0 8 16

A026

HEIGHT MEASUREMENT DETAIL | 3
1/4" = 1'-0"

SOUTH ELEVATION | 2
1/8" = 1'-0"

EAST ELEVATION | 1
1/8" = 1'-0"

STANTON ARCHITECTURE

12/14/2020

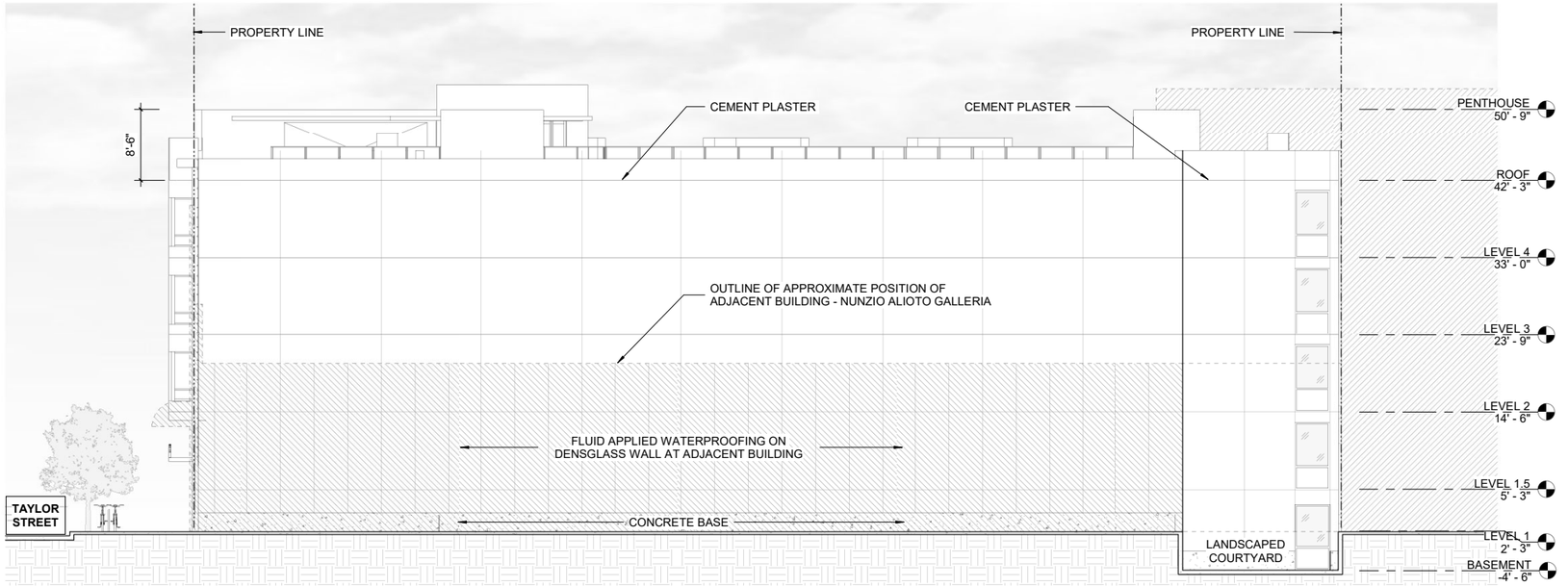
2629 TAYLOR STREET

SAN FRANCISCO, CA

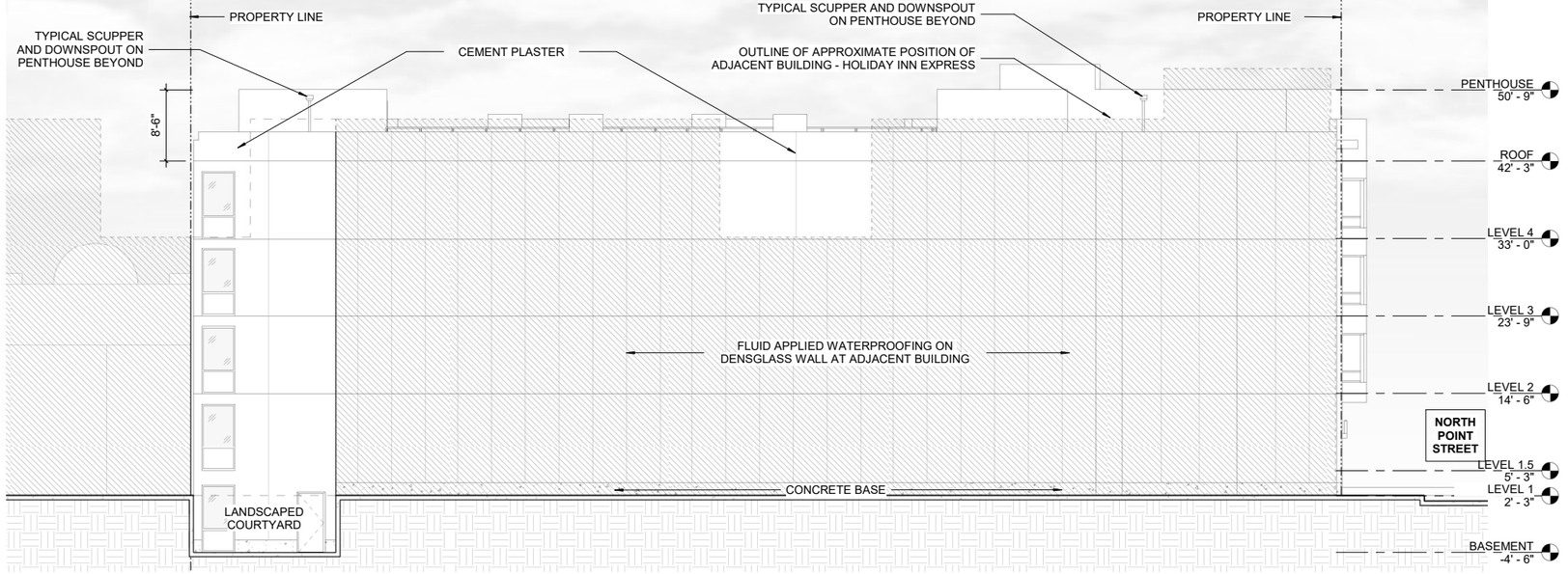
EXTERIOR ELEVATIONS

0 8 16

A030



NORTH ELEVATION
1/8" = 1'-0" 2



WEST ELEVATION
1/8" = 1'-0" 1

STANTON ARCHITECTURE

2629 TAYLOR STREET

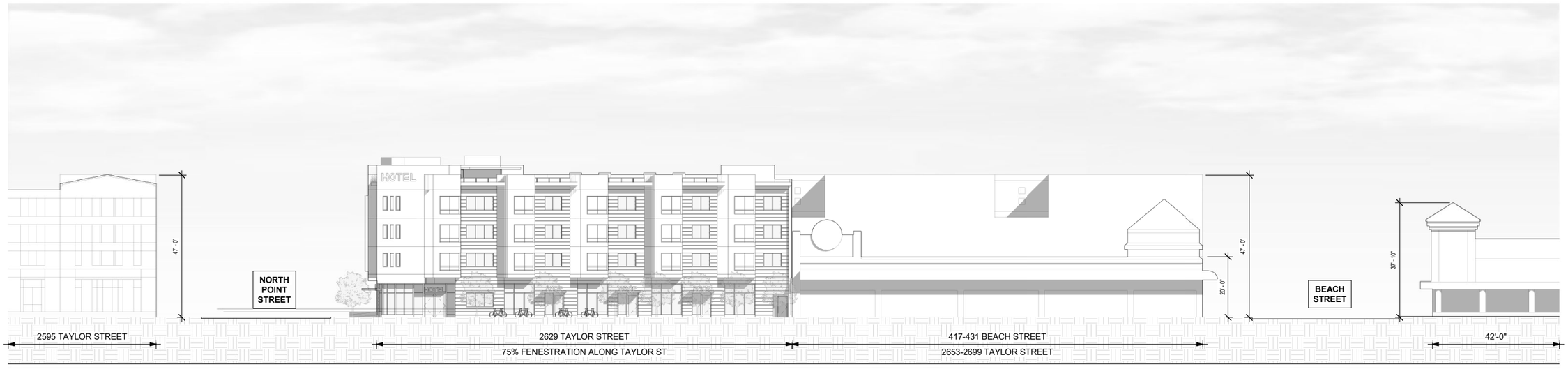
SAN FRANCISCO, CA

EXTERIOR ELEVATIONS

12/14/2020

0 8 16

A031



EAST STREET ELEVATION
1/16" = 1'-0" | 2

SOUTH STREET ELEVATION
1/16" = 1'-0" | 1

STANTON ARCHITECTURE

12/14/2020

2629 TAYLOR STREET

SAN FRANCISCO, CA

STREET ELEVATIONS

0 4 8

A032

SECTION B
1/8" = 1'-0" 2

SECTION A
1/8" = 1'-0" 1

STANTON ARCHITECTURE

12/14/2020

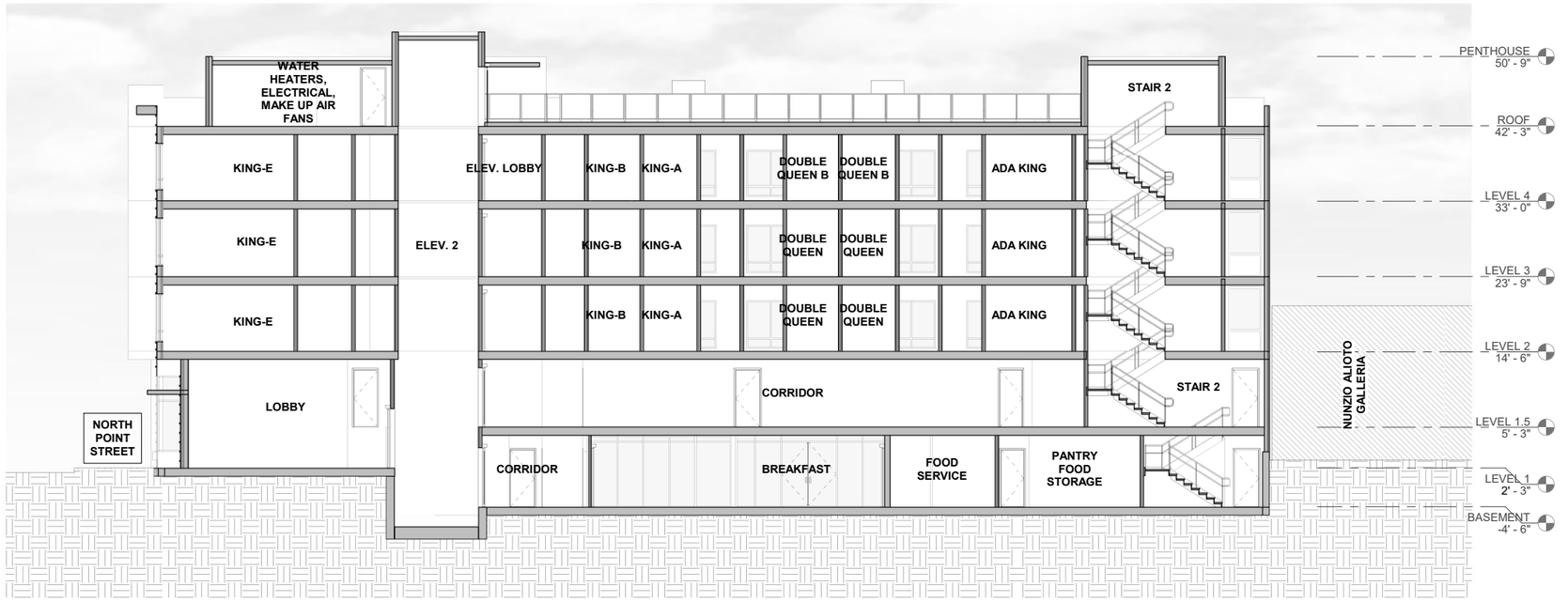
2629 TAYLOR STREET

SAN FRANCISCO, CA

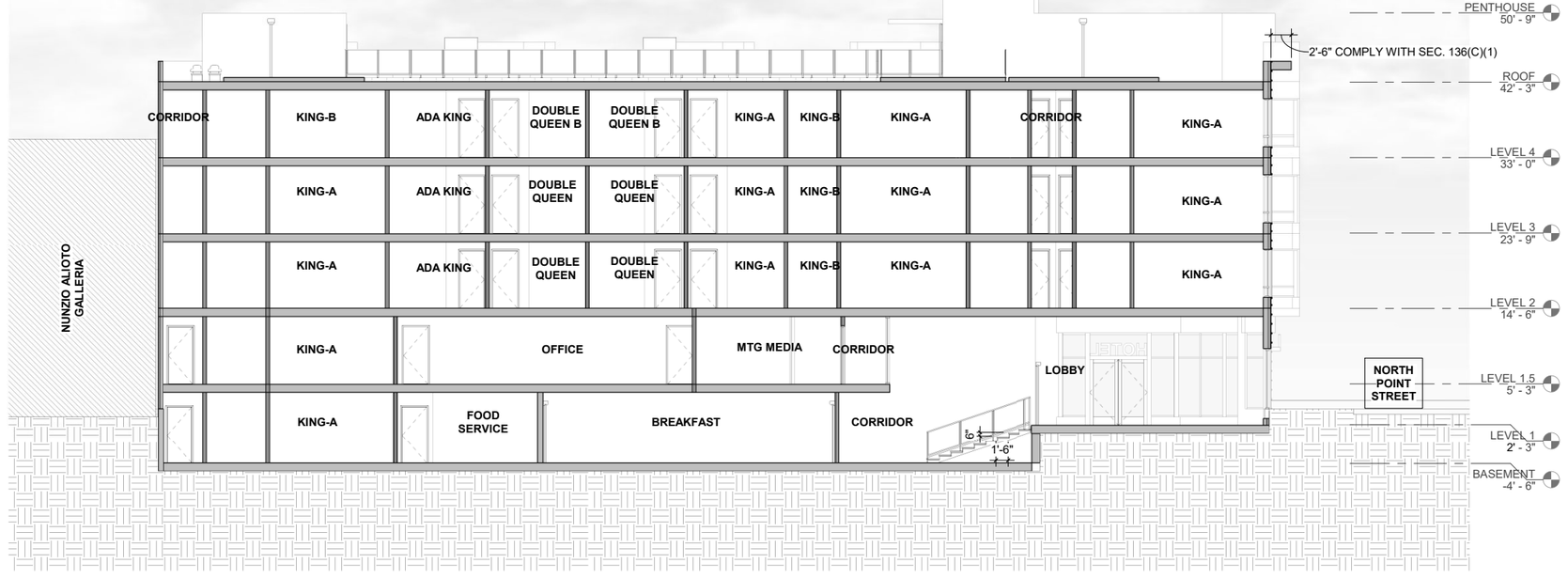
BUILDING SECTIONS

0 8 16

A040



SECTION D
1/8" = 1'-0" 2



SECTION C
1/8" = 1'-0" 1

STANTON ARCHITECTURE

12/14/2020

2629 TAYLOR STREET

SAN FRANCISCO, CA

BUILDING SECTIONS

0 8 16

A041

AGREEMENT TO IMPLEMENT MITIGATION MONITORING AND REPORTING PROGRAM

Record No.:	2019-014334ENV	*Block/Lot:*	0022/014
Project Title:	2629 Taylor Street	*Lot Size:*	18,733 square feet
BPA Nos:	n/a	*Project Sponsor:*	Muzhong Wang, Stanton Architecture
Zoning:	C-2 – Community Business District 40-X Height and Bulk District	*Lead Agency:*	San Francisco Planning Department
		Staff Contact:	Lauren Bihl – 628.652.7498

The table below indicates when compliance with each mitigation measure must occur. Some mitigation measures span multiple phases. Substantive descriptions of each mitigation measure's requirements are provided on the following pages in the Mitigation Monitoring and Reporting Program.

Adopted Mitigation Measure	Period of Compliance			Compliance with Mitigation Measure Completed?
	Prior to the Start of Construction*	During Construction**	Post-construction or Operational	
Mitigation Measure M-CR-2: Archeological Testing	X	X		
Mitigation Measure M-TCR-1: Tribal Cultural Resources Program		X		
Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction	X	X	X	
Mitigation Measure M-AQ-4: Clean Off-Road Construction Equipment	X	X		

NOTES:

* Prior to any ground disturbing activities at the project site.

** Construction is broadly defined to include any physical activities associated with construction of a development project including, but not limited to: site preparation, clearing, demolition, excavation, shoring, foundation installation, and building construction.

✓ I agree to implement the attached mitigation measure(s) as a condition of project approval.

Property Owner or Legal Agent Signature

27 APRIL 2022
Date

Note to sponsor: Please contact CPC.EnvironmentalMonitoring@sfgov.org to begin the environmental monitoring process prior to the submittal of your building permits to the San Francisco Department Building Inspection.

MITIGATION MONITORING AND REPORTING PROGRAM

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
MITIGATION MEASURES AGREED TO BY PROJECT SPONSOR				
CULTURAL RESOURCES: ARCHEOLOGY				
Mitigation Measure M-CR-2: Archeological Testing Based on a reasonable potential that archeological resources may be present within the project site, the following measures shall be undertaken to avoid any potentially significant adverse effects from the proposed project on buried or submerged historical resources. 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 Environmental Review Officer (ERO). All plans and reports prepared by the consultant as specified herein shall be submitted first and directly to the ERO for review and comment and shall be considered draft reports subject to revision until final approval by the ERO. Archeological monitoring and/or data recovery programs required by this measure could suspend construction of the project for up to a maximum of four weeks. At the direction of the ERO, the suspension of construction can be extended beyond four weeks only if such a suspension is the only feasible means to reduce to a less than significant level potential effects on a significant archeological resource as defined in CEQA Guidelines Sect. 15064.5 (a)(c).	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Environmental Review Officer / project sponsor	Considered complete after Archeological Resources Report is approved.

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
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 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.	Project sponsor's qualified archeological consultant and construction contractor	Prior to issuance of construction permits and throughout the construction period	Planning Department	Considered complete after approval of Archeological Testing Plan.
Paleoenvironmental analysis of paleosols. When a submerged paleosol is identified during the testing program, irrespective of whether cultural material is present, samples shall be extracted and processed for dating, flotation for paleobotanical analysis, and other applicable special analyses pertinent to identification of possible cultural soils and for environmental reconstruction.	The archeological consultant, Project Sponsor and project contractor at the direction of the ERO.	Monitoring of soils disturbing activities.	The archeological consultant to conduct analysis	Considered complete upon incorporation of analysis data into results report
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	The archeological consultant, Project Sponsor and project contractor at the direction of the ERO.	At the completion of archeological testing and/ or discovery of a potentially significant archeological resource	Planning Department / project sponsor	If preservation in place is feasible, complete when approved ARPP is implemented. If preservation in place is not feasible,

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
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.				complete when treatment is determined and implemented.
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.	The archeological consultant, Project Sponsor and project contractor at the direction of the ERO.	During testing and if applicable monitoring of soils disturbing activities.	Consultation with ERO on identified descendant group	Descendant group provides recommendations and is given a copy of the ARR.
Archeological Data Recovery Plan. An archeological data recovery program shall be conducted in accordance with an Archeological Data Recovery Plan (ADRP) if all three of the following apply: 1) a resource has potential to be significant, 2) preservation in place is not feasible, and 3) the ERO determines that an archeological data recovery program is warranted. 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.	Project sponsor's qualified archeological consultant	Upon ERO's determination that data recovery is required in the event an archaeological resource is discovered	Planning Department /project sponsor	Considered complete after ERO's approval of Archeological Data Recovery Plan.

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
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. • *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.				
Coordination of Archaeological Data Recovery Investigations. In cases in which the same resource has been or is being affected by another project for which data recovery has been conducted, is in progress, or is planned, in order to maximize the scientific and interpretive value of the data recovered from both archeological investigations, the following measures shall be implemented: a. In cases where neither investigation has not yet begun, both archeological consultants and the ERO shall consult on coordinating and collaboration on archeological research design, data recovery methods, analytical methods, reporting, curation and interpretation to ensure consistent data recovery and treatment of the resource. b. In cases where archeological data recovery investigation is already under way or has been completed for a prior project, the archeological consultant for the subsequent project shall consult with the prior archeological consultant, if available; review prior treatment plans, findings and reporting; and inspect and assess existing archeological collections/inventories from the site prior to preparation of the archaeological treatment plan for the subsequent discovery, and shall incorporate prior findings in the final report of the subsequent investigation. The objectives of this coordination and review of prior methods and findings will be to identify refined research questions; determine appropriate data recovery methods and analyses; assess new findings relative to prior research findings; and integrate prior findings into subsequent reporting and interpretation.	Archeological consultant in consultation with ERO	At initiation of preparation of ADRP	Planning Department /project sponsor	Considered complete approval of Final Archeological Results Report

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Human Remains and Funerary Objects. The treatment of any human remains and funerary objects discovered during any soils disturbing activity shall comply with applicable State laws, including Section 7050.5 of the Health and Safety Code and Public Resources Code 5097.98. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this section. Upon determining that the remains are human, the project archeologist shall immediately notify the Medical Examiner of the City and County of San Francisco of the find. The archeologist shall also immediately notify the ERO and the project sponsor of the find. In the event of the Medical Examiner's determination that the human remains are Native American in origin, the Medical Examiner will notify the California State Native American Heritage Commission (NAHC) within 24 hours. The NAHC will immediately appoint and notify 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. If the remains cannot be permanently preserved in place, the landowner may consult with the project archeologist, project sponsor and CEQA lead agency and shall consult with the MLD on recovery of the remains and any scientific treatment alternatives. The landowner shall then 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)). Per PRC 5097.98 (c)(1), the Agreement shall address, as applicable and to the degree consistent with the wishes of the MLD, the appropriate excavation, removal, recordation, scientific analysis, custodianship prior to reinterment or 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. Both parties are expected to make a concerted and good faith effort to arrive at an Agreement, consistent with the provisions of PRC 5097.98. However, if the landowner and the MLD are unable to reach an Agreement, the landowner, ERO, and project sponsor shall ensure that the remains and/or mortuary materials are stored securely and respectfully until they can be reinterred on the property, with appropriate dignity, in a location not subject to further or future subsurface disturbance, consistent with state law. Treatment of historic-period human remains and/or funerary objects discovered during any soil-disturbing activity shall be in accordance with protocols laid out in the project archeological treatment document, and other relevant agreements established between the project sponsor,	Project sponsor / archeological consultant in consultation with the San Francisco Medical Examiner, NAHC, and MLD.	In the event that human remains are uncovered during the construction period	Planning Department / project sponsor	Considered complete after approval of Archeological Results Report and disposition of human remains has occurred as specified in Agreement.

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Medical Examiner and the ERO. The project archeologist shall retain custody of the remains and associated materials while any scientific study scoped in the treatment document is conducted and the remains shall then be curated or respectfully reinterred by arrangement on a case-by case-basis.				
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.	Archeological consultant at the direction of the ERO will prepare APIP. Measure laid out in APIP are implemented by sponsor and consultant.	Following completion of treatment, analysis, and interpretation of by archeological consultant.	Planning Department / project sponsor	APIP is complete on review and approval of ERO. Interpretive program is complete on certification to ERO that program has been implemented
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 (1) bound hardcopy of the ARR. Digital files that shall be submitted to the environmental division include an unlocked, searchable PDF version of the ARR, GIS shapefiles of the site and feature locations, 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. The PDF ARR, GIS files, recordation forms, and/or nomination documentation should be submitted via USB or other stable storage device. If a descendant group was consulted during archeological treatment, a PDF of the ARR shall be provided to the representative of the descendant group.	Archeological consultant at the direction of the ERO.	Following completion of treatment by archeological consultant as determined by the ERO.	Planning Department / project sponsor	Complete on certification to ERO that copies of the approved ARR have been distributed

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Curation. Significant archeological collections and paleoenvironmental samples of future research value shall be permanently curated at an established curatorial facility. The facility shall be selected in consultation with the ERO. Upon submittal of the collection for curation the sponsor or archeologist shall provide a copy of the signed curatorial agreement to the ERO.	Project archeologist prepares collection for curation and project sponsor pays for curation costs.	In the event a significant archeological resource is discovered and upon acceptance by the ERO of the ARR	Planning Department / project sponsor	Considered complete upon acceptance of the collection by the curatorial facility
CULTURAL RESOURCES: TRIBAL CULTURAL RESOURCES				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Project Mitigation Measure M-TCR-1: Tribal Cultural Resources Program Preservation in Place**.** In the event of the discovery of an archeological resource of Native American origin, the Environmental Review Officer (ERO), the project sponsor, and the local Native American representative shall consult to determine whether preservation in place would be feasible and effective. Coordination shall take place with local Native American representatives, including the Association of Ramaytush Ohlone and other interested Ohlone parties. If it is determined that preservation in place of the tribal cultural resource would be both feasible and effective, then the archeological consultant shall prepare an Archeological Resource Preservation Plan, which shall be implemented by the project sponsor during construction. The consultant shall submit a draft Archeological Resource Preservation Plan to the planning department for review and approval.	Project Sponsor, archeological consultant, and ERO, in consultation with the local Native American representatives	If significant prehistoric archeological resource is present, during implementation of the project	San Francisco Planning Department/project sponsor	Considered complete upon completion and approval of ARPP and project redesign.
Interpretive Program. If the ERO, in consultation with the local Native American representatives (including the Association of Ramaytush Ohlone and other interested Ohlone parties) and the project sponsor, determines that preservation in place of the tribal cultural resources is not a sufficient or feasible option, then archeological data recovery shall be implemented as required by the ERO and in consultation with affiliated Native American tribal representatives. After data recovery, the project sponsor, in consultation with local Native American representatives, shall prepare a Tribal Cultural Resources Interpretation Plan (TCRIP) to guide the interpretive program. The TCRIP may be prepared in tandem with the APIP. The TCRIP shall be submitted to ERO for review and approval prior to implementation of the program. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. The interpretive program may include artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays, educational panels, or other interpretive elements agreed upon by the ERO, sponsor, and local Native American representatives. Upon approval of the TCRIP and prior to project occupancy, the interpretive program shall be implemented by the project sponsor. Local Native American representatives who are substantially involved in preparation or implementation of the interpretive program shall be appropriately compensated by the project sponsor.	Project sponsor in consultation with the local Native American representative	After determination that preservation in place is not feasible, and subsequent to archeological data recovery	Planning Department / project sponsor	Sponsor or archeological consultant shall submit the TCRIP to the ERO for review and approval. Complete upon sponsor verification to ERO that interpretive program was implemented.

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
NOISE				
Project Mitigation Measure M-NO-2: Protection of Adjacent Buildings/Structures and Vibration Monitoring During Construction *Construction Specifications*. The property owner shall incorporate into construction specifications for the project a requirement that the construction contractor(s) use all feasible means to avoid damage to potentially affected buildings at 550 North Point Street and 421 Beach Street. Such methods may include: • *Maintaining Buffer Distances*. Maintain a safe distance between the operation of vibration-generating construction equipment and 550 North Point Street and 421 Beach Street to avoid damage to the extent possible, based on site constraints. • *Alternative Construction Equipment*. The construction contractor shall use saw-cut methods as an alternative method to the hoe ram when within set-back zone to 550 North Point Street and 421 Beach Street.	Project sponsor's qualified acoustical consultant and construction contractor.	Prior to issuance of building and construction permits.	Project acoustical engineer and planning department.	Considered complete after construction activities are completed and after buildings and/or structures are remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site, should any damage occur.

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
Monitoring Plan. The property owner shall undertake a monitoring program to avoid or reduce project-related construction vibration damage to adjacent buildings and/or structures and to ensure that any such damage is documented and repaired. The monitoring program shall apply to all potentially affected buildings and/or structures at 1560 Pacific Avenue and 2032 Polk Street. Prior to issuance of any demolition or building permit, the property owner shall submit the construction vibration monitoring plan to the Environmental Review Officer (ERO) or the officer's designee for approval. The monitoring plan shall include, at a minimum, the following components, as applicable: *Pre-construction Survey*. Prior to the start of any ground-disturbing activity, the property owner shall engage a historic architect or qualified historic preservation professional to undertake a pre-construction survey of potentially affected historic buildings and/or structures on adjacent properties identified by the San Francisco Planning Department. If the nearby affected buildings are potentially historic, the historic architect or qualified historic preservation professional shall document and photograph the existing conditions of the building(s) and/or structure(s). If nearby affected buildings and/or structures are not potentially historic, a structural engineer or other professional with similar qualifications shall document and photograph the existing conditions of potentially affected buildings and/or structures. The property owner shall submit the pre-construction survey to the ERO prior to the start of vibration-generating construction activity. • *Maximum Vibration Level*. Based on the anticipated construction and condition of the affected buildings and/or structures on adjacent properties, a qualified acoustical consultant in coordination with a structural engineer (or professional with similar qualifications) and, in the case of potentially affected historic buildings/structures, a historic architect or qualified historic preservation professional, shall establish a maximum vibration level that shall not be exceeded at each building/structure on adjacent properties, based on existing conditions, character-defining features, soil conditions, and anticipated construction practices (common standards are a peak particle velocity [PPV] of 0.25 inch				

per second for historic and some old buildings and a peak particle velocity [PPV] of 0.5 inch per second for new residential structures and modern industrial/commercial buildings. • *Vibration Monitoring*. To ensure that construction vibration levels do not exceed the established standard, the acoustical consultant shall monitor vibration levels at each affected building and/or structure on adjacent properties and prohibit vibratory construction activities that generate vibration levels in excess of the standard. The duration, number of monitors, and other specifics of the monitoring should be defined and coordinated in a construction vibration monitoring plan. • *Alternative Construction Techniques.* Should construction vibration levels be observed in excess of the established standard, the contractor(s) shall halt construction and put alternative construction techniques into practice, to the extent feasible. Following incorporation of the alternative construction techniques, vibration monitoring shall recommence to ensure that vibration levels at each affected building and/or structure on adjacent properties are not exceeded. • *Periodic Inspections.* The historic architect or qualified historic preservation professional (for effects on historic buildings and/or structures) and/or structural engineer (for effects on non-historic buildings and/or structures) shall conduct regular periodic inspections as specified in the vibration monitoring plan of each affected building and/or structure on adjacent properties during vibration-generating construction activity on the project site. Should damage to any building and/or structure occur, the building(s) and/or structure(s) shall be remediated to their pre-construction condition at the conclusion of vibration-generating activity on the site.				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
AIR QUALITY				
Project Mitigation Measure M-AQ-4: Clean Off-Road Construction Equipment The project sponsor or contractor shall provide the planning department with a certification statement that the sponsor or contractor agrees to fully comply with the following requirements which shall be included in contract specifications: A. Engine Requirements. 1. All off-road equipment greater than 25 horsepower and operating for more than 20 total hours over the entire duration of construction activities shall have engines that meet or exceed either U.S. Environmental Protection Agency (U.S. EPA) or California Air Resources Board (ARB) Tier 2 off-road emission standards and have been retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy. Equipment with engines meeting Tier 4 Interim or Tier 4 Final off-road emission standards automatically meet this requirement. 2. Where access to alternative sources of power are available, portable diesel engines shall be prohibited. 3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese, in designated queuing areas and at the construction site to remind operators of the two-minute idling limit. 4. The contractor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.	Project Sponsor and its construction contractor(s)	Prior to the commencement of construction activity and during construction activities.	Environmental Review Officer (ERO) or designee/ project sponsor	Considered complete upon Planning Department review and approval of Construction Emissions Minimization Plan, ongoing review, and approval of final construction report.

<table>
<tr><th rowspan="2">Adopted Mitigation Measure</th><th colspan="4">Monitoring and Reporting Program[a]</th></tr>
<tr><th>Implementation Responsibility</th><th>Mitigation Schedule</th><th>Monitoring/Reporting Responsibility</th><th>Monitoring Actions/ Completion Criteria</th></tr>
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B. Waivers.

1. The planning department's Environmental Review Officer (ERO) or designee may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).

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

Table – Off-Road Equipment Compliance Step-down Schedule
<table>
<tr><th>Compliance Alternative</th><th>Engine Emission Standard</th><th>Emission Control</th></tr>
<tr><td>1</td><td>Tier 2</td><td>ARB Level 2 VDECS</td></tr>
<tr><td>2</td><td>Tier 2</td><td>ARB Level 1 VDECS</td></tr>
<tr><td>3</td><td>Tier 2</td><td>Alternative Fuel*</td></tr>
</table>
How to use the table: If the ERO determines that the equipment requirements cannot be met, then the project sponsor would need to meet Compliance Alternative 1. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 1, then the Contractor must meet Compliance Alternative 2. If the ERO determines that the Contractor cannot supply off-road equipment meeting Compliance Alternative 2, then the Contractor must meet Compliance Alternative 3. * Alternative fuels are not a VDECS.
</td><td></td><td></td><td></td><td></td></tr>
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Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
C. Construction Emissions Minimization Plan. Before starting on-site construction activities, the Contractor shall submit a Construction Emissions Minimization Plan (Plan) to the ERO for review and approval. The Plan shall state, in reasonable detail, how the contractor will meet the requirements of Section A. 1. The Plan shall include estimates of the construction timeline by phase, with a description of each piece of off-road equipment required for every construction phase. The description may include, but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For VDECS installed, the description may include: technology type, serial number, make, model, manufacturer, ARB verification number level, and installation date and hour meter reading on installation date. For off-road equipment using alternative fuels, the description shall also specify the type of alternative fuel being used. 2. The ERO shall ensure that all applicable requirements of the Plan have been incorporated into the contract specifications. The Plan shall include a certification statement that the contractor agrees to comply fully with the Plan. 3. The contractor shall make the Plan available to the public for review on-site during working hours. The contractor shall post at the construction site a legible and visible sign summarizing the Plan. The sign shall also state that the public may ask to inspect the Plan for the project at any time during working hours and shall explain how to request to inspect the Plan. The contractor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way. D. Monitoring. After start of construction activities, the contractor shall submit quarterly reports to the ERO documenting compliance with the Plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the				

Adopted Mitigation Measure	Monitoring and Reporting Program[a]			
	Implementation Responsibility	Mitigation Schedule	Monitoring/Reporting Responsibility	Monitoring Actions/ Completion Criteria
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.				

NOTES:

[a] Definitions of MMRP Column Headings:

Adopted Mitigation and Improvements Measures: Full text of the mitigation measure(s) copied verbatim from the final CEQA document.

Implementation Responsibility: Entity who is responsible for implementing the mitigation measure. In most cases this is the project sponsor and/or project's sponsor's contractor/consultant and at times under the direction of the planning department.

Mitigation Schedule: Identifies milestones for when the actions in the mitigation measure need to be implemented.

Monitoring/Reporting Responsibility: Identifies who is responsible for monitoring compliance with the mitigation measure and any reporting responsibilities. In most cases it is the Planning Department who is responsible for monitoring compliance with the mitigation measure. If a department or agency other than the planning department is identified as responsible for monitoring, there should be an expressed agreement between the planning department and that other department/agency. In most cases the project sponsor, their contractor, or consultant are responsible for any reporting requirements.

Monitoring Actions/Completion Criteria: Identifies the milestone at which the mitigation measure is considered complete. This may also identify requirements for verifying compliance.

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