San Francisco Planning

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PRELIMINARY MITIGATED NEGATIVE DECLARATION

Date:	November 9, 2022
Case No.:	**2022-009297ENV-02**
Project Title:	**1010V Mission Street**
BPA Nos.:	202008312934
Zoning:	C-3-G (Downtown General Commercial) Use District 160-F Height and Bulk District
Block/Lot:	3703/026
Lot Size:	4,464 square feet
Project Sponsor:	Amir Afifi, SIA Consulting (415) 741-1292
Lead Agency:	San Francisco Planning Department
Staff Contact:	Jeanie Poling – (628) 652-7559 jeanie.poling@sfgov.org

Project Description

The project site is a through lot fronting Mission and Jessie streets. The site is currently used as parking lot with 15 car parking stalls. The project sponsor proposes the new construction of a nine-story, approximately 84-foot-tall residential building containing 57 single room occupancy (SRO) units (29,704 square feet), and 410 square feet of community space on the ground floor. The project would provide 57 class 1 bicycle spaces within the building and four class 2 bicycle spaces on the sidewalks. The proposed project would include a total of 2,050 square feet of open space on the ground floor and on the roof. The attached initial study contains a detailed project description.

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 the Significance of the Environmental Effects Caused by a Project), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative or Mitigated 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.

cc: Amir Afifi, SIA Consulting
Supervisor Matt Dorsey, District 6
Rebecca Salgado, Current Planner

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INITIAL STUDY
1010V MISSION STREET
PLANNING DEPARTMENT CASE NO. 2022-009297ENV-02

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A. Project Description

The 4,464-square-foot (approximately 0.10-acre) project site is a through lot located on the north side of Mission Street with a second frontage on Jessie Street, within the South of Market neighborhood. The project site is located within the block bounded by Jessie Street to the north, 6th Street to the east, Mission Street to the south, and 7th Street to the west (Assessor's Block 3703, Lot 026).[1] The portion of Jessie Street that fronts the project site dead-ends about 170 feet west of the project site.

The project sponsor proposes to remove the existing 15-space surface parking and construct a new, nine-story (approximately 84-foot-tall, excluding approximately 15-foot-tall rooftop appurtenances) building, constructed to the property lines. The 57 single room occupancy (SRO) dwelling units would range from 260 to 423 square feet in size. The SRO units would be for sale and not rental units; thirteen of the 57 units would be below market rate.

The ground floor would contain a 410-square-foot community space for residents fronting Mission Street, a lobby, a bike parking room for 57 bicycles to be accessed from the Mission Street entry, and approximately 580 square feet sf of common open space. Pedestrians would enter from either Mission Street or Jessie Street. One elevator shaft would provide access to each floor and to 1,470 square feet of common open space on the roof. Building utilities would be located in a utility room on the ground floor (electric room) and screened on the roof (heating and hot water tanks and pumps). The project would include a 90-minute back up battery for emergency and standby power. See **Table 1, Proposed Project Characteristics**.

Table 1 Proposed Project Characteristics

Project Component	Existing	Proposed	Net Change
Height of building (feet)	NA	84 (99 with rooftop equipment)	+84
Number of stories	0	9	+9
SRO dwelling units	0	57	+57
Residential (gsf)	0	29,704	+29,704
Community space (gsf)	0	410	+410
Residential open space (gsf)	0	2,050 (580 at ground floor, 1,470 on roof)	+2,050
Total area (gsf)	0	30,114	+30,114
Vehicle parking spaces	15	0	-15
Class 1 bicycle parking spaces	0	57	+57
Class 2 bicycle parking spaces	0	4	+4

Source: SIA Consulting, 1010 Mission Street project plans, October 2022.
Notes: gsf = gross square feet; SRO = single room occupancy.

[1] The street grid in the South of Market area is not aligned with standard compass directions. This document uses the common convention that northwest is "north." Thus, 6th Street and parallel streets that run in the northwest/southeast direction are identified as north/south streets, and Mission Street and parallel streets that run in the northeast/southwest direction are identified as east/west streets.

No street trees would be removed, and two new street trees would be added—one along each street frontage.[2]

Construction of the proposed project would occur over an approximately 24-month period and would consist of the following phases: (1) demolition, (2) site preparation, (3) grading, (4) building construction, (5) architectural coating and finishing, and (6) paving. Construction equipment would include aerial lifts, an air compressor, a bore/drill rig, a small bulldozer, a caisson drill, an excavator, a forklift, and jackhammers. No pile driving techniques would be used. No construction would occur at night.

The building would be supported either on a mat slab foundation or a pier foundation. A mat foundation would require excavation to 4 feet below grade, with additional excavation 6 feet below grade for shoring, utility connections, and an elevator pit, totaling approximately 550 cubic yards of excavation. A pier foundation, if used, would consist of 1-foot-thick slab-on-grade floor supported by approximately 60 16-inch-diameter auger cast-in-place piles drilled to a depth of 50 feet below ground surface, requiring approximately 350 cubic yards of excavation.[3]

Project Background

The planning department evaluated an earlier version of the proposed project under Case No. 2020-005514ENV and issued a mitigated negative declaration on August 4, 2022. On September 15, 2022, the Planning Commission held a public hearing to consider approval of the previous version of the project, and after a motion to continue the hearing to a later date failed, and a motion to disapprove the project failed, the project was *de facto* disapproved.

On September 22, 2022, the project sponsor submitted a revised project application for the proposed project.[4] The revised project application received a new case number: 2022-009297-02. The differences between the project analyzed under 2020-005514ENV and 2022-009297ENV-02 are as follows:

- Change in height from 79'-1" to 83'-10"
- Removal of ninth floor setbacks from Jessie Street façade, removal of eighth floor setback from Mission Street façade, and reduction of depth of ninth floor setback at Mission Street façade from 5 feet to 3 feet
- Removal of bay windows from units at Jessie Street façade
- Reduction in rooftop common open space from 1,670 square feet to 1,470 square feet

Project Approvals

The proposed project is anticipated to require the following approvals:

Planning Commission

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2 Due to sidewalk constraints that make a second tree along each frontage infeasible, the project sponsor would comply with public works code requirements by paying an in-lieu fee.

3 The project sponsor has stated that a pier foundation system would be used; however, because construction methodology cannot be confirmed until construction plans are submitted and approved by the building department, this document describes and analyzes both mat slab and pier foundation systems.

4 Technical documents from the previous version of the project analyzed under Case No. 2020-005514ENV are applicable to the proposed project and are included in the administrative record for Case No. 2022-009257ENV-02.

- Approval of an Individually Requested State Density Bonus project and granting of waivers from the following requirements: rear yard, dwelling unit exposure, reduction of wind currents, and bulk.
- Approval of a Downtown Project Authorization (planning code section 309)

SAN FRANCISCO PLANNING DEPARTMENT ZONING ADMINISTRATOR

- Transportation demand management plan

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

- New construction permit

SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

- Phase II workplan, site mitigation plan and final project report, in compliance with San Francisco Health Code article 22A (Maher Ordinance)
- Well permit for groundwater dewatering during construction

SAN FRANCISCO PUBLIC UTILITIES COMMISSION

- Batch wastewater discharge permit for dewatering during construction

SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

- Street improvement permit
- Street tree permits and in lieu fee

Approval Action under CEQA. Approval of the downtown project authorization by the Planning Commission would constitute the approval action for the proposed project. The approval action date establishes the start of the 20-day appeal period of the final mitigated negative declaration to the board of supervisors pursuant to section 31.04(h) of the San Francisco Administrative Code.

B. Project Setting

Project Site and Surrounding Land Uses

Located in the South of Market neighborhood, the project block is bounded by Stevenson, 6th, Mission, and 7th streets (see **Figure 1, Project Location**). Jessie Street runs mid-block parallel to and in between Stevenson and Mission streets from 6th Street to a dead end approximately 170 feet east of the project site. The 160-foot-long project site is 25 feet wide at Mission Street, widens near the center of the lot, and is 31 feet wide at Jessie Street. The project site is currently occupied by a 15-space surface parking lot that covers the entire lot. Access to the lot is via a 26-foot-wide curb cut on Mission Street. There is also a 14-foot-wide curb cut on Jessie Street; however, a chain link fence and gate remain locked so that the parking lot cannot be accessed from Jessie Street.

The topography of the project site and surrounding area is generally flat. The project site and its street frontages contain no trees or landscaping.

The project block contains a mixture of commercial and residential uses, consisting of older two- to five-story residential hotels and commercial buildings and newer nine-story residential-over-retail buildings. The project site is within the Sixth Street Lodginghouse District, consisting of one to seven-story (approximately 15- to 75-foot tall) buildings constructed between 1906 and 1913.

Four properties are adjacent to the project site: the five-story, 152-residential-unit Bayanihan Building at 80-96 6th Street/1004-1012 Mission Street; the five-story 72-room Kean Hotel at 1018-1024 Mission Street; a five-story, 198-room residential hotel at 72-76 6th Street; and a single-story commercial building at 531 Jessie Street (see **Figure 2, Project Site and Adjacent Buildings**).

West of the Kean Hotel is a two-story commercial building at 1026-1028 Mission Street/535-357 Jessie Street; a nine-story building containing 83 residences at 1036-1040 Mission Street; and a six-story building under construction at 1064-1068 Mission Street (a through lot that also fronts Stevenson Street on the north) that will contain 260 dwelling units over social service use. At the west end of the project block, at the corner of Mission and 7th streets, is the historic U.S. Court of Appeals building. Along both sides of Jessie Street within the project block are commercial and residential buildings with vehicle entrances.

The project site is within the C-3-G (Downtown-General) Zoning District, the SoMa NCT (Neighborhood Commercial Transit) District, and the 160-F Height and Bulk District. West of the project site is the C-3-G Zoning District and the 120-F Height and Bulk District. Across Mission Street from the project site is the MUG (Mixed Use-General) Zoning District and the 85-X Height and Bulk District, and along 6th Street is the SoMa NCT District and the 85-X Height and Bulk District. The project site is not located within the SOMA Youth and Family Special Use District; this district is more than 500 feet south of the project site.

Larger-scale development lies to the east of the project site. The 5M Project—a mix of approximately 700 residential units, 640,000 square feet of office use, retail, and community facilities at southwest corner of 5th/ Mission and extending towards Sixth and Howard streets—is mostly completed, with the exception of a 450-foot-tall residential tower on the west side of 5th Street between Minna and Natoma streets for which construction has not yet begun.

Mission Street between 6th and 7th streets in front of the project site has four travel lanes, two eastbound and two westbound, with one lane in each direction dedicated to bus and taxi travel. An outbound bus lane on Mission Street extends from 6th Street approximately 170 feet west past the Bayanihan Building and the project site. West of the bus lane to 7th Street are nine metered vehicle parking spaces, four of which are for commercial use during the daytime. Sixth Street has four travel lanes – two northbound and two southbound – and parking on both sides of the street. Jessie Street, on the north side of the project site, is two-way with no street parking allowed on the south side of the street and with multiple garage entries west of the project site. A pedestrian safety project along 6th Street near the project site, currently under construction through 2024, includes sidewalk widening, new traffic signals, and streetscape improvements.

The project site is one block (0.1 mile) south of Market Street, where local and regional transportation lines operate. Local transit service is provided by San Francisco Municipal Railway (Muni) lines. Multiple transit stops are located within 0.25 miles of the project site, including along Market and Mission streets, and the Powell Street BART station is located 0.3 mile from the project site. The Central Subway Project, scheduled to begin service in 2022 or 2023, will run below 4th Street and will create north/south service through SoMa. Regional vehicular access to the site is provided by Interstate 80 (I-80), US Highway 101 (US 101), and I-280.

The project site is in the SoMa Pilipinas – Filipino Cultural Heritage District. The June 2022 draft SOMA Pilipinas Cultural Heritage District's Cultural, History, Housing, and Economic Sustainability Strategy Report (CHHESS) presents recommendations and strategies to preserve the cultural heritage of the Filipino community and was prepared based on a year-long community engagement process led by SOMA Pilipinas, which include focus groups, interviews, and feedback from numerous residents. Cultural preservation is one of six areas of focus in the CHHESS strategies and recommendations, alongside tenant protections, arts and culture, economic and workforce development, place keeping and place making, and cultural competency. The Board of Supervisors adopted the SOMA Pilipinas CHD CHHESS in September 2022.[5]

Cumulative Project Setting

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

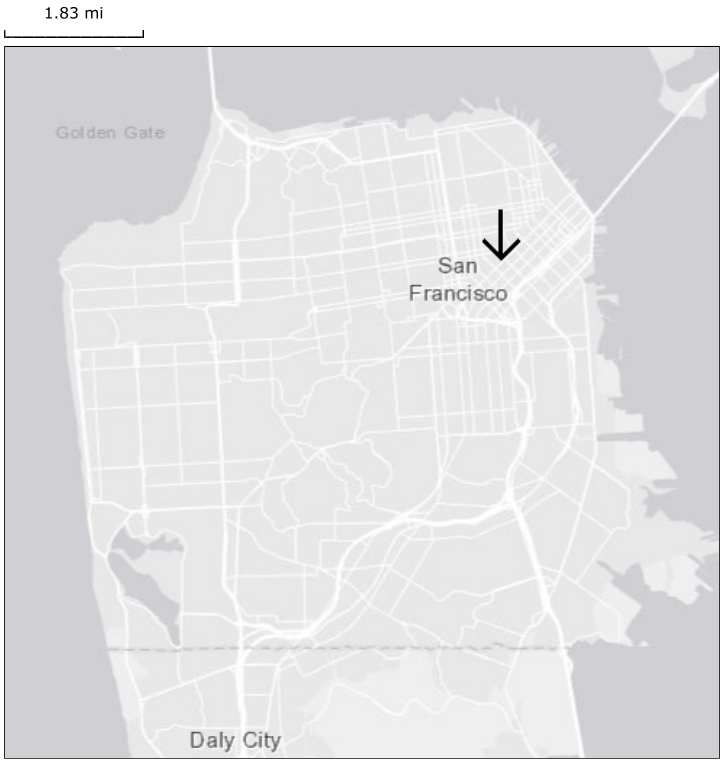
Projections-based cumulative analysis is used for land use, population and housing, water supply, solid waste (citywide projections); transit delay, public services, energy, wastewater/stormwater (service area projections); and vehicle miles traveled, greenhouse gases, and air quality (regional projections).

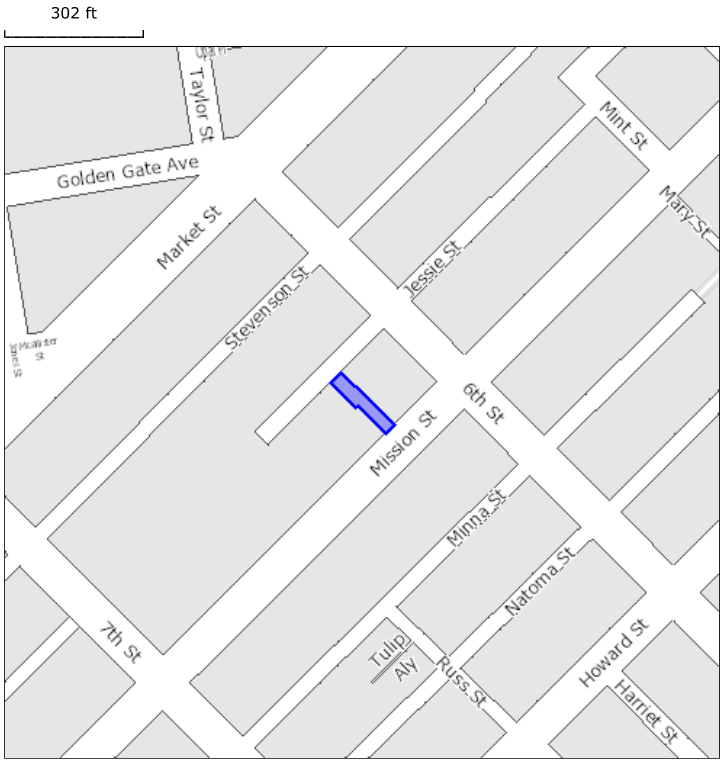
List-based cumulative analysis is based on reasonably foreseeable projects within a given geographic area that could combine to result in cumulative impacts. Development projects with the potential to contribute to cumulative effects within a 0.25-mile radius of the project site are identified below in **Table 2, Cumulative Projects in the Vicinity of the Project Site**, and shown on **Figure 3, Cumulative Projects in the Vicinity of the Project Site**. These are residential, mixed-use, and commercial projects that are currently under review by the planning department or entitled but not yet under construction, and projects in the public right-of-way. The area and projects that are relevant to the cumulative analysis vary, depending on the topic. For example, topics that have a more localized cumulative context include archeological and tribal cultural resources, geology and soils, noise, hazardous materials, and loading.

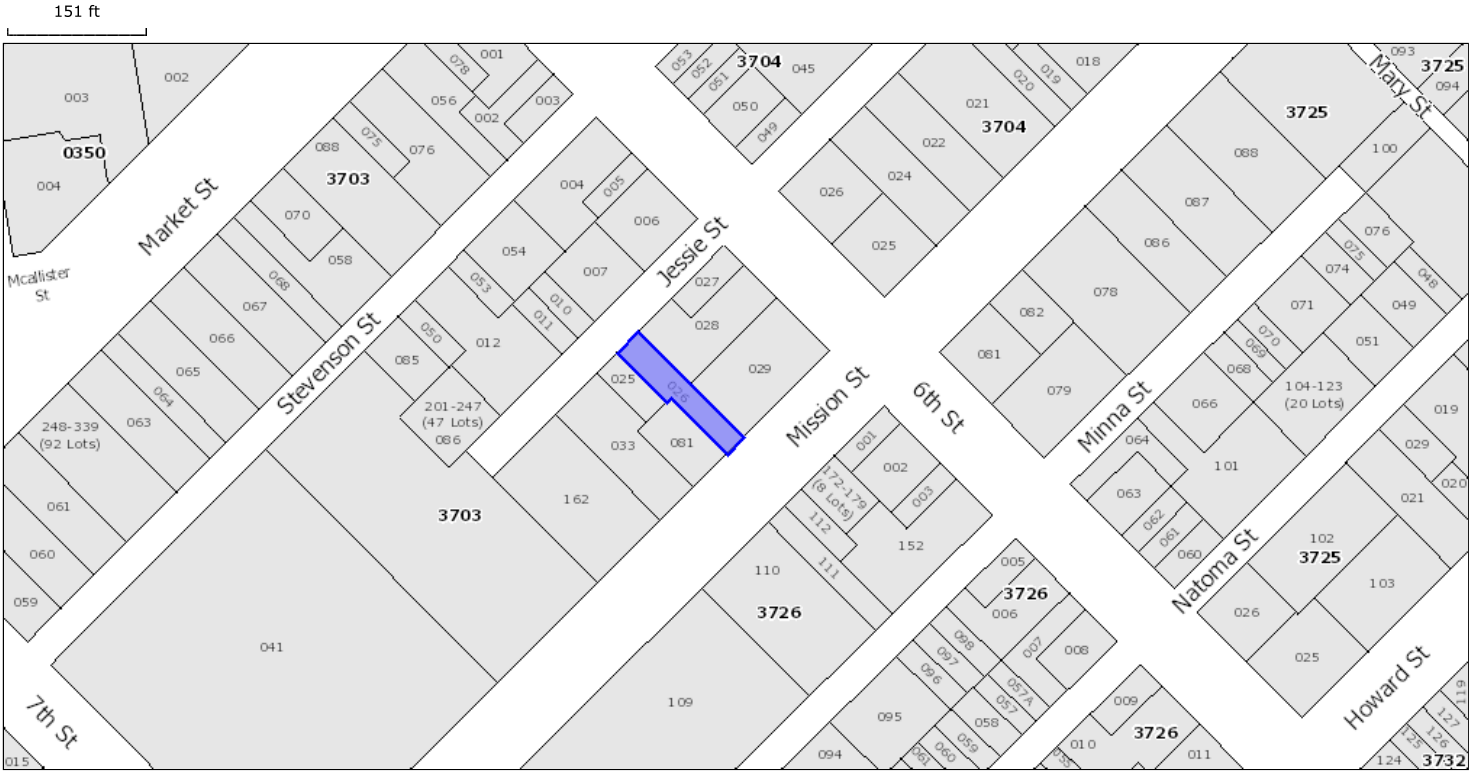
[5] Adopted on September 16, 2022 in Resolution No. 368-22. Available at https://sfbos.org/resolutions-2022.

San Francisco Planning

Figure 1: Project Location







Printed: 3/6/2022

Figure 2 - 1010V Mission Street and Adjacent Buildings

0 0.002 0.004 0.008 Mile

Category A = historic resource is present

Category B = age-eligible but requires further review to determine if historic resource is present

10 June, 2022

Table 2 **Cumulative Projects in the Vicinity of the Project Site**

No.*	Project Name and Description
1	1052-1060 Folsom St and 190-194 Russ St (2016-004905ENV) – Demolish existing buildings, merge lots, and construct a new seven-story building with 63 residences over ground-floor retail.
2	1025 Howard St (2015-005200ENV) – Demolish a two-story office building and construct an eight- and six-story, 85-foot-tall building containing 173 hotel guest rooms over retail.
3	1035 Howard St (2019-012604ENV) – Demolish two storage structures and alter a four-story building containing office, production, distribution and repair, and lab use. Add a new five-story, 65-foot-tall addition. The project would result in an 86,544 gsf building containing office and lab use.
4	1053-1055 Market St (2014.0408E) – Demolish a two-story commercial building and construct a 10-story, 90-foot-tall building with 157 hotel rooms over ground-floor retail.
5	1125 Market St (2013.0511E) – Construct a 12-story building containing hotel and other commercial use.
6	457-475 Minna St (2018-016055PRJ) – Demolish an existing two-story building, merge four lots, and construct a new 16-story building with 270 group housing units.
7	580 Minna St (2020-006488ENV) – New construction of seven-story building with 20 dwelling units.
8	1145 Mission St (2007.0604E) – On a vacant lot, construct a six-story building with 25 residences over retail.
9	469 Stevenson St (2017-014833ENV) – Currently a surface parking lot, construct a new mid-block residential mixed-use building comprising approximately 495 residential units, with ground-floor commercial.
10	527 Stevenson St (2018-012429ENV) – Demolition of an existing one-story commercial building and new construction of a seven-story commercial building.
11	425 Minna St (2011.0409E) – 450-foot-tall building containing approximately 400 dwelling units on parcel 3725/128, bounded by 5th, Mary, Mission, and Natoma streets (building N1 of the 5M Project).
--	Jones Street Quick-Build – pedestrian safety project along Jones Street north of Golden Gate Avenue.
--	Better Market Street Project – a complete makeover of 2.2 miles of Market Street, from Steuart Street to Octavia Boulevard, to address safety needs and to upgrade aging infrastructure. Certain quick-build elements of the project, such as creating a car-free zone, are already in effect.

*Locations shown on Figure 3, except for projects in the public right-of-way.

Figure 3: Cumulative Projects in the Vicinity of the Project Site

0 0.0125 0.025 0.05 Mile

Note: This figure does not depict projects in the public right-of-way.

03 May, 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 Database and maps published by the California Department of Fish and Wildlife. The items checked above have been determined to be "Less than Significant with Mitigation Incorporated."

D. Evaluation of Environmental Effects

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.[6]

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[7] 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). In January 2019, changes to the CEQA statutes and guidelines went into effect, including a new section 15064.3 that states that VMT is the most appropriate measure of transportation impacts and that includes updated criteria for analyzing transportation impacts. Therefore, the topic of automobile delay is not applicable to the proposed project. 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 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

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6 San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 Modernization of Transportation Analysis, 1010V Mission Street*, February 24, 2022.

7 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.

The project site is not located in an area with known mineral resources and the project 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 a State Responsibility Area for fire management or lands classified as very high fire hazard severity zones. Therefore, this topic is not applicable to the project.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
1. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	☐	☐	☒	☐	☐
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐

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

The division of an established community would involve the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or a roadway. Implementation of the proposed project would not result in the construction of a physical barrier to neighborhood access or the removal of an existing means of access; it would result in the construction of a new building within the boundaries of an established lot. 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. Also, as discussed below in Impact TR-1, in compliance with *Regulations for Working in San Francisco Streets,*[8] during sidewalk closures signage and protection for people walking would be erected, as appropriate, and the contractor would be required to maintain adequate bicycle and walking circulation at all times. Travel lane closures along Mission Street, if necessary, would be coordinated with the city to minimize the impacts on local traffic, transit, and bicycle facilities. For these reasons, the proposed project would not result in significant impacts related to physically dividing an established community.

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[8] San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets, 8th Edition, Revised October 2021*, available at https://www.sfmta.com/reports/construction-regulations-blue-book, accessed March 1, 2022.

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. ***(No Impact)***

Land use impacts could be considered significant if the proposed project would conflict with a mandated plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental impact. The determination as to whether a conflict with a land use plan, policy, or regulation is significant under CEQA is based on whether that conflict would result in a significant physical environmental impact.

Applicable land use plans that regulate development on the project site include the San Francisco General Plan and the San Francisco Planning Code. The proposed project is in the C-3-G zoning district, which allows for retail, offices, hotels, entertainment, clubs and institutions, and high-density residential uses that are easily accessibility by transit. The proposed residential use is consistent with the general plan and the planning code, and would not substantially conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project's consistency with other applicable plans and policies are further discussed in the respective topic sections below. Thus, the project would not result in impacts related to conflicts with land use plans, policies, or regulations adopted for the purpose of mitigating an environmental effect.

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 quarter-mile radius of the project site) includes projects for which the planning department has a project application on file. Nearby cumulative development projects identified in Table 2 and Figure 3 may require temporary closure of streets and sidewalks; however, all construction within San Francisco is required to comply with *Regulations for Working in San Francisco Streets*, which would maintain safe access through the community. Further, upon completion of construction activities, cumulative projects would not physically divide an established community by constructing a physical barrier to neighborhood access or removing a means of access. Public right-of-way projects, such as the Jones Street pedestrian safety project and Better Market Street, which would improve pedestrian and traffic safety, would enhance access through the community.

Like all projects proposed in San Francisco, the nearby cumulative development projects are required to comply with applicable plans, policies, and regulations, including those adopted for the purpose of avoiding or mitigating an environmental effect. For these reasons, the proposed project would not combine with past, present, and reasonably foreseeable future projects to conflict with such plans, policies, or regulations and would not create a significant cumulative land use impact.

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. The proposed project would add 57 SRO units, or approximately 57 residents at the project site.

The Association of Bay Area Governments (ABAG) prepares projections of employment and housing growth for the Bay Area. The latest projections were prepared as part of Plan Bay Area 2050, adopted by ABAG and the Metropolitan Transportation Commission in 2021. ABAG's growth projections anticipate that by 2050 San Francisco will have 578,000 households (or a population of approximately 1,364,080 persons) and 918,000 employees.[9,10]

The proposed project's 57 SRO dwelling units would contribute to growth that is projected by ABAG. As part of the planning process for Plan Bay Area, San Francisco identified *priority development areas* (PDAs), which are 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 San Francisco Downtown-Van Ness-Geary Corridors PDA; thus, it would be implemented in an area where new population growth is both anticipated and encouraged. The proposed project would add 57 SRO units. The project would also be located in a developed urban area with available access to necessary infrastructure and services (transportation, utilities, schools, parks, hospitals, etc.). Since the project site is located in an established urban neighborhood and is not an infrastructure project, it would not indirectly induce substantial population growth. This impact is less than significant and no mitigation measures are required.

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[9] Metropolitan Transportation Commission and Association of Bay Area Government, Plan Bay Area 2050: The Final Blueprint: Growth Pattern: Projected Household and Job Growth, By County: San Francisco. Updated January 21, 2021. Available online at: https://www.planbayarea.org/sites/default/files/FinalBlueprintRelease_December2020_GrowthPattern_Jan2021Update.pdf. Accessed June 7, 2022.

[10] Population is estimated based the total number of households projected as part of the Plan Bay Area 2050 multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household. Available online at: https://www.census.gov/quickfacts/sanfranciscocountycalifornia. Accessed June 7, 2022.

The physical environmental effects of the project's anticipated increase in population are analyzed in the relevant environmental topic sections of this initial study.

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

As the project site is currently a surface parking lot and does not contain any residential uses, the proposed project would have no direct impact related to the displacement of housing units or people and would not necessitate the construction of replacement housing elsewhere that could result in physical environmental effects. Thus, this impact would be less than significant and no mitigation measures would be required.

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 the population and housing topic is the City and County of San Francisco. The proposed project would provide housing units that would increase the population on site. As discussed above, ABAG projects that by 2050 San Francisco will have 578,000 households (or a population of approximately 1,364,080 persons) and 918,000 employees. According to 2020 census information (based on 2020 data) San Francisco's population is 873,965 with 684,969 employees. As of the fourth quarter of 2021, approximately 69,300 net new housing units are in the development pipeline, i.e., are either under construction, have building permits approved or filed, or applications filed, including remaining phases of major multi-phased projects.[11] Conservatively assuming that every housing unit in the pipeline is developed and at 100 percent occupancy (no vacancies), the pipeline (which includes the proposed project) would accommodate an additional 69,300 households, or an increased population of approximately 163,548 people.[12] The pipeline also includes projects with land uses that would result in an estimated 76,249 new employees.[13] As shown in **Table 3, Citywide Development Pipeline Projections as Compared to ABAG Projections to 2050** , cumulative household and employment growth is below the ABAG projections for planned growth in San Francisco. Therefore, the proposed project in combination with citywide development would not result in significant cumulative environmental effects associated with inducing unplanned population growth or displacing substantial numbers of people or housing, necessitating the construction of replacement housing elsewhere.

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[11] San Francisco Planning Department, 2021 Q4 Development Pipeline, available at https://sfplanning.org/project/pipeline-report#current-dashboard, accessed June 10, 2022.

[12] Population is estimated based the total number of housing units in the pipeline multiplied by the citywide average persons per household from the U.S. Census for San Francisco County, currently 2.36 persons per household. Available at https://www.census.gov/quickfacts/sanfranciscocountycalifornia, accessed June 10, 2022.

[13] Data SF. SF Development Pipeline 2021 Q4, available at https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjie-z8kp/data, accessed June 10, 2022.

Table 3 Citywide Development Pipeline Projections as Compared to ABAG Projections to 2050

Data Source	Households/Units	Population/Residents (assumes 2.36 persons/household per Census Data)	Employees
2021 Q4 Development Pipeline	69,300 Units	163,548	76,249
2020 Census	N/A	873,965	684,969
Cumulative Total Population/Jobs	N/A	1,037,513	761,218
ABAG 2050 Projections	N/A	1,364,080	918,000
Pipeline Development within ABAG 2050 Projection?		Yes. Cumulative development is within planned growth	Yes. Cumulative development is within planned growth

Note: References to information presented in this table are included in the text above.

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: Upon completion of construction activities, the proposed project would not cause a substantial adverse change in the significance of a historical resource. *(Less than Significant)*

Historical resources are those properties that meet the definitions in section 21084.1 of the CEQA statute and section 15064.5 of the CEQA Guidelines. Historical resources include properties listed in, or formally determined eligible for listing in, the California Register of Historical Resources (California Register) or in an adopted local historic register. Historical resources also include resources identified as significant in a historical resource survey meeting 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."

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 or adjacent buildings 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 response was prepared by Planning preservation staff.[14] The purpose of the response was to determine if the proposed project would meet the Secretary of the Interior's S*tandards and Guidelines for the Treatment of Historic Properties* (Secretary's Standards), and therefore not result in impacts on significant historic resources. The project site is located within the Sixth Street Lodginghouse Historic District, which was determined to be eligible for listing on the California Register on August 1, 1997. The district consists of 43 parcels that front 6th Street between Mission and Folsom streets, 36 of which contain buildings that are contributors to the district. The majority of the district's buildings are SRO residential hotels built between 1906 and 1913. The period of significance for the district is 1906 to 1947, and the district was determined to be significant "as the last surviving sizable group of the very low-budget, SRO densely packed residential hotels built south of Market Street after the 1906 earthquake and fire to serve the single male seasonal workers, the industrial army, that spent its out-of-work time here."

The Sixth Street Lodginghouse Historic District is distinguished by the following character-defining features:

- Building heights between one and seven stories, with most buildings being three or four stories tall
- Commercial ground floors with minimal entrances to the single-room units above
- Brick cladding
- Deep window reveals
- Cornice designs borrowed from the classical vocabulary
- Minimal ornamentation
- Bases distinguished from upper floor

The project site is located adjacent to three contributor buildings to the historic district. The proposed 1010V Mission Street building would have the same SRO residential use that the district is significant for. Since the project site is currently a vacant lot, no historic features of the district would be removed or altered as part of the proposed project.

The proposed project would be approximately 35 feet taller than the three surrounding historic buildings on Mission Street and to the east on Jessie Street, and approximately 55 feet taller than the potentially historic building to the west on Jessie Street. Although the proposed building would be taller than historic buildings in the district, the top floor would be set back from the Mission Street façade to allow the building massing at the street walls to be more consistent with the neighboring district-contributor properties and the district as a whole.

[14] San Francisco Planning Department, *Historic Resource Evaluation Response, 1010V Mission Street*, October 19, 2022.

At the Mission Street façade, the base would include a recessed, unobtrusive residential entry and a community space entry that would have the appearance of a storefront. The base of the Mission Street façade would be visually separated from the upper floors by a horizontal molding element. The first through eighth floors of the Mission Street façade would be clad with red brick, the predominant cladding material in the district, and topped by a simple projecting cornice. The setback top floor would have stucco cladding. The windows at this façade would be aluminum-clad double-hung windows set back from the face of the building to provide deep window reveals.

The building's Jessie Street façade would be clad with stucco to align with the surrounding buildings on Jessie Street, which have a more industrial appearance overall. The base of the building would feature an individual entrance and would be distinguished from the upper floors through the use of brick cladding and a horizontal molding element.

The adjacent property at 80-96 6th Street/1004-1012 Mission Street (parcel 3703/029), known as the Bayanihan Building, is a contributor to the California Register-eligible Sixth Street Lodginghouse Historic District. Based upon further research and discussion with the SoMa Pilipinas – Filipino Cultural Heritage District, planning department staff have determined the Bayanihan Building is individually eligible for listing in the California Register for its longstanding association with the Filipino community in SoMa. Because the new construction on a vacant parcel next to the Bayanihan Building has been determined to be in conformance with the Secretary's Standards and is compatible with the character-defining features of the Sixth Street Lodginghouse Historic District, it would not cause any adjacent impacts to the Bayanihan Building. The surrounding setting of the Bayanihan Building is that of a dense urban environment, and new construction on an adjacent vacant parcel would not impair the ability of the Bayanihan Building to convey its significant associations with the Filipino community of SoMa.

The historic resource evaluation response prepared by Planning preservation staff concluded that based on available information that is summarized above, the project would meet the Secretary's Standards and therefore would not cause an adverse change in the significance of a historic resource. This impact would be less than significant, and no mitigation measures would be required.

Impact CR-2: Construction of the proposed project could result in physical damage that would materially impair adjacent historic resources. ***(Less than Significant with Mitigation)***

The project site is a through lot with frontages on Mission and Jessie streets. Adjacent to the project site are four separate properties developed with buildings, as shown in Figure 2. Three of the four adjacent buildings are categorized as historic resources: 1018-1024 Mission Street (parcel 3703/081), 80-96 6th Street and 1004-1012 Mission Street (parcel 3704/029), and 72-76 6th Street (parcel 3703/028). The building at 531 Jessie (parcel 3703/025) was constructed in 1923 and is a category B resource. (Category B indicates that the property is age-eligible but requires further review to determine whether a historic resource is present.)

As discussed further in Section E.6, Noise, construction of the proposed project would involve the use of vibration-generating equipment (caisson drilling, jackhammer, and small bulldozer) during installation of the foundation. As discussed further in the noise section, the caisson drilling and jackhammer generate approximately 0.995 and 0.391 inches per second of peak particle velocity (PPV) groundborne vibration when measured within 5 feet. Given the narrow lot width, it is anticipated that vibration-generating equipment could be used within 5 feet of adjacent buildings. As a result, vibration-generating construction equipment would exceed the Caltrans building damage criteria of 0.25 inches per second PPV for historic and older

buildings. Damage to adjacent buildings that materially impairs historic resources would be a significant impact.

To reduce this impact to a less-than-significant level, **Mitigation Measure M-NO-2: Protection of Adjacent Buildings and Vibration Monitoring During Construction** has been identified and agreed to by the project sponsor. As presented in Section E.6, Noise, this mitigation measure requires the project sponsor to retain the services of a qualified historic preservation professional to undertake a pre-construction survey of the adjacent buildings and to prepare a project-specific vibration management and monitoring plan to ensure that construction-period damage to adjacent historic structures would be avoided or substantially reduced and repaired. With implementation of Mitigation Measure M-NO-2, the proposed project's impact related to potential damage to adjacent historic resources would be less than significant.

Impact CR-3: The proposed project would cause a substantial adverse change in the significance of an archaeological resource. ***(Less than Significant with Mitigation)***

This section discusses archeological resources, both as historical resources, according to CEQA Guidelines section 15064.5, as well as unique archeological resources, as defined in section 21083.2(g). Determining the potential for encountering archeological resources is based on factors such as the pre-development environmental setting, history of past development, location, depth, and amount of excavation proposed as well as any recorded information on known resources in the area.

The building would be supported either on a mat slab foundation or a pier foundation; the final foundation design would be determined during the building department's review of the building permit. Therefore, the analysis in this initial study evaluates the impacts associated with a mat slab or pier foundation for full disclosure of potential environmental impacts that could result from the project. A mat foundation would require excavation to 4 feet below ground surface, with additional excavation up to 6 feet below grade for shoring, utility connections, and an elevator pit, resulting in approximately 550 cubic yards of excavation. A pier foundation would consist of 1-foot-thick slab-on-grade floor supported by approximately 60 16-inch-diameter auger cast-in-place piles drilled to a depth of 50 feet below ground surface, resulting in approximately 350 cubic yards of excavation.

On-site soil borings indicate that the site is underlain by 8 to 10 feet of fill, consisting of medium dense sand with variable amounts of clay, gravel, and brick fragments. Beneath the fill is a layer of Dune sand that extends to approximately 45 to 50 feet below ground surface. The Dune sand is underlain by a 5-foot-thick marsh deposit, and the Colma layer, consisting of dense to very dense sand, was detected at 55 to 90 feet below ground surface.

The planning department conducted a preliminary archeological review of the project site to determine the potential for the proposed project to affect archeological resources.[15] Although the archeological review indicates that there are no known CEQA-related significant archeological resources recorded within the project site, the review determined that there is potential for encountering prehistoric archeological resources and historical archeological resources.

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[15] San Francisco Planning Department, *Environmental Planning Preliminary Archeological Review Memo, 1010 Mission Street*, January 24, 2022.

The fill layer is sensitive for historical resources and redeposited Native American deposits. The top of the dune sand layer is sensitive for nineteenth century resources as well as *in situ* prehistoric deposits. Isolated Native American resources may be present in the marsh deposit, and the surface of the Colma layer has potential for ancient prehistoric resources. If a pile foundation is used, piles would extend through the fill and dune sand layers, into the marsh layer in some areas, and into the top of the Colma formation. Other soil disturbance such as the elevator pit, pile caps, underpinning, floor installation, and utility work would be confined to the fill layer.

Based on the results of the department's preliminary archeological review, the proposed project could disturb significant historical and Native American archeological resources given ground disturbance to a maximum depth of 50 feet. Such an impact would be considered significant. To reduce impacts on significant archeological resources, **Mitigation Measure M-CR-3: Archeological Testing** has been identified and agreed to by the project sponsor. Under this measure, an archeological consultant would implement a project-specific archeological testing plan to determine, to the extent possible, the presence or absence of archeological resources and to identify and assess whether any archeological resource encountered has the potential to be a historical resource under CEQA. In the event that significant archeological resources are discovered, preservation-in-place of the resource or implementation of a data recovery and/or a public interpretation program is required. Therefore, the significant information that the archeological resource(s) provides would either be preserved or documented.

Mitigation Measure M-CR-3: 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 planning 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.

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 their 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-3**, the impact on archeological resources from project construction would be ***less than significant with mitigation***.

Impact CR-4: The proposed project could disturb human remains, including those interred outside of formal cemeteries. ***(Less than Significant with Mitigation)***

There are no known human remains, including those interred outside of formal cemeteries, located in the immediate vicinity of the project site. However, human remains may be present in archeological deposits and may potentially be found in isolation. If human remains are encountered during construction, any inadvertent damage to human remains would be considered a significant impact.

To reduce this impact to a less-than-significant level, **Mitigation Measure M-CR-3: Archeological Testing** and, as discussed below in Impact TCR-1, **Mitigation Measure M-TCR-1: Tribal Cultural Resources Program** have been identified and agreed to by the project sponsor. These measures would ensure that if human remains—and Native American archeological resources, which have the potential to include human remains—are encountered during project construction, ground-disturbing work would be halted immediately, and the remains would be protected in place until appropriate treatment and disposition have been agreed upon and implemented. The treatment of human remains and of associated or unassociated funerary objects must comply with applicable state laws. This includes immediate notification to the county coroner (San Francisco Office of the Chief Medical Examiner) and, in the event of the coroner's determination that the human remains are Native American, notification of the California Native American Heritage Commission, which shall appoint a most likely descendant to provide recommendations for treatment and

disposition of the remains.[16] If human remains are Native American in origin, they would be treated with dignity consistent with the wishes of the most likely descendant. Therefore, Mitigation Measures CR-3 and TCR-1 would reduce the potential effect of the project's construction on human remains to a less-than-significant level.

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

As discussed under Impact CR-1, the proposed new building would be consistent with the *Secretary of the Interior's Standards for Rehabilitation* and the character-defining features of the Sixth Street Lodginghouse Historic District. None of the cumulative projects listed in Table 2 and shown on Figure 3 are within the Sixth Street Lodginghouse Historic District. Thus, the project would not combine with other projects identified in Table 2 and Figure 3 to result in a cumulative adverse impact related to historical resources.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. There are no known archeological resources on the project site or known resources on adjacent sites that may extend onto the project site. Additionally, there are no cumulative projects adjacent to the project site or on the project block. Therefore, there is no potential for the proposed project to combine with a cumulative project to impact unknown buried archeological resources or human remains during project construction. For these reasons, cumulative impacts on archeological resources and human remains would be less than significant, and no mitigation measures would be required.

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[16] California Public Resources Code section 5097.9.

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)***

Pursuant to CEQA section 21074, tribal cultural resources are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either (a) included or determined to be eligible for inclusion in the California Register or (b) included in a local register of historical resources as defined in CEQA section 5020.1(k).

Pursuant to CEQA section 21080.3.1(d), on January 26, 2022, the planning department contacted Native American individuals and organizations for the San Francisco area, providing a description of the proposed project and requesting comments on the identification, presence, and significance of tribal cultural resources in the project vicinity.[17] 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. As noted under Impact CR-3, the proposed project has potential to encounter buried prehistoric archeological resources below the existing basement

[17] San Francisco Planning Department, *Tribal Notification Regarding Tribal Cultural Resources and CEQA, 1010V Mission Street,* January 26, 2022.

level. Therefore, the project has the potential to also encounter previously unidentified tribal cultural resources, which would be considered a significant impact. **Mitigation Measure M-TCR-1: Tribal Cultural Resources Program** has been identified and agreed to by the project sponsor in the event that ground-disturbing activities encounter prehistoric archeological resources that constitute a tribal cultural resource.

Mitigation Measure M-TCR-1: Tribal Cultural Resources Program.

Preservation in Place**.** In the event of the discovery of a tribal cultural resource, 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 project sponsor in consultation with local Native American representatives and the ERO shall prepare a cultural resource preservation plan. If the tribal cultural resource is an archeological resource of Native American origin, the archeological consultant shall prepare an archeological resource preservation plan (ARPP) in consultation with the local Native American representative, which shall be implemented by the project sponsor during construction. The consultant shall submit a draft preservation plan to Planning for review and approval.

Interpretive Program. If the ERO, in consultation with 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 if the tribal cultural resource is an archeological resource of Native American origin.

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 TCR-1 would ensure that the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074. In the event of the discovery of an archeological resource of Native American origin, planning staff would consult with a local Native American representative to determine whether preservation in place and an interpretive program would be feasible and effective in minimizing effects on tribal cultural resources. Therefore, Mitigation Measure TCR-1 would reduce the potential effect of the project's construction on tribal cultural resources to a less-than-significant level.

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

Proposed project-related impacts on tribal cultural resources are site specific and generally limited to a project's construction area. As discussed in Impact C-CR-1, impacts of the proposed project would be unlikely to combine with impacts of cumulative projects to result in cumulative impacts to prehistoric archeological resources, which are also tribal cultural resources. 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 would be 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?	☐	☐	☒	☐	☐

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

As discussed under "Aesthetics and Parking" above, the project would satisfy the eligibility criteria for a transit-oriented infill project under CEQA section 21099(d)(1), and thus the amount of parking shall not be considered in determining if a project has the potential for environmental effects. The project also meets the department's *Transportation Impact Analysis Guidelines for Environmental Review's* secondary parking analysis and vehicle miles traveled analysis for land use project screening criteria, and therefore an analysis of secondary effects from vehicle parking is also not required.[18] For these reasons, Topic E.5(g) is not applicable to the proposed project and is not discussed further in this initial study.

Appendix G Transportation and Circulation Questions and Significance Criteria

San Francisco Administrative Code Chapter 31 directs the planning department to identify environmental effects of a project using as its base the environmental checklist form set forth in Appendix G of the CEQA Guidelines. 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

[18] Available at https://default.sfplanning.org/publications_reports/TIA_Guidelines.pdf.

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

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

Construction of the proposed project is expected to last 24 months and would occur during the hours of 7:00 am to 8:00 pm seven days a week, including holidays. During construction it may be necessary to temporarily close the sidewalk along Mission Street and/or Jessie Street. The project sponsor would be required to follow the *Regulations for Working in San Francisco Streets*.[19] During sidewalk closures, signage and protection for people walking would be erected, as appropriate, and the contractor would be required to maintain adequate bicycle and walking circulation at all times. Travel lane closures along Mission Street, if necessary, would be coordinated with the city to minimize the impacts on local traffic, transit, and bicycle facilities.

The impact of construction traffic would be a temporary lessening of the capacities on surrounding roadways and truck routes, as well as connecting local streets, due to the slower movement and larger turning radii of trucks. Given the project site's proximity to high-quality local and regional transit service, a substantial portion of construction workers would be expected to take public transit to and from the project site, with a small number of workers traveling to and from the project site in private vehicles. Nonetheless, construction truck and worker vehicle traffic could result in minor congestion and conflicts with vehicles, transit, people walking and bicyclists.

Considering the temporary duration and the magnitude of project-related construction activities, construction would not result in substantial interference with pedestrian, bicycle, or vehicular circulation or with accessibility to the project vicinity. Therefore, the proposed project would have a less-than-significant transportation-related construction impact, and no mitigation measures would be required.

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

The proposed project is estimated to generate 256 daily person trips in the form of 64 auto trips, 97 walking trips, 72 transit trips, and 23 trips by other modes (bicycle, transportation network companies, taxi, and private shuttle), and a total of 42 daily vehicle trips.[20] The proposed project is estimated to generate 23 p.m. peak-hour person trips, in the form of six auto trips, nine walking trips, six transit trips, and two trips by other modes, and a total of seven p.m. peak hour vehicle trips. The proposed project would not alter the

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[19] San Francisco Municipal Transportation Agency, *Regulations for Working in San Francisco Streets, 8th Edition, Revised October 2021*, available at https://www.sfmta.com/reports/construction-regulations-blue-book, accessed March 1, 2022.

[20] San Francisco Planning Department, *1010V Mission Street Transportation Study Determination*, December 7, 2021.

existing street grid, reconfigure intersections near the project site, or introduce other physical features that would increase hazards for people driving, walking, or bicycling, or for public transit operations.

Driving Impacts

The proposed project does not include any changes to the public right-of-way that would result in hazards for people driving. The proposed project does not include a garage, so existing curb cuts on Mission and Jessie street would be removed. Elimination of curb cuts would reduce potential conflicts between people driving and pedestrians and cyclists. Operation of the proposed project would not create potentially hazardous conditions related to people driving. This impact would be less than significant, and no mitigation measures would be required.

Walking Impacts

Implementation of the proposed project would increase the level of pedestrian activity in the area above existing levels, with the proposed project estimated to generate 97 daily walking trips. People walking to and from the project site would likely be traveling to and from public transit stops and stations in the project vicinity or to and from nearby businesses along Mission, 6th, and Market streets. The nearby sidewalks are wide enough to adequately accommodate an increase in the level of pedestrian activity. The Mission Street sidewalk is approximately 13 feet wide. Intersections near the project site are controlled with traffic lights that inform pedestrians of when it is safe to cross the street. This impact would be less than significant, and no mitigation measures would be necessary.

Bicycling Impacts

Implementation of the proposed project would increase the level of bicycling activity in the area above existing levels. Bicyclists from the project site would exit the building through Mission or Jessie streets to access bike routes along Market, 5th, Howard, and 7th streets.

The proposed project is estimated to generate seven p.m. peak hour vehicle trips. The addition of this small number of project-generated vehicle trips along surrounding streets would not be substantial and is not expected to create potentially hazardous conditions for people bicycling. This impact would be less than significant, and no mitigation measures would be necessary.

Public Transit Impacts

Muni operates buses along Mission, Market, 5th and 7th streets. Golden Gate Transit and SamTrans operate multiple bus lines along Mission Street, and the nearest BART station is 0.3 mile from the project site at Powell and Market streets. Implementation of the proposed project would not alter the established street grid or result in any other changes that could adversely affect public transit operations adjacent to or near the project site. The proposed project does not include a garage, so no vehicles would exit the project site onto Mission Street and into the path of an approaching bus. Therefore, operation of the proposed project would not create potentially hazardous conditions for public transit operations. This impact would be less than significant, and no mitigation measures would be required.

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

Implementation of the proposed project would not alter the established street grid, permanently close any streets or sidewalks, or eliminate or reconfigure any existing bicycle routes. Emergency vehicle access would remain unchanged from existing conditions. Emergency vehicles would continue to access the project site from Mission Street and Jessie Street. Implementation of the proposed project would not preclude or restrict emergency vehicle access to the project site. Thus, this impact would be less than significant, and no mitigation measures would be required.

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

The project site is well served by public transit, with local and regional transit providers (Muni, BART, Golden Gate Transit, and SamTrans) operating multiple transit lines on streets adjacent to and within one-quarter mile of the project site. A westbound Muni stop for Mission Street lines is located in front of the project site. The proposed project would not result in the relocation or removal of any existing bus stops or other changes that would alter transit service.

The proposed project is estimated to generate six transit trips during the p.m. peak hour. Transit riders to and from the project site would use the nearby Muni bus lines for local trips and regional lines for trips outside San Francisco. The department's *Transportation Impact Analysis Guidelines for Environmental Review* set forth a screening criterion for projects that would typically not result in significant public transit delay effects. During the weekday p.m. peak hour, the proposed project would generate 42 auto vehicle trips and one taxi/TNC vehicle trip. This would be less than the 300 peak-hour project vehicle trips identified by the department as the number of vehicle trips that could potentially substantially delay public transit vehicles operating on routes in the vicinity of the project site. Therefore, the proposed project would not add a substantial number of new peak-hour vehicle trips to roadways with transit service and would not result in a significant impact related to transit delay.

Impact TR-5: Operation of 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)*

Vehicle Miles Traveled (VMT) Analysis

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, generate 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 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 (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. Travel behavior in SF-CHAMP is calibrated based on observed behavior from the California Household Travel Survey 2010-2012, census data regarding automobile ownership rates and county-to-county worker flows, and observed vehicle counts and transit boardings. 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 Transportation Authority uses tour-based analysis for office and residential uses, which examines the entire chain of trips over the course of a day, not just trips to and from the project. For residential development, the existing regional average daily VMT per capita is 17.2.[21] **Table 4: Average Daily Vehicle Miles Traveled**, identifies VMT in the TAZ (666) in which the project site is located.

Table 4 **Average Daily Vehicle Miles Traveled in TAZ 666**

Land Use	Existing			Cumulative 2040		
	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 666 Average	Bay Area Regional Average	Bay Area Regional Average minus 15%	TAZ 666 Average
Households (Residential)	17.2	14.6	1.9	16.1	13.7	1.62

Source: San Francisco Planning Department, *San Francisco Transportation Information Map*, 2019, https://sfplanninggis.org/TIM/, accessed February 4, 2022.

In January 2016, the Office of Planning and Research published for public review and comment a revised proposal on updates to the CEQA Guidelines on evaluating transportation impacts, recommending that transportation impacts for projects be measured using a VMT metric.[22, 23] In January 2019, changes to the CEQA statutes and guidelines went into effect, including a new section 15064.3 that states that VMT is the most appropriate measure of transportation impacts and that includes updated criteria for analyzing transportation impacts. If a project meets one of the three screening criteria provided (Map-Based Screening, Small Projects, and Proximity to Transit Stations), then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required. Map-Based Screening is used to determine if a project site is located within a TAZ that exhibits low levels of VMT. Small projects are projects

[21] Includes the VMT generated by the households in the development and averaged across the household population to determine VMT per capita.

[22] California Office of Planning and Research, *Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA, Implementing Senate Bill 743 (Steinberg, 2013)*, January 20, 2016.

[23] California Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA,* December 2018, available at https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf, accessed May 12, 2022.

that would generate fewer than 100 vehicle trips per day. The Proximity to Transit Stations criterion includes projects that are within a half-mile of an existing major transit stop, have a floor area ratio that is equal to or greater than 0.75, vehicle parking that is less than or equal to that required or allowed by the planning code without conditional use authorization, and are consistent with the applicable Sustainable Communities Strategy, which for the Bay Area is *Plan Bay Area 2050* (for more information on *Plan Bay Area 2050* refer to discussion in the Population and Housing section).

A project would have a significant effect on the environment if it would cause substantial additional VMT, which is defined as VMT exceeding the regional average minus 15 percent.[24] In TAZ 666, the existing average daily household VMT per capita is 1.9, and the future 2040 average daily household VMT per capita is estimated to be 1.62.[25] Given that the project site is located in an area in which the existing and future 2040 residential VMT would be more than 15 percent below the existing and future 2040 regional averages, the proposed project's residential use would not result in substantial additional VMT. Furthermore, the project meets the small project screening criteria by its estimated 42 vehicle trips per day and the project site' proximity to transit stations, which also indicates the proposed project's residential use would not cause substantial additional VMT.[26]

Roadway Capacity and Roadway Network

The proposed project would not add travel lanes to the existing streets in the project vicinity or create new streets that could accommodate vehicles. For these reasons, the proposed project would not substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network.

Conclusion

The project would not cause substantial additional VMT or substantially induce additional automobile traffic by increasing physical capacity in congested areas or by adding new roadways to the network. This impact would be less than significant, and no mitigation measures would be required.

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

The proposed project would contain 57 residential units and would not include any new on-street or off-street passenger or freight loading.

Freight Loading

Pursuant to Planning Code section 152, off-street freight loading spaces are required for residential uses that exceed 100,000 square feet of occupied floor area. The proposed project would contain 29,704 square feet of residential use and thus would not require off-street freight loading. Per the department's transportation

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[24] San Francisco Planning Department, *Transportation Impact Analysis Guidelines for Environmental Review*, February 2019 (updated October 2019), p. 15, available at https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update, accessed February 1, 2022.

[25] San Francisco Planning Department, *Eligibility Checklist: CEQA Section 21099 Modernization of Transportation Analysis for 1010V Mission Street*, February 24, 2022.

[26] *Ibid*.

impact analysis guidelines, the proposed project would generate a need for one loading space during the average and peak hour of loading activity.[27] Five metered commercial (yellow) loading zones are located west of the project site: two are in front of 1018-1024 Mission Street (13 feet from the project site) and three are in front of 1026-1028 Mission Street (50 feet from the project site). Thus, existing on-street loading facilities would meet the project's commercial loading demand and the project is not anticipated to create potentially hazardous conditions (e.g., double-parking) for people driving, walking, or bicycling or that substantially delay public transit.

Passenger Loading

The proposed project would generate a passenger loading demand of 11 vehicles per day and one vehicle during the peak hour of passenger loading.[28] There is an approximately 50-foot-long passenger loading zone in front of the Bayanihan Building residential entrance on 6th Street, which is an approximately 170-foot walk from the project site. This existing passenger loading along 6th Street is sufficient to satisfy the project's passenger loading demand.

Residential Move-In/Move-Out Activities

Mission Street in front of the project site would not be available for move-in/move-out activities because a bus stop extends from 6th Street west 168 feet, past the project site, to 13 feet beyond the western boundary of the project site.[29] It is anticipated that residents of the building would utilize adjacent on-street parking spaces west of the project site on Mission Street or on Jessie Street for move-in/move-out activities. Should on-street parking be necessary for move-in/move-out activities, spaces would need to be reserved through the SFMTA's temporary signage program.[30] Typically, these activities occur during off-peak times, such as in the evenings and on weekends, when there are lower traffic and walking volumes in the area. Given the options available for accommodating residential move-in/move-out activities (along Mission and Jessie streets discussed above), the proposed project would not result in a loading deficit during residential move-in/move-out activities that would create potentially hazardous conditions (e.g., double-parking) for people driving, walking, or bicycling or that substantially delay public transit.

In conclusion, impacts related to loading during project operation would be less than significant, and no mitigation measures would be required.

2040 Cumulative Conditions

The 2040 cumulative conditions assess the long-term impacts of the proposed project in combination with other reasonably foreseeable projects (cumulative projects) within one-quarter mile of the project site, as shown in Table 2 and Figure 3.

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27 San Francisco Planning Department, *1010 Mission Street Travel Demand Distribution*, February 3, 2022.

28 *Ibid*.

29 The Mission Street project site frontage is 138-155 feet west of 6th Street As shown on SFMTA's Mission Street 1000 block map (available at https://citypln-m-extnl.sfgov.org/SharedLinks.aspx?accesskey=50542414df4de0ebb3f5fd4f49f27a702362bbcb3fff7cb2cadfc974b9954fe8&VaultGUID=A4A7DACD-B0DC-4322-BD29-F6F07103C6E0), the bus stop extends west 168 from 6th Street, or 13 feet beyond the project site frontage.

30 Information about the San Francisco Municipal Transportation Agency's temporary signage permits is available at https://www.sfmta.com/permits/temporary-signage, accessed December 13, 2021.

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

There are no known projects within the project block that are anticipated to be under construction simultaneously with the proposed project, and it is anticipated that exterior work on the six-story building under construction at 1064-1068 Mission Street would be completed before construction of the proposed project begins.[31] Nevertheless, sponsors of all cumulative projects would be required to follow the *Regulations for Working in San Francisco Streets*, discussed in Impact TR-1. Sidewalk and travel lane closures would be needed at various stages throughout construction. During sidewalk closures, signage and protection for people walking would be erected, as appropriate, and the contractors would be required to maintain adequate bicycle and walking circulation at all times. Travel lane closures along affected streets would be coordinated with the city to minimize the impacts on local traffic.

Construction activities would be temporary and of limited duration, and the majority of construction activity would occur during off-peak hours when traffic volumes are minimal and potential for conflicts is low. This impact would be less-than significant, and no mitigation measures would be required.

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

Cumulative projects are geographically dispersed throughout the project vicinity, and none are located along Mission Street on the project block. Implementation of the proposed project and cumulative projects would not alter the established street grid, permanently close any streets or sidewalks, eliminate or reconfigure any existing bicycle routes, or preclude or restrict emergency vehicle access to the project site. Once construction of the proposed project and cumulative projects has been completed, people walking and bicycling would experience unrestricted access to and from the various project sites as they currently do under existing conditions. Additionally, emergency vehicle access would remain unchanged from existing conditions.

Implementation of the proposed project and cumulative projects would increase the level of vehicle, pedestrian, and bicycle activity in the project vicinity, which has the potential to result in more conflicts between these different modes of transportation. The proposed project would not include a garage or curb cut, and would remove two curb cuts. There are no known projects within the project block that would combine with the proposed project to create hazardous conditions for people walking or bicycling or with public transit operations.

Operation of the proposed project and cumulative projects would result in an increase in the number of vehicles on the local roadway network. The proposed project would add 42 daily vehicle trips, including

[31] As of May 2022, construction of the exterior of the building is complete.

seven vehicle trips during the p.m. peak hour. Because cumulative projects are geographically dispersed throughout the project vicinity and none are located along Mission Street on the project block, the proposed project, in combination with cumulative projects, would not substantially delay public transit.

While there would be an increase in vehicle traffic and loading demand associated with cumulative projects in the project vicinity, loading impacts are localized and site-specific. The cumulative projects are geographically dispersed throughout the project vicinity and would not be close enough to combine with the proposed project or each other to create significant cumulative loading impacts. The loading demand for the proposed project would be addressed locally on Mission and Jessie streets, where no cumulative projects are located.

In conclusion, the proposed project, in combination with cumulative projects, would not create potentially hazardous conditions, including such conditions as a result of a loading deficit; would not interfere with accessibility, including emergency access; and would not significantly delay public transit. This impact would be less than significant, and no mitigation measures would be required.

Impact C-TR-3: The proposed project, in combination with cumulative projects, would not cause substantial additional VMT or substantially induce automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network. (*Less than Significant*)

Table 4, Average Daily Vehicle Miles Traveled, under Impact TR-5, shows the estimated VMT in the year 2040 for the San Francisco Bay Area and in TAZ 666. The future 2040 regional average daily household VMT per capita is estimated to be 16.1, and the future 2040 average daily household VMT per capita in TAZ 666 is estimated to be 1.62. Given that the proposed project is in an area in which the daily average future 2040 residential VMT would be more than 15 percent below the future 2040 regional average, the proposed project would not combine with cumulative projects to cause substantial additional VMT. This impact would be less than significant, and no mitigation measures would be required.

Neither the proposed project nor other projects listed in Table 2 (including two projects in the public right-of-way: the Jones Street Quick-Build and the Better Market Street Project) would add travel lanes to the existing streets in the project vicinity or create new streets that could accommodate vehicles. For these reasons, the proposed project would not combine with cumulative projects to substantially induce additional automobile travel by increasing physical roadway capacity in congested areas or by adding new roadways to the network. This impact would be less than significant, and no mitigation measures would be required.

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 the vicinity of a private airstrip or within 2 miles of a public airport or public use airport. Therefore, Topic E.6(c) is not applicable to the proposed project.

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

Construction Noise

The construction period for the proposed project is expected to last 24 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, and the distance between noise sources and receptors. Construction noise levels would be highest during excavation, foundation, and exterior structural work. Interior construction noise would be substantially reduced by exterior walls.

The building foundation would be supported on mat slab or pier foundation. A mat foundation would require excavation to 4 feet below ground surface, with additional excavation up to 6 feet below grade for shoring, utility connections, and an elevator pit, resulting in approximately 550 cubic yards of excavation. A pier foundation would consist of a 1-foot-thick slab-on-grade floor supported by approximately 60 16-inch-diameter auger cast-in-place piles drilled to a depth of 50 feet below ground surface, resulting in

approximately 350 cubic yards of excavation.[32] Foundation work would occur over a two- to four-month period and would involve the use of bore/drill rigs, caisson drills, jackhammers, and excavators.

Construction noise is regulated by San Francisco Police Code sections 2907 and 2908. Section 2907 requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source.[33] Impact tools are not subject to the equipment noise limit, provided that impact tools and equipment have intake and exhaust mufflers recommended by the manufacturers and are approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation. Pavement breakers and jackhammers must also be equipped with acoustically attenuating shields or shrouds recommended by the manufacturers and approved by the Director of Public Works or the Director of Building Inspection as best accomplishing maximum noise attenuation.

Section 2908 of the police code prohibits construction work between 8 p.m. and 7 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works or the Director of Building Inspection. The proposed project is required to comply with section 2907 and 2908 of the city's noise ordinance; however, the project sponsor does not anticipate construction activities occurring at night.

The noisiest phases of construction would be for approximately two to four months, during demolition of the pavement/site preparation, grading, and foundation work, when equipment would include drills, a bulldozer, a tractor, an excavator, and a forklift. While construction noise would be considered an annoyance by occupants of nearby properties, construction noise levels would be temporary, with the highest noise levels occurring for approximately four months out of the 24-month construction period, would not persist upon completion of construction activities, and individual pieces of construction equipment would be required to comply with the noise limits in article 29 of the police code. Therefore, with adherence to article 29 of the police code, construction noise impacts would be less than significant. No mitigation measures are necessary.

Operational Noise

The project site is an urban area with a mix of residential and commercial uses. Existing conditions include noise from common urban sources, such as traffic, garbage trucks and from drivers honking. Vehicular traffic is the largest contributor to ambient noise levels throughout most of San Francisco. Generally, traffic would have to double in volume to produce a noticeable increase in ambient noise levels. The proposed project would add residential uses that would generate 42 daily vehicle trips, which would not result in a doubling of traffic volumes and therefore not result in a noticeable increase in ambient noise levels.

Mechanical building equipment, such as heating, ventilation and air conditioning (HVAC) systems, as well as other noise-generating devices (home entertainment systems) associated with the residential uses would

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[32] The project sponsor has stated that a pier foundation system would be used; however, because the foundation system cannot be confirmed until construction plans are submitted and approved, this document describes and analyzes the environmental effects associated with both a mat slab and pier foundation systems.

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

create operational noise. However, rooftop mechanical systems would be housed within a 6- to 8-foot-tall screened enclosure, which would reduce noise effects. In addition, 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 noise level in excess of five dBA above ambient noise levels at any point outside the property plane. In addition, 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.

Therefore, with required adherence to the noise ordinance limits in article 29 of the police code, operational noise impacts would be less than significant. No mitigation measures are necessary.

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

Construction Vibration

Groundborne vibration from construction activities can produce detectable vibration at nearby buildings, infrastructure, and sensitive receptors. The main concern associated with construction-generated vibration from the proposed project is damage to adjacent buildings. Potential vibration-related impacts from construction are generally limited to the use of impact equipment such as pile drivers (impact and vibratory), hoe rams, and vibratory compactors. A structure's susceptibility to vibration-induced damage depends upon its age, condition, its distance from the vibration source, its materials, and the vibration level. Vibration impacts to structures are usually significant if construction vibration could potentially result in damage or, in the case of a historic resource, materially impair the historic resource pursuant to CEQA Guidelines section 15064.5.

The California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual[34] sets vibration guidelines for potential damage to structures, as shown in **Table 5**, **Vibration Guidelines for Potential Damage to Structures**. The Caltrans guidelines indicate that a vibration level up to 0.25 in/sec in PPV is considered safe for buildings classified as "historic and some old buildings" from continuous/frequent intermittent vibration sources.

Table 6, Construction Equipment Vibration Levels, shows the PPV values at various distances for vibration-generating equipment anticipated to be used during construction of the proposed project. The greatest levels of vibration are anticipated to occur during use of the shoring drill rig for building foundation work.

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[34] California Department of Transportation (Caltrans), 2020. *Transportation and Construction Vibration Guidance Manual*. April, https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

Table 5 Vibration Guidelines for Potential Damage to Structures

Structure Type and Condition	Maximum Peak Particle Velocity (inches per second)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	**0.50**	**0.25**
Older residential structures	0.50	0.30
New residential structures	1.0	0.50
Modern/industrial commercial buildings	2.0	0.50

Source: California Department of Transportation, April 2020. Transportation and Construction Vibration Guidance Manual, Table 19.
Note: Transient sources create a single isolated vibration event, such as 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.

Table 6 Construction Equipment Vibration Levels

Equipment[1]	Approximate Peak Particle Velocity (PPV) in inches per second[2]						
	5 feet	10 feet	15 feet	25 feet	50 feet	75 feet	100 feet
Caisson drilling	**0.995**	**0.352**	0.191	0.0890	0.031	0.017	0.011
Jackhammer	**0.391**	0.138	0.075	0.035	0.012	0.007	0.004
Small bulldozer	0.034	0.012	0.006	0.003	0.001	0.001	0.000

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018.
Note: Exceedances of the building damage criterion for "historic and some old" buildings is shown in **bold**.
[1] Groundborne vibration levels vary based upon the substrate that underlies the site (soil, bedrock, etc.).
[2] 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) (*Source* California Department of Transportation, Transportation and Construction Vibration Guidance Manual, April 2020).

The four buildings that are adjacent to the project site (on lots 3703/025, 028, 029, and 081) are identified in Figure 2, Project Site and Adjacent Buildings. Three of the adjacent buildings are known historic resources, and the fourth building is classified as a potential historic resource. This analysis assumes that vibratory equipment would operate adjacent to these four buildings. As shown in Table 6 above, drill rigs generate approximately 0.995 PPV and jackhammers generate approximately 0.391 PPV of groundborne vibration when measured within 5 feet, based on the Transit Noise and Vibration Impact Assessment Manual. Due to the narrow width of the project site, it is anticipated that the drill rig and jackhammer would be used within 5 feet of adjacent buildings. As a result, vibration at the nearest buildings from construction equipment would exceed the Caltrans building damage criteria of 0.25 in/sec PPV for historic and older buildings, resulting in a significant impact.[35] Therefore, **Mitigation Measure M-NO-2: Protection of Adjacent Buildings and Vibration Monitoring During Construction** has been identified and agreed to by the project sponsor to reduce vibration impacts at the buildings at lots 3703/025, 028, 029, and 081.

[35] None of the adjacent buildings would be considered fragile or extremely fragile and therefore these building damage criteria are not applicable to this project.

Mitigation Measure M-NO-2

Protection of Adjacent Buildings and Vibration Monitoring During Construction. Prior to issuance of any demolition or building permit, the project sponsor shall submit a project-specific pre-construction survey of the adjacent buildings at lots 3703/025, 028, 029, and 081, and a vibration management and monitoring plan to the Environmental Review Officer (ERO) for approval. The plan shall identify all feasible means to avoid damage to the buildings at lots 3703/025, 028, 029, and 081. The project sponsor shall ensure that the following requirements of the pre-construction survey and the vibration management and monitoring plan are included in contract specifications, as necessary.

Pre-construction Survey. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a qualified historic preservation professional to undertake a pre-construction survey of the four buildings. The pre-construction survey shall include descriptions and photographs of the building including all façades, 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 (as allowed by the property owner). The report shall also include pre-construction drawings that record the pre-construction condition of the building and identify cracks and other features to be monitored during construction. The preconstruction survey shall be submitted to the ERO for review and approval prior to the start of vibration-generating construction activity.

Vibration Management and Monitoring Plan. The project sponsor shall undertake a vibration management and monitoring plan to avoid or reduce project-related construction vibration damage to the buildings at lots 3703/025, 028, 029, and 081, and to ensure that any such damage is documented and repaired. Prior to issuance of any demolition or building permit, the project sponsor shall submit the plan to the ERO for review and approval. The plan shall include, at a minimum, the following components:

- *Maximum Vibration Level*. Based on the anticipated construction and condition of the buildings at lots 3703/025, 028, 029, and 081, a qualified acoustical/vibration consultant in coordination with a qualified historic preservation professional shall establish a maximum vibration level that shall not be exceeded at the four adjacent buildings based on existing conditions, character-defining features, soil conditions, and anticipated construction practices. (The common standard for historic buildings is a peak particle velocity of 0.25 inch per second.)

- *Vibration-generating Equipment.* The plan shall identify all vibration-generating equipment to be used during each phase of construction (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.

- *Buffer Distances.* Based on vibration levels and site constraints, the plan shall identify whether buffer distances should be maintained between the operation of vibration-generating construction equipment and the buildings at lots 3703/025, 028, 029, and 081 to avoid damage, to the extent possible.

- *Vibration Monitoring.* The plan shall identify the method and equipment for vibration monitoring to ensure that vibration levels do not exceed the established standards identified in the plan.

    - Should construction vibration levels be observed in excess of the standards 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 preservation professional shall inspect the buildings at lots 3703/025, 028, 029, and 081 (as allowed by the property owners) in the event that construction activities exceed vibration levels identified in the plan.

    - The historic preservation professional shall submit monthly reports to the ERO during vibration-inducing activity periods that identify and summarize any vibration level exceedances and describe the actions taken to reduce vibration.

    - If vibration has damaged the buildings at lots 3703/025, 028, 029, and 081, the historic preservation professional shall immediately notify the ERO and prepare a damage report documenting the features of the buildings that have been damaged.

    - Following incorporation of the alternative construction techniques and/or planning department review of the damage report, vibration monitoring shall recommence to ensure that vibration levels at the buildings at lots 3703/025, 028, 029, and 081 are not exceeded.

- *Periodic Inspections.* The plan shall identify the intervals and parties responsible for periodic inspections. The historic preservation professional shall conduct regular periodic inspections of the buildings at lots 3703/025, 028, 029, and 081 during vibration-generating construction activity on the project site. The plan will specify how often inspections shall occur.

- *Repair Damage.* The plan shall identify provisions to be followed should damage to the buildings at lots 3703/025, 028, 029, and 081 occur due to construction-related vibration. The plan shall state that the building shall be remediated to its pre-construction condition or in conformance with the Secretary's Standards for Category "A" buildings (as allowed by the property owner) at the conclusion of vibration-generating activities on the site.

Vibration Monitoring Results Report. After construction is complete, the historic preservation professional shall submit to the ERO a final vibration monitoring report. The report shall include, at a minimum, collected monitoring records, building condition summary, descriptions of all instances of vibration level exceedance, identification of damage incurred due to vibration, and corrective actions taken to restore any damage caused by construction-related vibration. The ERO shall review and approve the vibration monitoring results report.

Mitigation Measure M-NO-2 would require submittal and approval of a project-specific pre-construction survey and a vibration management and monitoring plan to identify all feasible means to avoid damage to the four potentially affected adjacent buildings. Further, Mitigation Measure M-NO-2 requires that any building damage that occurs be repaired to its preconstruction condition. With implementation of Mitigation Measure M-NO-2, impacts from construction vibration to adjacent buildings would be reduced to less than significant.

Operational Vibration

Operational vibration is generally caused by new rail or transit line projects (including above-ground line or underground-tunnels). The proposed project is a residential development that, upon completion of construction activities, would not generate vibration.

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

Noise impacts are typically localized; there are no other cumulative projects within the project block. Additionally, all cumulative projects are required to comply with the noise ordinance, article 29 of the police code, which places limits on construction and operational noise. Furthermore, the proposed project's 42 daily vehicle trips in combination with daily vehicle trips from cumulative projects would be dispersed along the local roadway network and therefore would not result in a significant cumulative traffic noise impact.

Vibration impacts are highly localized. Given that there are no other cumulative projects within the project block, the proposed project would not have the potential to combine with nearby projects to result in cumulative vibration impacts.

In summary, cumulative noise and vibration impacts would be less than significant, and no mitigation measures would be required.

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 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 clean air plan contains the following primary goals:

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

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

The clean air plan represents the most current applicable air quality plan for the air basin. Consistency with this plan is the basis for determining whether the proposed project would conflict with or obstruct implementation of air quality plans (See checklist question E.7(a).)

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (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},[36] for which these pollutants are designated as non-attainment for either the state or federal standards.[37] 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 7, Criteria Air Pollutant Significance Thresholds**.

Table 7 Criteria Air Pollutant 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
PM10	82 (exhaust)	82	15
PM2.5	54 (exhaust)	54	10
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).

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 7 must offset those emissions. The significance thresholds for particulate matter are based on the emissions limit in the federal New Source Review for stationary sources in nonattainment

[36] 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.

[37] "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.

areas. The air district's California Environmental Quality Act Air Quality Guidelines[38] and supporting materials[39] 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.[40] 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.[41] The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.[42] The city's Construction Dust Control Ordinance (Ordinance No.176-08, effective July 30, 2008) requires a number of measures to control fugitive dust and the best management practices employed in compliance with the city's construction dust control ordinance are an effective strategy for controlling construction-related fugitive dust.

Local Health Risks and Hazards

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

Unlike criteria air pollutants, TACs do not have ambient air quality standards but are regulated by the air district using a risk-based approach to determine which sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis in which human health exposure to toxic substances is estimated and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.[43] Exposures to fine particulate matter (PM2.5) are strongly associated with mortality, respiratory diseases, and decreased lung development in children, and other endpoints such as hospitalization for cardiopulmonary disease.[44] In addition to PM2.5, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board)

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38 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 May 12, 2022.

39 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 May 12, 2022.

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

41 Western Regional Air Partnership. *2006. WRAP Fugitive Dust Handbook.* September 7, 2006, available at http://www.wrapair.org/forums/dejf/fdh/content/FDHandbook_Rev_06.pdf, accessed May 12, 2022.

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

43 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.

44 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.

identified diesel particulate matter as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans.[45] 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.[46] 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 U.S. Environmental Protection Agency (EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.[47] 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.[48]

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.[49] 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

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

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

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

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

49 U.S. 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 May 12, 2022.

to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways

According to the California air board, studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses 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,[50] 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) PM2.5 concentrations in excess of 9 µg/m3.[51]

The above citywide health risk modeling is referenced in the Enhanced Ventilation Required for Urban Infill Sensitive Use Developments or Health Code, article 38 (Ordinance No. 224-14, effective December 8, 2014) (article 38). The purpose of article 38 is to protect the public health and welfare by establishing an air pollutant exposure zone and imposing an enhanced ventilation requirement for all urban infill sensitive use development within the zone. The project site is located within the air pollutant exposure zone, and Health Code article 38 applies to the proposed project. In addition, projects within the air pollutant exposure zone require special consideration to determine whether the project's activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

Impact Analysis

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.[52] 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

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50 California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective.* April 2005, available at http://www.arb.ca.gov/ch/landuse.htm, accessed May 12, 2022.

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

52 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 May 12, 2022.

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 greenhouse gases are discussed in Section E.8, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the city's Greenhouse Gas Reduction Strategy.

The infill nature of the proposed project and high availability of viable transportation options ensure that residents 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 42 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 meet the plan's primary goals.

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 approximately 57 residents 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 would not include any off-street parking. Thus, the proposed project 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, and no mitigation measures would be required.

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 in 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 particulate 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 and finishing, and paving. During the project's approximately 24-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 San Francisco Department of Building Inspection (building department).

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 building department.[53]

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. Compliance with the regulations and procedures set forth by the dust control ordinance would ensure that potential dust-related air quality impacts would be reduced to less than significant.

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. During operations, the proposed

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

project would result in emissions of criteria air pollutants primarily from the combustion emissions generated by new vehicle trips, as well as from natural gas and any diesel- or gasoline-fueled maintenance equipment that could be used on site.

To assist lead agencies in determining whether construction or operational criteria air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 7, above, the air district developed screening criteria.[54] If a proposed project meets the screening criteria, then 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[55] sites without any form of mitigation measures taken into consideration. In addition, the screening criteria do not account for project design features, attributes, or local development requirements that could also result in lower emissions. The proposed project would construct a new nine-story building containing 57 dwelling units and involve approximately 350 to 550 cubic yards of excavation/soil disturbance. The size of proposed construction activities would be below the criteria air pollutant screening sizes for mid-rise residential land use (screening size = 240 dwelling units) and soil import/export (screening level = 10,000 cubic yards) identified in the air district's *CEQA Air Quality Guidelines.* Furthermore, the proposed projects 57 dwelling units would be below the operational criteria air pollutant screening sizes for mid-rise residential land use (screening size = 494 dwelling units). Thus, quantification of construction or operational 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. No mitigation measures are required.

Impact AQ-3: The proposed project 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 and during operations from toxic air contaminant emissions resulting from increased vehicle trips. The building would not include a diesel-powered generator. The construction and operational health risks from the proposed project's emissions are further analyzed below.

Construction Emissions

According to the California air board, off-road equipment, which includes construction equipment, was the third largest source of mobile particulate matter emissions in California in 2012, the latest year for which inventory data is available.[56]

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

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

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

[56] 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.

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.[57]

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 (California air board 2005). In addition, current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 40, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities. This results in difficulties with producing accurate estimates of health risk.[58]

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.

The project site is adjacent to residential properties (sensitive receptors) along its eastern and western borders: 1018-1024 Mission Street (3703/081), 80-96 6th Street and 1004-1012 Mission Street (3704/029), and 72-76 6th Street (3703/028).

The proposed project would require construction activities for the approximate 24-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. **Mitigation Measure M-AQ-3: Clean Off-Road Construction Equipment** has been identified to reduce this impact and agreed to by the project sponsor.

Mitigation Measure M-AQ-3: 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 U.S. Environmental Protection Agency (EPA) or California Air Resources Board (air board) Tier 4 Interim or Tier 4 Final off-road emission standards.

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57 U.S. Environmental Protection Agency, *Clean Air Nonroad Diesel Rule: Fact Sheet*, May 2004.
58 Bay Area Air Quality Management District, *CEQA Air Quality Guidelines,* May 2017, page 8-7.

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 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, or another alternative that results in comparable reductions of diesel particulate matter.

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 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 engines, can reduce construction emissions by 93 to 96 percent compared to equipment with engines meeting Tier 1 or Tier 2 emission standards.[59] Therefore, compliance with Mitigation Measure M-AQ-3 would reduce construction period TAC emissions on nearby sensitive receptors to a less-than-significant level.

Operational Emissions

The proposed project would generate new vehicle trips, which would emit TACs. The project would not include a diesel emergency generator.

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

[59] 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.

emissions."[60] Similarly, a project that generates fewer than 10,000 vehicles per day would be considered a minor, low-impact source of toxic air contaminants. The proposed project's 42 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 the proposed project would not generate a substantial amount of TAC emissions that could affect nearby sensitive receptors.

Siting Sensitive Land Uses

The proposed project would add new residential use, which is considered a sensitive land use. For sensitive use projects within the air pollutant exposure zone, such as the proposed project, article 38 requires that the project sponsor submit an Enhanced Ventilation Proposal for approval by the San Francisco Department of Public Health that achieves protection from $PM_{2.5}$ equivalent to that associated with a minimum efficiency reporting value 13 (MERV 13) filtration. The building department will not issue a building permit without written notification from the director of public health that the applicant has an approved enhanced ventilation proposal.

In compliance with article 38, the project sponsor has submitted an initial application to the health department.[61] The regulations and procedures set forth by article 38 would reduce exposure of sensitive receptors that may occupy the project site to substantial pollutant concentrations.

Impact AQ-4: The proposed project would not result in other emissions (such as those leading to odors) adversely affecting 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, and no mitigation measures would be required.

Impact C-AQ-1. The proposed project, in combination with cumulative projects, would result in a significant cumulative impact on air quality. ***(Less than Significant with Mitigation)***

As discussed above, regional air pollution is by its very nature largely a cumulative impact. Emissions from past, present, and future projects contribute to the region's adverse air quality on a cumulative basis. No single project by itself would be sufficient in size to result in regional non-attainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality

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60 Bay Area Air Quality Management District, *Recommended Methods for Screening and Modeling Local Risks and Hazards*, page 12. May 2011, available at https://www.baaqmd.gov/~/media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.ashx, accessed May 12, 2022.

61 Jonathan Piakis, San Francisco Department of Public Health, email re 1010 Mission St Article 38 enrollment, March 31, 2020.

impacts.[62] The project-level thresholds for criteria air pollutants are based on levels below which new sources are not anticipated to result in a considerable net increase in non-attainment criteria air pollutants. Therefore, a cumulative criteria air pollutant analysis is presented in Impact AQ-2. The remainder of this cumulative air quality analysis address cumulative health risks and odor impacts to sensitive receptors.

As discussed above, the project site is in the air pollutant exposure zone and nearby sensitive receptors already experience poor air quality. This means significant air quality health risk impacts existing even without the proposed project. The proposed project and other cumulative projects listed in Table 2 and shown in Figure 3 that require off-road construction equipment, generate new vehicle trips, include diesel generators, or other sources of toxic air contaminants, would contribute additional health risks at sensitive receptors.

As described in Impact AQ-4, above, the proposed project's 42 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 the use of diesel-powered construction equipment including a bulldozer, tractor, and excavator during grading, a bore/drill rig and caisson drill during foundation work, a forklift during framing. Therefore, the proposed project would result in a considerable contribution to significant cumulative health risks. This would be a significant cumulative impact, and **Mitigation Measure M-AQ-3: Clean Off-Road Construction Equipment** would apply to the proposed project.

Implementation of Mitigation Measure M-AQ-3 could reduce the project's diesel particulate emissions by as much as 96 percent and would reduce the project's contribution to cumulative health risk impacts to a less-than-significant level.

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

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[62] Bay Area Air Quality Management District, *CEQA Air Quality Guidelines,* May 2017, page 2-1.

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

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. For this reason, the analysis of the proposed project's impact on climate change focuses on the project's contribution to cumulatively significant GHG emissions and this section does not include an individual project-specific impact statement.

On April 20, 2022, the air district adopted updated GHG thresholds.[63] Consistent with CEQA Guidelines sections 15064.4 and 15183.5 which address the analysis and determination of significant impacts from a proposed project's GHG emissions, the updated thresholds for land use projects, such as the proposed project, maintains the air district's previous GHG threshold that allow projects that are consistent with a GHG reduction strategy to conclude that the project's GHG impact is less than significant.

San Francisco's 2017 GHG Reduction Strategy Update[64] presents a comprehensive assessment of policies, programs, and ordinances that collectively represent San Francisco's GHG reduction strategy in compliance with the air district's guidelines and CEQA Guidelines. These GHG reduction actions have resulted in a 41 percent reduction in GHG emissions in 2019 compared to 1990 levels,[65] which far exceeds the goal of 2020 GHG emissions equaling those in 1990 set in Executive Order S-3-05[66] and the California Global Warming Solutions Act.[67] The city has also met and exceeded the 2030 target of 40 percent reduction below 1990

[63] Bay Area Air Quality Management District, *CEQA Thresholds and Guidelines Update,* available at https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines, accessed May 12, 2022.

[64] San Francisco Planning Department, *2017 Greenhouse Gas Reduction Strategy Update,* July 2017, available at https://sfplanning.org/project/greenhouse-gas-reduction-strategies, accessed May 12, 2022.

[65] San Francisco Department of the Environment, *San Francisco's 2019 Carbon Footprint*, available at https://sfenvironment.org/carbonfootprint, accessed May 12, 2022.

[66] Office of the Governor, Executive Order S-3-05, June 1, 2005, available at https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/5129-5130.pdf, accessed May 12, 2022.

[67] California Legislative Information, Assembly Bill 32, September 27, 2006, available at http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf, accessed May 12, 2022.

levels set in the California Global Warming Solutions Act of 2016[68] and the air district's 2017 Clean Air Plan[69] more than 10 years before the target date.

San Francisco's GHG reduction goals, updated in July 2021 by ordinance 117-02,[70] are consistent with, or more aggressive than, the long-term goals established under executive orders S-3-05,[71] B-30-15,[72] B-55-18,[73] and the California Global Warming Solutions Act of 2016.[74] The updated GHG ordinance demonstrates the city's commitment to continued GHG reductions by establishing targets for 2030, 2040, and 2050 and setting other critical sustainability goals. In particular, the updated ordinance sets a goal to reach net-zero sector-based GHG emissions by 2040 and sequester any residual emissions using nature-based solutions.[75] Thus, the city's GHG reduction goal is consistent with the state's long-term goal of reaching carbon neutrality by 2045. The updated GHG ordinance requires the San Francisco Department of the Environment to prepare and submit to the mayor a climate action plan (CAP) by December 31, 2021. The CAP, which was released on December 8, 2021, and will be updated every five years, carries forward the efforts of the city's previous CAPs and charts a path toward meeting the GHG commitments of the Paris Agreement (e.g., limit global warming to 1.5 degrees Celsius) as well as the reduction targets adopted in the GHG ordinance.

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

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68 California Legislative Information, Senate Bill 32, September 8, 2016, available at https://leginfo.legislature.ca.gov/faces/billPdf.xhtml?bill_id=201520160SB32&version=20150SB3288CHP, accessed May 12, 2022.

69 Bay Area Air Quality Management District. 2017. Clean Air Plan. September 2017, available at http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans, accessed May 12, 2022.

70 San Francisco Board of Supervisors. *Ordinance No. 117-21, File No. 210563*, July 20, 2021, available at https://sfbos.org/sites/default/files/o0117-21.pdf, accessed May 12, 2022. San Francisco's GHG reduction goals are codified in section 902(a) of the Environment Code and include the following goals: (1) by 2030, a reduction in sector-based GHG emissions of at least 61 percent below 1990 levels; (2) by 2030, a reduction in consumption-based GHG emissions equivalent to a 40 percent reduction compared to 1990 levels; (3) by 2040, achievement of net zero sector-based GHG emissions by reducing such emissions by at least 90 percent compared to 1990 levels and sequestering any residual emissions; and (4) by 2050, a reduction in consumption-based GHG emissions equivalent to an 80 percent reduction compared to 1990 levels.

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

72 Office of the Governor, *Executive Order B-30-15*, April 29, 2015, available at https://www.ca.gov/archive/gov39/2015/04/29/news18938/, accessed May 12, 2022. Executive Order B-30-15 sets a state GHG emissions reduction goal of 40 percent below 1990 levels by 2030. San Francisco's 2030 sector based GHG reduction goal of 61 percent below 1990 levels requires a greater reduction of GHG emissions.

73 Office of the Governor, *Executive Order B-55-18*, September 18, 2018, available at https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf, accessed May 12, 2022. Executive Order B-55-18 establishes a statewide goal of achieving carbon neutrality as soon as possible, but no later than 2045, and achieving and maintaining net negative emissions thereafter. San Francisco's goal of net zero sector-based emissions by 2040 is a similar goal but requires achievement of the target five years earlier.

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

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

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)***

The proposed project would increase the intensity of the use of the site by constructing a new nine-story residential building providing 57 dwelling units.

Thus, the proposed project would contribute to the cumulative effects of climate change by directly or indirectly emitting GHGs during construction and operation. Direct operational effects from the proposed project include the GHG emissions from new vehicle trips and natural gas combustion. Indirect effects include the GHG emissions from electricity providers, including the generation of the energy required to pump, treat, and convey water; other GHG emissions are associated with waste removal, waste disposal, and landfill operations.

The proposed project would be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy and demonstrated in the GHG checklist completed for the proposed project.[76] For example, the project would reduce vehicle travel by implementing a transportation demand management program, supporting transportation sustainability fee, and providing amenities for bicycle riders. The project would also by meet the requirements of the San Francisco green building code for renewable energy by providing solar panels on 15 percent of the roof space, meet energy efficiency requirements and other applicable regulations related to waste disposal during construction and operation, prohibit wood burning, and use low-emitting building materials. As discussed above, these regulations have proved effective as San Francisco has reduced its GHG emissions by 41 percent below 1990 levels, which far exceed statewide and regional 2020 GHG reduction targets. Furthermore, the city's GHG emission reductions in 2019 also met statewide and regional 2030 targets more than 10 years in advance of the target year. Therefore, because the proposed project would be subject to regulations adopted to reduce GHG emissions, the proposed project would be consistent with San Francisco's GHG reduction strategy and would not generate significant GHG emissions nor conflict with state, regional, and local GHG reduction plans and regulations.

Therefore, because the proposed project would be consistent with the City's GHG reduction strategy, it would also be consistent with the GHG reduction goals of executive orders S-3-05, B-30-15, B-55-18, the California Global Warming Solutions Act of 2016, and the clean air plan, would not conflict with these plans. As such, the proposed project impact would be ***less than significant*** with respect to GHG emissions, and no mitigation would be required.

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[76] San Francisco Planning Department, *Greenhouse Gas Analysis: Compliance Checklist for 1010V Mission Street,* May 12, 2022.

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?	☐	☐	☒	☐	☐

San Francisco Planning Code section 148, Reduction of Ground-level Wind Currents in Downtown Commercial (C-3) Districts, requires buildings in the C-3 downtown districts to be shaped so as not to cause ground-level wind currents to exceed defined comfort and hazard criteria. The proposed project would result in the construction of an 84-foot-tall building (99 feet tall including rooftop penthouses). To assess the project's wind impacts, a pedestrian wind study was prepared by a qualified wind consultant, modeling an 85-foot-tall building plus penthouse.[77]

For the purposes of environmental review under the California Environmental Quality Act, the planning department uses the wind hazard criterion of Planning Code Section 148 to determine if a proposed project would have significant wind impacts. The wind hazard criterion requires that buildings not cause equivalent wind speeds to reach or exceed the hazard level of 26 miles per hour (mph) as averaged from a single full hour of the year.

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

Average wind speeds in San Francisco are the highest in the summer and lowest in winter. However, the strongest peak winds occur in winter. Throughout the year, the highest wind speeds occur in mid-afternoon and the lowest in the early morning. West-northwest, west, northwest, and west-southwest are the most frequent and strongest of primary winds during all seasons (referred to as prevailing winds).

Tall buildings and exposed structures can strongly affect the wind environment for pedestrians. A building that stands alone or is much taller than the surrounding buildings can intercept and redirect winds that might otherwise flow overhead and bring them down the vertical face of the building to ground level, where they create ground-level wind and turbulence. These redirected winds can be relatively strong, turbulent, and incompatible with the intended uses of nearby ground-level spaces. A building with a height that is similar to the heights of surrounding buildings typically would cause little or no additional ground-level wind acceleration and turbulence. Thus, wind impacts are generally caused by large building masses that extend substantially above their surroundings, and by buildings oriented such that a large wall catches a prevailing wind, particularly if such a wall includes little or no articulation. In general, new buildings less than approximately 80 feet in height are unlikely to result in substantial adverse effects on ground-level winds such that pedestrians would be uncomfortable. Such winds may exist under existing conditions, but shorter buildings typically do not cause substantial changes in ground-level winds.

[77] RWDI, *1010 Mission Street, San Francisco, CA Pedestrian Wind Study, RWDI #2003402*, November 15, 2021.

Wind speeds were simulated in an atmospheric boundary layer wind tunnel and recorded at 40 test locations around a model of the project site and its surroundings. Under existing conditions, wind speeds at all 40 locations comply with the wind hazard criterion.

Under existing-plus-project conditions, all 40 locations would comply with the wind hazard criterion. Thus, the proposed project would not result in wind hazard exceedances at any of the test locations.

The wind study was prepared for the previously proposed project evaluated under Case No. 2020-005514ENV. As discussed above under Project Background, the building massing changed from the previously evaluated project as follows:

- Removed ninth floor setback from Jessie Street façade
- Removed eighth floor setback from Mission Street façade
- Reduced depth of ninth floor setback at Mission Street façade from 5 feet to 3 feet
- Removed bay windows from units at Jessie Street façade.

The wind consultant reviewed the current plans and issued a memo,[78] which notes that the wind study prepared for the previous project (2020-005514ENV) was modeled at 85 feet and that the currently proposed project is 84 feet. Furthermore, the memo notes that the minor changes in setback and bay window removal would not substantially affect the wind conditions around the project site. Based on the consultant's expertise with wind flow assessments and engineering judgement, the results presented in the November 15, 2021 wind study report are applicable to the current massing design and as a result, a retest in the wind tunnel is not required.

In summary, the proposed project would not result in a building that would cause wind speeds to exceed the wind hazard criterion. Thus, wind impacts would be less than significant and no mitigation measures are required.

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

The cumulative context for wind hazards is typically limited to 1,200 feet of the project site. The wind report considered cumulative development within a 1,200-foot radius of the project site and noted that the addition of the cumulative (future) development in the surrounding area would reduce wind speeds at several test locations.

Under cumulative conditions, all 40 test locations would comply with the wind hazard criterion. Thus, under cumulative conditions, the proposed project would not result in wind hazard exceedances at any of the test locations.

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[78] RWDI, Pedestrian Wind Study – Memorandum, 1010 Mission Street, San Francisco, November 1, 2022.

An updated list of foreseeable projects within 1,200 feet of the project site was provided to the consultant subsequent to the wind tunnel testing. The consultant considered the height, location, and proximity of the updated list of cumulative projects and their impact on wind conditions around the proposed project in Appendix B of their report. The following projects (also listed in Table 2 and shown in Figure 3 of this report) were not in the project plus cumulative wind tunnel test model but were subsequently considered by the wind consultant:

- 1052-1060 Folsom Street and 190-194 Russ Street - the project is not tall enough, close enough or in the path of predominant wind flows to affect wind conditions around the proposed development.
- 580 Minna Street – an infill project that is comparable in height to buildings on adjacent lots.
- 1145 Mission Street - too far away and separated from the proposed project site by taller existing buildings

In addition, 996 Mission Street, which was included as a foreseeable project in the wind tunnel model, is no longer a foreseeable project—the Planning application has been withdrawn. The addition of this building in the cumulative context resulted in a localized increase in wind speeds around it but no significant wind hazard exceedances.

Based on the consultant's expertise with wind flow assessments and their engineering judgment, and as noted in the wind consultant's review of the current plans,[79] the consultant determined that the cumulative wind tunnel results are applicable to the updated surrounding context. A retest with these updates is not required.

In summary, the proposed project in combination with cumulative development projects would not cause wind speeds to exceed the wind hazard criterion. Thus, cumulative wind impacts 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
10. SHADOW. Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	☐	☐	☒	☐	☐

[79] RWDI, Pedestrian Wind Study – Memorandum, 1010 Mission Street, San Francisco, November 1, 2022.

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 and private open spaces are not subject to Planning Code section 295.

The nearest public open space to the project site is Gene Friend Recreation Center, located two blocks (0.2 mile) south of the project site on 6th Street between Howard and Folsom streets. The proposed project would include a building greater than 40 feet in height; therefore, the planning department prepared a preliminary shadow fan to determine whether the project would have the potential to cast new shadow on nearby parks.[80] The shadow fan, which evaluated a building at 100 feet in height, indicated that the proposed project would not cast any new shadows on Gene Friend Recreation Center or any public open space.

The proposed project would cast new shadow on sidewalks in the vicinity of the project site. New shadow would be generally transitory in nature and would not substantially affect the function of sidewalks, which are used primarily as pedestrian walkways and not as places for extended periods of stationary activity. Therefore, this impact would be less than significant, and no mitigation measures would be required.

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

As discussed above, the proposed project would not cast any new shadows onto parks or public open spaces. Therefore, the proposed project would not have the potential to combine with cumulative development projects to create or contribute to a cumulative shadow impact on public open spaces. Cumulative projects identified in Table 2 and shown in Figure 3, would cast new shadow onto surrounding sidewalks and streets in the project vicinity. While cumulative projects would cast new shadows onto sidewalks and streets in the area, shadow from the proposed project and cumulative projects would not be above levels common for San Francisco's urban environment. Therefore, this impact would be less than significant, and no mitigation measures would be required.

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[80] San Francisco Planning Department, Preliminary Shadow Fan Analysis: 1010V Mission Street, September 28, 2022.

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 increase the use of existing neighborhood and regional parks and other recreational facilities, but not to such an extent that substantial physical deterioration of the facilities would occur or be accelerated. ***(Less than Significant)***

Implementation of the proposed project would add approximately 57 residents to the project site. The proposed project would provide approximately 2,050 gross square feet of common open space that would be available to building residents.

The new residents of the proposed project would be served by the San Francisco Recreation and Parks Department, which administers more than 220 parks, playgrounds, and open spaces throughout the city, as well as recreational facilities including recreation centers, swimming pools, golf courses, and athletic fields, tennis courts, and basketball courts.[81] In 2003, voters passed Proposition C, which mandated the evaluation of park maintenance at city parks. The recreation and parks department conducts quarterly maintenance evaluations at each city park to identify and address maintenance standards and schedules to improve park conditions and allocate resources as necessary.

The nearest park is Gene Friend Recreation Center, located two blocks (0.2 mile) south of the project site on 6th Street between Howard and Folsom streets. Yerba Buena Gardens and Jessie Square are located three blocks (0.4 mile) east of the project site, and Civic Center Plaza is located six blocks (0.6 mile) northwest of the project site.

The increased demand on recreational facilities from 57 new residents would be negligible, considering the number of people living and working in San Francisco and the number of existing and planned recreational facilities. For these reasons, implementation of the proposed project would not increase the use of existing recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated, and this impact would be less than significant. No mitigation measures would be required.

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[81] San Francisco Recreation and Parks Department, "About Us," available at https://sfrecpark.org/, accessed May 2022.

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)***

As discussed under Impact RE-1, the increase in recreational facility use as a result of the proposed project would be negligible. Therefore, the proposed project would not require the construction or expansion of recreational facilities, and this impact would be less than significant and no mitigation measures would be required.

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

Cumulative development in the project vicinity, as identified in Table 2 and shown in Figure 3, would result in an intensification of land uses and a cumulative increase in the demand for recreational facilities and resources. The city has accounted for such growth as part of the recreation and open space element of the general plan. In addition, San Francisco voters passed three bond measures, in 2008, 2012, and 2020, to fund the acquisition, planning, and renovation of the city's network of recreational resources. As discussed above under Impact RE-1, there are numerous neighborhood parks located within several blocks 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 cumulative projects in the project vicinity to create a significant cumulative impact on recreational facilities or resources. Therefore, this impact would be less than significant, and no mitigation measures would be required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
12. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐	☐

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Impact UT-1: The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. ***(Less than Significant)***

Most of San Francisco, including the project site, is served by a combined wastewater system. Under such a system, sewage and stormwater flows are captured by a single collection system and the combined flows are treated through the same wastewater treatment plants. The San Francisco Public Utilities Commission (SFPUC) provides and operates water supply and wastewater treatment facilities for the city. Pacific Gas and Electric Company (PG&E) provides electricity and natural gas to the city, and various private companies provide telecommunications facilities.

Implementation of the proposed project would add approximately 57 residents to the site and thereby incrementally increase wastewater flows from the project site. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows by reducing the amount of water used for building functions. The SFPUC's infrastructure capacity plans account for projected population and employment growth. The incorporation of water-efficient fixtures into new development is also accounted for by the SFPUC because widespread adoption can lead to more efficient use of existing capacity. For these reasons, the population increase associated with the proposed project would not require the construction of new or expansion of existing wastewater treatment facilities.

Implementation of the proposed project would not result in an increase in impervious surfaces because the project site is fully paved by the existing surface parking lot and the proposed building footprint would cover the majority of the project site. Therefore, the project would not have the potential to increase stormwater runoff from the project site. Defined in section 147.2 of the San Francisco Public Works Code as a small development project (between 2,500 and 5,000 square feet of impervious surface), the project would be required to implement post-construction stormwater controls as described in the SFPUC's Stormwater

Management Requirements and Design Guidelines.[82] Therefore, the proposed project would not increase the amount of stormwater runoff and would not increase the need for new stormwater facilities or expansion of existing facilities. Impacts on stormwater infrastructure would be less than significant, and no mitigation measures would be required.

The project site is located in an urban environment and is currently served by existing utilities. The project would result in an incremental increase in the demand for natural gas, electricity, and telecommunications, which is not in excess of amounts expected and provided for in the project area by utility service providers.[83] As discussed in Impact UT-2 below, the proposed project would result in an incremental increase in the demand for water but would not itself result in the need for the construction of new or expanded water treatment facilities or delivery infrastructure.

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 measures would be required.

Impact UT-2: The proposed project would have sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. *(Less than Significant)*

The SFPUC adopted the 2020 Urban Water Management Plan (2020 plan) in June 2021.[84] The 2020 plan estimates that current and projected water supplies will be sufficient to meet future demand for retail water[85] 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.[86]

In December 2018, the State Water Resources Control Board (state water 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).[87] 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

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82 City and County of San Francisco, *Stormwater Management Requirements and Design Guidelines*, May 2016, https://sfpuc.org/sites/default/files/documents/SMR_DesignGuide_May2016.pdf, accessed March 3, 2022.

83 The project is not subject to the city's all-electric new construction ordinance (https://sfdbi.org/AllElectricNewConstructionOrdinance) because the building permit was submitted prior to June 1, 2021, when the ordinance took effect.

84 SFPUC, *2020 Urban Water Management Plan for the City and County of San Francisco*, adopted June 11, 2021, https://www.sfpuc.org/about-us/policies-plans/urban-water-management-plan, accessed March 3, 2022.

85 "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.

86 SFPUC, *2020 Urban Water Management Plan for the City and County of San Francisco, op cit., Appendix K – Water Shortage Contingency Plan.*

87 State Water Resources Control Board, *Resolution No. 2018-0059, Adoption of Amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary and Final Substitute Environmental Document*, December 12, 2018, https://www.waterboards.ca.gov/plans_policies/docs/2018wqcp.pdf, accessed March 3, 2022

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 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.[88]

Under these three scenarios, the SFPUC would have adequate water to meet demand in San Francisco through 2045 in wet and normal years.[89] 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 levels.

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

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[88] 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.

[89] 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.

section 15155.[90] The proposed project would result in 57 new residential units; as such it does not qualify as a "water-demand" project as defined by CEQA Guidelines section 15155(a)(1), and a water supply assessment is not required and has not been prepared for the project. 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 that were not identified in the PEIR. 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 the definitions provided in CEQA Guidelines section 15155(a)(1).[91] The 57 dwelling units proposed by the project would represent 11 percent of the 500-unit limit provided in section 15155(a)(1)(A). 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

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[90] 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.

[91] Steven R. Ritchie, Assistant General Manager, Water Enterprise, SFPUC, memorandum to Lisa Gibson, Environmental Review Officer, San Francisco Planning Department – Environmental Planning, May 31, 2019.

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 to 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 or not 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. 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, and no mitigation measures would be required.

Impact UT-3: The proposed project would not result in a determination by the wastewater treatment provider which serves or may serve the proposed project that it has inadequate capacity to serve the proposed project's projected demand in addition to the provider's existing commitments. ***(Less than Significant)***

As discussed under Impact UT-1, the SFPUC operates wastewater treatment facilities for the city. The project's approximately 57 new residents would incrementally increase wastewater flows from the project site. The SFPUC's infrastructure capacity plans account for projected population and employment growth. Thus, the proposed project would not result in a determination by the SFPUC that it has inadequate capacity to serve the proposed project's projected demand. This impact would be less than significant and no mitigation measures would be required.

Impact UT-4: The proposed project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. ***(Less than Significant)***

In September 2015, the city entered into a landfill disposal agreement with Recology, Inc. for disposal of all solid waste collected in San Francisco, at the Recology Hay Road Landfill in Solano County, through September 2024 or until 3.4 million tons have been disposed, whichever occurs first. The city would have an

option to renew the agreement for a period of six years or until an additional 1.6 million tons have been disposed, whichever occurs first.[92] 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.[93] 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 proposed project would incrementally increase total city waste generation. However, the proposed project would comply with the San Francisco Construction and Demolition Debris Recovery Ordinance, which states that no construction and demolition material may be taken to landfill or placed in the garbage.[94] The proposed project would comply with this ordinance by submitting a waste diversion plan to the Director of the Environment which provides for a minimum of 65 percent diversion from landfill of construction debris, including materials source separated for reuse or recycling. All mixed debris would be transported by a registered hauler to a registered facility to be recycled. In addition, the proposed project would comply with the mandatory compost and recycling ordinance[95] by offering separate containers designated for recycling, composting, and trash and making the containers convenient for all users of the building.

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 measures would be required.

Impact UT-5: The proposed project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. ***(Less than Significant)***

San Francisco set a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion, and currently has a goal of 100 percent solid waste diversion or "zero waste" to landfill or incineration by 2020. San Francisco Ordinance No. 27-06 requires mixed construction and demolition debris to be transported by a registered transporter and taken to a registered facility that must recover for reuse or recycling and divert from landfill at least 65 percent of all received construction and demolition debris. San Francisco's Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

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92 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 March 3, 2022.

93 CalRecycle Jurisdiction Diversion/Disposal Rates, https://www.calrecycle.ca.gov/lgcentral/datatools/reports/divdisprtsum, accessed March 3, 2022.

94 Information about this ordinance is available at https://sfenvironment.org/construction-demolition-requirements.

95 Information about this ordinance is available at https://sfenvironment.org/policy/mandatory-recycling-composting-ordinance.

The proposed project would comply with San Francisco Ordinance Nos. 27-06 and 100-09; therefore, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and this impact would be less than significant, and no mitigation measures would be required.

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 projects implement post-construction stormwater controls as described in the SFPUC's Stormwater Management Requirements and Design Guidelines, which would reduce flows 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 expected to continue reducing 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, compliance with these ordinances would reduce the solid waste generation from construction and operation of cumulative 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 measures 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 proposed project's impacts on parks and open spaces are discussed in Section E.11, Recreation. Impacts on other public services are discussed below.

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

Emergency Services

The project site receives fire protection and emergency medical services from the San Francisco Fire Department's Fire Station No. 1 at 935 Folsom Street, approximately 0.5 mile southeast of the project site.[96] The project site receives police protection services from the San Francisco Police Department's Southern Station at 1251 3rd Street, approximately 1.8 miles southeast of the project site.[97] Implementation of the proposed project would add about 57 residents on the project site, which would incrementally increase the demand for fire protection, emergency medical, and police protection services. The increase in demand would not be substantial given the overall demand for such services on a citywide basis. Moreover, fire

[96] https://sf-fire.org/find-your-station, accessed January 21, 2022.
[97] https://www.sanfranciscopolice.org/station-finder, accessed January 21, 2022.

protection, emergency medical, and police protection resources are regularly redeployed based on need in order to maintain acceptable service ratios. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing fire and police facilities.

Schools

Implementation of the proposed project would result in the construction of 57 studio dwelling units and an anticipated population increase of about 57 residents. Residents would be unlikely to consist of families with school-aged children. Nevertheless, it is anticipated that existing San Francisco Unified School District schools in the project vicinity would be able to accommodate any minor increase in demand. Furthermore, the proposed project would be required to pay a school impact fee based on the construction of net new residential square footage to fund San Francisco Unified School District facilities and operations.

Libraries

Implementation of the proposed project would add about 57 residents to the project site, which would increase the demand for public services such as libraries. This increase in demand would not be substantial given the overall demand for public services on a citywide basis. The San Francisco Public Library operates the Main Library and 27 branches throughout San Francisco.[98] It is anticipated that the Main Library at 100 Larkin Street (0.5 mile west of the project site) and the Mission Bay branch at 960 4th Street (1.2 miles southeast of the project site) would be able to accommodate the minor increase in demand for library services generated by the proposed project.

Summary

As described above, public services are expected to be able to accommodate the minor increase in demand for such services as a result of the proposed project. For these reasons, implementation of the proposed project would not require the construction of new or alteration of existing governmental facilities. This impact would be less than significant, and no mitigation measures would be required.

Impact C-PS-1: The proposed project, combined with cumulative projects, would not result in significant cumulative impacts on police, fire, school district services, and other public 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 context for cumulative fire, police, and library impacts are the police, fire, and library service areas, while the geographic context for cumulative school impacts is the San Francisco Unified School District service area. 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 fire protection, police protection, school services, and other public services. The fire department, the police department, the school district, and other city agencies have accounted for such growth in providing public services to the residents of San Francisco. In addition, fire protection, emergency medical, and police protection

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[98] San Francisco Public Library website, https://sfpl.org, accessed March 3, 2022.

resources are regularly redeployed based on need in order to maintain acceptable service ratios. Nearby cumulative development projects would be subject to many of the same development impact fees applicable to the proposed project. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative physical environmental impact related to public services.

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

The project site is completely paved and covered by impervious surfaces. The project site does not contain any riparian habitat or other sensitive natural community as defined by the California Department of Fish and Wildlife and the U.S. Fish and Wildlife Services; and the project area does not contain any wetlands as defined by section 404 of the Clean Water Act. The project site is not located within the jurisdiction of an

adopted habitat conservation plan, natural community conservation plan, or other approved local, state, or regional habitat conservation plan. Therefore, Topics E.14(b), E.14(c), and E.14(f) are not applicable to the proposed project.

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

The project site and project vicinity are in an urban environment with high levels of human activity. The project site is completely paved. Any candidate, sensitive, or special-status species have been previously extirpated (lost) from the area. For these reasons, implementation of the proposed project would have no impact on candidate, sensitive, or special-status species.

Impact BI-2: The proposed project would not 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. ***(No Impact)***

The project site is completely paved and covered by impervious surfaces, and there are no trees on the frontages surrounding the project site. Thus, the proposed project would not interfere substantially with the movement of any fish or wildlife species or impede the use of wildlife nursery sites.

Impact BI-3: The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. ***(No Impact)***

There are no trees on the project site and the project does not involve any tree removal. The proposed project would involve the planning of two new street trees – one on Mission Street and one on Jessie Street – and the project sponsor would pay an in-lieu fee in place of a second tree along each frontage in accordance with city requirements. Therefore, the proposed project would not conflict with the city's Urban Forestry ordinance.

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

As the proposed project would have no impact on special status species or sensitive habitats, the project would not have the potential to contribute to cumulative impacts to special status species or sensitive habitats. Similarly, because the proposed project would also have no impact with respect to interfering with the movement of fish or wildlife and would also not conflict with the city's Urban Forestry ordinance, the proposed project would not have the potential to contribute to cumulative impacts related to these topics. Further, all projects within San Francisco are required to comply with the Urban Forestry Ordinance.

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

The proposed project would connect to San Francisco's sewer and stormwater collection and treatment system and would not use a septic water disposal system. Therefore, Topic E.15(e) is not applicable to 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, findings, and recommendations provided in a geotechnical investigation of the project site that was conducted for the proposed project.[99] The geotechnical investigation explored subsurface conditions by performing one cone penetration test (CPT) and drilling one test boring, performing laboratory tests on selected soil samples, and performing

[99] Rockridge Geotechnical, *Geotechnical Investigation, Proposed Residential Building, 1010 Mission Street, San Francisco, California*, April 6, 2020.

engineering analyses to develop conclusions and recommendations regarding subsurface conditions, site seismicity, and seismic hazards, and addressed foundation and construction considerations for the proposed building.

The project site is generally flat. Regional geologic information indicates the site is underlain by Beach and Dune sand. The field investigation indicates the site is blanketed by 8 to 10 feet of fill consisting of medium dense sand with variable amounts of clay, gravel, and brick fragments. Beneath the fill is medium dense to very dense Dune sand that extends to depths of about 37 to 40 feet below ground surface. Where explored, the Dune sand is underlain by a marsh deposit that is about 5 feet thick and consisting of medium dense clayey sand. Groundwater was measured at a depth of 31 feet below ground surface; for design purposes, the highest groundwater level at the project site is estimated at approximately 20 feet below ground surface. The site is within a liquefaction seismic hazard zone as designated by the State of California.

The building would be supported either on a mat slab foundation or a pier foundation. The project sponsor has stated a preference for a pier foundation system. However, this analysis considers either foundation system could ultimately be used. A mat foundation would require excavation to 4 feet below ground surface throughout the project site, with additional excavation up to 6 feet below grade for shoring, utility connections, and an elevator pit, resulting in approximately 550 cubic yards of excavation. A pier foundation would consist of 1-foot-thick slab-on-grade floor supported by approximately 60 16-inch-diameter auger cast-in-place (ACIP) piles drilled to a depth of 50 feet below ground surface, resulting in approximately 350 cubic yards of excavation.

As part of the building permit review process, project construction documents would be reviewed for conformance with the geotechnical investigation recommendations for the proposed project.

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)***

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. The San Francisco Building Code is the state building code plus local amendments that supplement the state code, including the building department's administrative bulletins. The state and local regulations applicable to this project are as follows.

- **The Alquist-Priolo Earthquake Fault Zoning Act of 1972 (Alquist-Priolo Act)**. The Alquist-Priolo Act (Public Resources Code section 2621 *et seq*.) is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location and construction of most types of structures intended for human occupancy[100] across the trace of active

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

faults and strictly regulates construction in the corridors along active faults (i.e., earthquake fault zones).

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

- **State Seismic Hazards Mapping Act of 1990 (Landslide and Liquefaction Hazard Zones).** Pursuant to the Seismic Hazards Mapping Act of 1990 (seismic hazards act), the California State Geologist has designated seismic hazard zones for liquefaction hazards. These mapped areas enable cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards in order to protect public health and safety.[101] The 1010V Mission Street project is located within a seismic hazard zone for liquefaction hazard and is subject to the seismic hazards act requirements, which include the preparation of a geotechnical investigation by qualified engineer and/or geologist to delineate the area of hazard and to propose measures to address any identified hazards. The San Francisco Building Code incorporates the recommended measures of the Seismic Hazards Mapping Act of 1990 to address liquefaction hazards into the conditions of the building permit.

- **San Francisco Building Code.** San Francisco relies on the state and local regulatory review process for review and approval of building permits pursuant to the California Building Standards Code and includes local amendments (including administrative bulletins and information sheets) that supplement the state code. Administrative Bulletin No. AB-82 provides guidelines and procedures for structural, geotechnical, and seismic hazard engineering design review.[102] Information Sheet No. S-05 identifies the type of work for which geotechnical reports are required, such as for new

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

[102] San Francisco Department of Building Inspection, Administrative Bulletin No. AB-082, Guidelines and Procedures for Structural, Geotechnical, and Seismic Hazard Engineering Design Review, November 21, 2018, available at https://codelibrary.amlegal.com/codes/san_francisco/latest/sf_building/0-0-0-95162, accessed May 12, 2022.

construction, building additions, and grading, and report submittal requirements.[103] The building department reviews project plans for conformance with the recommendations in project-specific geotechnical report during its review of the building permit for the project and may require additional site-specific soils report(s) through the building permit application process.

- **San Francisco Mandatory Interdepartmental Project Review.** Projects that involve new construction of a building eight stories or more or new construction in a seismic hazard zone for liquefaction hazard or in a seismic hazard zone for landslide hazard are subject to a mandatory interdepartmental project review prior to a public hearing before the Planning Commission or the issuance of the new construction building permit. The interdepartmental review meeting must include representatives from the planning, building, public works, and fire departments to address compliance with applicable codes, and design and project construction considerations.[104]

- **San Francisco Public Works Code.** Section 146, Construction Site Runoff Control, requires that all construction sites must implement best management practices to minimize surface runoff erosion and sedimentation.

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

The geotechnical report prepared for the proposed project evaluated the potential for earthquake-induced geologic hazards including ground shaking, ground surface rupture, liquefaction, lateral spreading, and cyclic densification, and provided the following recommendations to be incorporated into project plans and specifications and implemented during construction:

- The proposed building should be supported on a well-reinforced concrete mat foundation bearing on 1 foot of compacted soil subgrade
- The depth of neighboring basement walls (if any) and foundations should be determined prior to final design.
- A mat foundation should be founded on 1 foot of engineered fill prepared. If the mat foundation is founded above the basement and foundation level of the neighboring structures, it should be designed to avoid surcharging the neighboring basement walls and foundations.
- Below-grade walls should be designed to resist pressures associated with seismic forces, to the pound per foot specification itemized in the geotechnical report.
- Seismic design should be at Site Class D designation, as defined in the San Francisco Building Code

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[103] San Francisco Department of Building Inspection, Information Sheet No. S-05, Geotechnical Report Requirements, May 7, 2019, available at https://sfdbi.org/sites/default/files/IS%20S-05.pdf, accessed May 12, 2022.

[104] San Francisco Planning Department. *Interdepartmental Project Review*, available at https://sfplanning.org/resource/interdepartmental-PRV-application, accessed May 12, 2022.

- If confirmed by the project structural engineer, depending on the structural design methodology and fundamental period of the proposed building, a ground motion hazard analysis may need to be performed.

In a subsequent letter,[105] the geotechnical engineer stated that the proposed building may be supported by auger cast-in-place (ACIP) piles, and provided the following information:

- ACIP piles would be installed by drilling a continuous flight, hollow-stem auger into the ground to a depth of about 50 feet.
- Sand-cement grout or concrete would be pumped into the hole under pressure as the auger is removed, and then reinforcements would be installed while the cement grout or concrete is still fluid.
- If the building is supported on ACIP piles, slab-on-grade floor would be up to about 12 inches thick.

During the building department's review of the building permit, the building department would review the construction plans for conformance with recommendations in the project-specific geotechnical report. The building permit would be reviewed pursuant to the building department's implementation of the building code including administrative bulletins, local implementing procedures such as the building department information sheets, and state laws, regulations, and guidelines and would ensure that the proposed project would have no significant impacts related to soils, seismic, or other geological hazards. Thus, the project would not result in significant effects related to soils, seismic, or other geological hazards, and no mitigation measures would be required.

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

The project site is covered entirely with impervious surfaces; therefore, it does not contain native topsoil. Grading and excavation could potentially result in erosion. However, the project sponsor and their contractor would comply with Public Works Code section 146, which requires all construction sites to implement best management practices to minimize surface runoff erosion and sedimentation during construction.[106] Compliance with the public works and building codes would ensure that the proposed project would not result in substantial loss of topsoil or soil erosion. Therefore, impacts related to loss of topsoil or substantial soil erosion would be less than significant, and no mitigation measures would be required.

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)***

The project site is not in a landslide zone. Based on the fact that the potentially liquefiable soil layer is relatively dense and not continuous, the potential for lateral spreading to occur at the project site is very low.

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[105] Rockridge Geotechnical, letter to Jeanie Poling regarding foundations and excavations for 1010 Mission Street, June 3, 2021.
[106] SFPUC, San Francisco Construction Site Runoff Control Program, available at https://sfwater.org/index.aspx?page=235.

The project site is in a liquefaction seismic hazard zone as mapped by the State of California. Liquefaction analysis indicates that medium dense sand between 25 to 30 feet below ground surface is susceptible to liquefaction. Consequently, the geotechnical consultant recommends that the proposed building be supported on a properly designed, well-reinforced concrete mat foundation bearing on 1 foot of compacted soil or a pier foundation supported by approximately 60 16-inch-diameter auger cast-in-place piles.

The proposed project would be required to comply with the mandatory provisions of the California Building Code and San Francisco Building Code. Adherence to these requirements would further ensure that the project sponsor adequately addresses any potential impacts related to unstable soils as part of the design-level geotechnical investigation that would be prepared for the proposed project. Therefore, any potential impacts related to unstable soils would be less than significant, and no mitigation measures would be required.

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 are typically very fine grained with a high percentage of clay and can damage structures and buried utilities and increase maintenance requirements. Expansive soils expand and contract in response to changes in soil moisture, most notably when nearby surface soils change from saturated to a low-moisture content condition and back again. The expansion potential of the project site soil, as measured by its plasticity index, has not yet been determined. Nonetheless, the San Francisco Building Code would require an analysis of the project site's potential for soil expansion impacts and, if applicable, implementation of measures to address them as part of the design-level geotechnical investigation prepared for the proposed project. Therefore, potential impacts related to expansive soils would be less than significant, and no mitigation measures would be required.

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

The project site is a flat paved lot that does not contain any unique geologic features. The proposed building would be supported on a mat foundation or drilled piers, involving 350 to 550 cubic yards of soil excavation. Soil disturbance for a mat foundation would be confined to the fill layer, where paleontological resources do not exist. If piers are used for foundation support (as preferred by the project sponsor), approximately 60 16-inch-diameter auger cast-in-place piles would be drilled to a depth of 50 feet below ground surface, which would extend through the fill and dune sand layers and into the marsh layer in some areas and into the top of the Colma formation. However, based on the small amount of excavation, construction activities are not anticipated to encounter any below-grade unique paleontological resources. Therefore, the project would have a less-than-significant impact on paleontological resources and no mitigation measures would be required.

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

Additionally, impacts related to paleontology are generally site-specific. While 1064-1068 Mission Street is currently under construction 100 feet from the project site, and the nearest known cumulative project, 527 Stevenson Street, is approximately 120 feet from the project site, there are no known projects in the immediate vicinity of (adjacent to) the project site. Therefore, the project would not have the potential to combine with effects of cumulative projects to result in cumulative impacts to paleontological resources.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
16. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:					
i) Result in substantial erosion or siltation on- or offsite;	☐	☐	☒	☐	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐	☐

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

The project site is located inland from both the San Francisco Bay and the Pacific Ocean. It would not be subject to seiche or potential inundation in the event of a tsunami occurring along the San Francisco coast (see Maps 5 and 6 of the San Francisco General Plan Community Safety Element).[107] The Storm Flood Risk Map indicates that the site is not within a Special Flood Hazard Area,[108] an area subject to a 100-year flood. Therefore, Topic E.16(d) is not applicable to the proposed project.

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

Project-related wastewater and stormwater would flow into the city's combined stormwater/sewer system and would be treated to standards contained in the city's National Pollutant Discharge Elimination System (NPDES) permit for the Southeast Water Pollution Control Plant prior to discharge into the San Francisco Bay. The NPDES standards are set and regulated by the San Francisco Bay Area Regional Water Quality Control Board.

The proposed project's discharges from residential operations and stormwater would not exceed water quality standards. The project would be required to comply with Article 4.2 of the San Francisco Public Works Code Section 147 (Stormwater Management). The intent of the city's stormwater management program is to reduce the volume of stormwater entering the city's combined and separate sewer systems and to protect and enhance the water quality of receiving waters, pursuant to and consistent with federal and state laws, lawful standards, and orders applicable to stormwater and urban runoff control and the city's authority to manage and operate its drainage systems. Compliance with all applicable federal and state laws, lawful standards, and orders would ensure that operation of the proposed project would not violate water quality standards or waste discharge requirements. Defined in section 147.2 of the San Francisco Public Works Code as a small development project (between 2,500 and 5,000 square feet of impervious surface), the project would be required to implement post-construction stormwater controls as described in the SFPUC's Stormwater Management Requirements and Design Guidelines

Construction activities such as excavation, earthmoving, and grading would expose soil and could result in erosion and excess sediments being carried in stormwater runoff to the combined stormwater/sewer system.

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[107] San Francisco Planning Department, *Community Safety Element of the General Plan of the City and County of San Francisco*, October 2012, available at https://sfplanning.org/resource/community-safety-element, accessed May 10, 2022.

[108] SFPUC, *100-Year Storm Flood Risk Map*, July 2019, https://sfplanninggis.org/floodmap/, accessed January 28, 2022.

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 E.15, Geology and Soils, the project sponsor and their contractors must implement best management practices to minimize surface runoff erosion and sedimentation 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.

If dewatering is determined necessary during construction, dewatering wells would be subject to the requirements of the city's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the San Francisco Department of Public Health prior to constructing a dewatering well. A permit may be issued only if the project sponsor uses construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring. In addition, dewatering would require a batch wastewater discharge permit from the SFPUC, which would specify conditions under which wastewater may be discharged into the sewer system.

As discussed in Section E.15, Geology and Soils, the project sponsor and their contractors must implement best management practices to minimize surface runoff erosion and sedimentation 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 surface or groundwater quality. This impact would be less than significant, and no mitigation measures 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 a surface parking lot completely covered with impervious surfaces. The proposed project would not increase the amount of impervious surface at the project site; therefore, the proposed project would not result in any change in groundwater infiltration on the project site.

Groundwater was detected at a depth of 31 feet below ground surface. The groundwater level at the site is expected to fluctuate seasonally. For design purposes, the highest groundwater level at the project site is estimated at approximately 20 feet below ground surface. If piers are used for foundation support (as anticipated by the project sponsor), approximately 60 16-inch-diameter auger cast-in-place piles drilled to a depth of 50 feet below ground surface, which would extend to the groundwater level. If dewatering is determined necessary, dewatering wells would be subject to the requirements of the city's Soil Boring and Well Regulation Ordinance (Ordinance Number 113-05), requiring a project sponsor to obtain a permit from the San Francisco Department of Public Health prior to constructing a dewatering well. A permit may be issued only if the project sponsor uses construction practices that would prevent the contamination or pollution of groundwater during the construction or modification of the well or soil boring. In addition,

dewatering would require a batch wastewater discharge permit from the SFPUC, which would specify conditions under which wastewater may be discharged into the sewer system.

The project would not require long-term dewatering and would not result in the ongoing extraction of any underlying groundwater supplies. For these reasons, the proposed project would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge. This impact would be less than significant, and no mitigation measures would be required.

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 fully paved and impervious. No streams or creeks are present on the project site; thus, the proposed project would not substantially alter the existing drainage pattern of the project site or area or alter the course of a stream or river.

During project construction, a potential for erosion and transportation of soil particles would exist, but as discussed above in Impact HY-1, the proposed project would be subject to and required to comply with regulations that limit the amount of runoff from the project site. The proposed building footprint would completely cover the project site, with landscaping within the ground floor open space; thus, project implementation would reduce and not increase impervious surface at the project site. Additionally, as part of the stormwater management requirements, the proposed project would be required to implement post-construction stormwater controls as described in the SFPUC's Stormwater Management Requirements and Design Guidelines. Therefore, due to the requirements of the existing regulations and because the proposed project would not increase impervious surfaces at the project site, the proposed project would not result in altered drainage patterns that would cause substantial erosion or flooding or contribute runoff which would exceed the capacity of existing or planned stormwater drainage systems and impacts would be less than significant. No mitigation measures would be required.

Impact HY-4: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. ***(Less than Significant)***

As discussed in Impact HY-1, the proposed project would not violate any water quality standards. The project would be required to meet SFPUC stormwater management requirements and implement best management practices to minimize surface runoff erosion and sedimentation during construction; this would ensure that water quality standards would be achieved, including water quality objectives that protect designated beneficial uses of surface and groundwater, as defined in the water quality control plan for the San Francisco

Bay Basin.[109] Therefore, the proposed would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The impact would be less than significant, and no mitigation measures would be required.

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 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. In addition, cumulative development project-related stormwater that flows to the Southeast Water Pollution Control Plant would be treated to water quality standards contained in the National Pollutant Discharge Elimination System permit. Compliance with stormwater and water quality ordinances would reduce the effects of cumulative projects to less-than-significant levels. Therefore, the proposed project, in combination with cumulative 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 would be required.

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?	☐	☐	☒	☐	☐

[109] California Regional Water Quality Control Board San Francisco Bay Region, *San Francisco Bay Basin (Region 2) Water Quality Control Plan*, November 5, 2019,, available at https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/planningtmdls/basinplan/web/docs/ADA_compliant/BP_all_chapters.pdf, accessed June 6, 2022.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
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 a list of hazardous materials sites compiled by the California Department of Toxic Substance Control pursuant to Government Code section 65962.5; 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 E.17(d), E.17(e), and E.17(g) are not applicable to the proposed project.

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

Neither construction nor operation of the project would involve the routine transport, use, or disposal of significant quantities of hazardous materials. Small quantities of commercially available hazardous materials, such as household cleaning and landscaping supplies, may be used; however, these materials would not be expected to be used in sufficient quantities or contrary to normal use, and therefore would not pose a threat to human health or the environment.

The project's impact on the public and the environment related to the routine transport, use, and handling of hazardous materials therefore would be less than significant. No mitigation measures 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)***

Applicable Regulations

The proposed project would involve 350 to 550 cubic yards of excavation in an area that the San Francisco Health Department, as set forth in San Francisco Building Code section 106A.3.2.4, has identified as likely containing hazardous substances in the soil or groundwater. Before the project may obtain a building permit, it must comply with the requirements of article 22A of the San Francisco Health Code, which the San Francisco Department of Public Health (the health department) administers. Under article 22A (commonly called "the Maher program"), the project sponsor must retain the services of a qualified professional to prepare a site history report (commonly referred to as a phase I environmental site assessment). The site assessment must determine whether hazardous substances may be present on the site at levels that exceed health risk levels or other applicable standards established by the California Environmental Protection Agencies, which include the San Francisco Bay Area Regional Water Quality Control Board and the Department of Toxics Substances Control (Cal/EPA). If so, the project sponsor is required to conduct soil and/or groundwater sampling and analysis under a work plan approved by the health department. The sampling analysis must provide an accurate assessment of hazardous substances present at the site that may be disturbed, or may cause a public health or safety hazard, given the intended use of the site. Where such analysis reveals the presence of hazardous substances that exceed Cal/EPA public health risk levels given the intended use, the project sponsor must submit a site mitigation plan (SMP) to the health department. The SMP must identify the measures that the project sponsor will take to assure that the intended use will not result in public health or safety hazards in excess of the acceptable public health risk levels established by Cal/EPA or other applicable regulatory standards. The SMP also must identify any soil and/or groundwater sampling and analysis that it recommends the project sponsor conduct following completion of the measures to verify that remediation is complete. If the project sponsor chooses to address public health or safety hazards from hazardous substances through land use or activity restrictions, the project sponsor must record a deed restriction specifying the land use restrictions or other controls that will assure protection of public health and safety from hazardous substances remaining on the site.

To comply with various regulatory requirements, the health department would require the SMP to contain measures to address potential risks to the environment and to protect construction workers, nearby residents, workers, and/or pedestrians from potential exposure to hazardous substances and underground structures during soil excavation and grading activities. The SMP must also contain procedures for initial response to unanticipated conditions such as discovery of underground storage tanks, sumps, or pipelines during excavation activities. Specified construction procedures at a minimum must comply with Building Code section 106A.3.2.6.3 and Health Code article 22B related to construction dust control; and San Francisco Public Works Code section 146 *et seq.* concerning construction site runoff control. Additional measures would typically include notification, field screening, and worker health and safety measures to comply with Cal/OSHA requirements. The health department would require discovered underground storage tanks to be closed pursuant to Health Code article 21 and comply with applicable provisions of California Health and Safety Code chapters 6.7 and 6.75 (commencing with section 25280) and its implementing regulations. The closure of any underground storage tanks must also be conducted in accordance with a permit from the San Francisco Fire Department.

If remediation is required, it would typically be achieved through one of several methods that include off-haul and disposal of contaminated soils,[110] on-site treatment of soil or groundwater, or installation of a vapor barrier. Alternatively, or in addition, restrictions on uses or activities at the project site may be required along with a recorded deed restriction. Compliance with Health Code article 22A and the related regulations identified above would ensure that project activities that disturb or release of hazardous substances that may be present at the project site would not expose users of the site to unacceptable risk levels for the intended project uses.

Project Analysis

In compliance with Health Code article 22A, the project sponsor enrolled in the Maher program and submitted to the health department a phase I environmental site assessment.[111] The health department reviewed the Phase I and project plans and determined that a subsurface site investigation is warranted.[112] The project sponsor submitted to the health department a site characterization report that assesses the potential presence of hazardous materials within the sediments of the foundation excavation of the proposed development.[113] The health department reviewed and approved the site characterization, and requested a workplan that includes the following requirements:[114]

- Two exploratory soil borings to depths of 4 feet at representative locations, and one exploratory soil boring to a depth of 5 feet at the proposed elevator location;
- Samples to be analyzed for total extractable petroleum hydrocarbons, metals, semi-volatile organic compounds, cyanide, soil pH, and hexavalent chromium.
- Analysis of a full suite of Article 22A compounds, including polychlorinated biphenyl and methane/flammable gasses.
- Two soil gas samples to be tested for volatile organic compounds.
- Phase II site characterization report to include the laboratory results, a narrative summary, and comparisons of exceedances to state screening levels and hazardous waste levels.

The project sponsor subsequently prepared and submitted a site characterization report with the results of soil sampling at four locations.[115] Lab results indicate that total petroleum hydrocarbons, volatile and semivolatile organic compounds, organochlorine pesticide, and polychlorinated biphenyl concentrations were below regulatory human health risk levels for residential land use. Asbestos concentrations were non-detectable. Metal concentrations detected in the soil samples were below residential health risk levels and within background levels, with the exception of arsenic. Arsenic concentrations exceed residential health levels but were below the upper background range, which the San Francisco Bay Area Regional Water Quality Control Board considers to be acceptable.

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110 Off-haul and disposal of contaminated materials from the project site would be in accordance with the federal Resource Conservation and Recovery Act (RCRA) and U.0. Department of Transportation regulations and the California Hazardous Waste Control program (California Health and Safety Code section 21000 et seq.

111 PII Environmental, *Phase I Environmental Site Assessment, 1010 Mission Street, San Francisco, California*, December 11, 2019.

112 San Francisco Department of Public Health, Environmental Health, *Phase II Work Plan Request, 1010 Mission Street, EHB-SAM No. SMED: 1964*, May 18, 2020.

113 PII Environmental, *Work Plan – Shallow Soil Characterization, 1010 Mission Street, San Francisco, California*, June 11, 2020.

114 San Francisco Department of Public Health, Environmental Health, *Phase II Conditional Work Plan Approval, 1010 Mission Street, EHB-SAM No. SMEDE: 1964*, June 26, 2020.

115 ICIS, *Site Characterization, 1010 Mission Street, San Francisco, California*, December 20, 2020.

The soil characterization report concludes that the surficial soil within the foundation excavation of the proposed building to be non-hazardous and recommends a soil management plan and dust control procedures be submitted to the health department prior to project construction. A site mitigation plan was also submitted to the health department.[116] Prior to issuance of the site permit, the health department would need to review and approve the site characterization report and the site mitigation plan.

The health department reviewed the March 6, 2021, Phase II report and requested additional soil sampling and reporting that follows a State of California advisory on soil gas investigations.[117] The health department further requested that a revised work plan not be submitted until the health department receives and approves the revised Phase II report.[118]

The proposed project would be required to remediate potential soil contamination described above in accordance with Health Code article 22A. The health department would oversee this process, and various regulations would apply to any disturbance of contaminants in soil or groundwater that would be encountered during construction to assure that no unacceptable exposures to the public would occur. Thus, through compliance with existing regulations, the proposed project would not result in a significant hazard to the public or environment from the disturbance or release of contaminated soil. The proposed project would result in a less-than-significant impact related to the release of hazardous materials into the environment, and no mitigation measures would be required.

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)***

Two elementary schools are located within 0.25 miles of the project site: De Marillac Academy at 175 Golden Gate Avenue and San Francisco City Academy at 230 Jones Street. Any hazardous waste at the project site would be remediated and handled in accordance with local, state, and federal law. Furthermore, the proposed project would include the use of common household items in quantities too small to create a significant hazard to the public or the environment. This impact would be less than significant and no mitigation measures would be required.

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)***

No changes are proposed to the public right-of-way; thus, the project would not substantially increase hazards due to a design feature or incompatible uses and would not result in an inadequate emergency access. The impact would be less than significant, and no mitigation measures would be required.

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[116] ICIS, *Site Mitigation Plan, 1010 Mission Street, San Francisco, California*, December 27, 2021.
[117] California Department of Toxic Substances Control, *Advisory Active Soil Gas Investigations,* July 2015.
[118] San Francisco Department of Public Health, Environmental Health, *Revised Phase II Report Request, 1010 Mission Street, SMED Case Number: 1964*, October 26, 2022.

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)***

Development in the city is subject to city and state controls designed to protect the public and the environment from risks associated with hazards and hazardous materials, and to ensure that emergency access routes are maintained. Any future development in the project vicinity would be subject to these same laws and regulations. For these reasons, the proposed project would not combine with 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 not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. ***(Less than Significant)***

The proposed project would increase the population and intensity of use on the project site. The proposed project would be subject to the energy conservation standards included in the San Francisco Green Building Ordinance, which contains energy efficiency and water conservation requirements, such as installing water conserving fixtures to reduce potable water demand. Documentation showing compliance with the ordinance would be required to be submitted with the building permit application, and compliance would be enforced by the building department. In addition, the proposed project would be required to comply with title 24 of the California Code of Regulations, which regulates energy consumption associated with heating, cooling, and ventilation, and lighting; it is enforced by the building department. Compliance with title 24 and the San Francisco Green Building Ordinance would ensure a reduction in the use of fuel, water, and energy by the proposed project. Electric service would be provided to meet the needs of the project, as required by the California Public Utilities Commission, which obligates PG&E and the SFPUC to provide service to its existing and potential customers. PG&E and the SFPUC update their service projections to meet regional energy demand. Therefore, the proposed project would not encourage activities that result in the use of large amounts of fuel, water, or energy, or use them in a wasteful manner. This impact would be less than significant, and no mitigation measures would be required.

Impact EN-2: The proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. *(Less than Significant)*

Energy conservation measures incorporated into the proposed project would decrease overall energy consumption, decrease reliance on nonrenewable energy sources, and increase reliance on renewable energy sources at the project site. The proposed project would be consistent with San Francisco's greenhouse gas reduction strategy (see Topic E.8, Greenhouse Gas Emissions), and would comply with San Francisco's green energy requirements for renewable energy by designating 15 percent of its roof area for solar energy panels.[119] Furthermore, as discussed in Topic E.5, Transportation and Circulation, the project site is located in a vehicle miles traveled (VMT)-efficient area where the existing VMT per capita is well below the regional average. The proposed project would conserve fuel and energy because it would provide residential uses in an urban area accessible by transit and also bicycle and pedestrian friendly. Therefore, the proposed project would not conflict with state or local plans for renewable energy and energy efficiency. This impact would be less than significant, and no mitigation measures would be required.

Impact C-EN-1: The proposed project, in combination with cumulative projects, would not result in significant cumulative impacts related to the wasteful, inefficient, or unnecessary consumption of energy resources or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. *(Less than Significant)*

While overall energy demand in California is increasing commensurate with increasing population, the state also is making concerted energy conservation efforts. While the city produces a substantial demand for energy and fuel, both city and state policies seek to minimize increases in demand through conservation and energy efficiency regulations and policies such that energy is not used in a wasteful manner, and the cumulative impacts with respect to energy and fuel use would be less than significant. Because San Francisco is substantially built out, development in the city's urban core focuses on densification, which effectively reduces per capita use of energy and fuel by concentrating utilities and services in locations where they can be used efficiently. All projects in San Francisco are required to comply with these regulations. Therefore, the proposed project, in combination with other cumulative projects, would result in a less-than-significant cumulative impact related to energy resources. No mitigation measures would be required

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[119] More information on this ordinance is available at https://sfplanning.org/resource/zoning-administrator-bulletin-no-11-better-roofs-ordinance.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
19. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐	☐

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

The proposed project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. As discussed in Topic E.3, Cultural Resources, with implementation of **Mitigation Measure M-NO-2: Protection of Adjacent Buildings and Vibration Monitoring During Construction**, the proposed project would not cause a substantial adverse change in a historical resource. As discussed in Topic E.3, Cultural Resources, and Topic E.4, Tribal Cultural Resources, with implementation of **Mitigation Measures M-CR-2: Archeological Testing** and **M-TCR-1: Tribal Cultural Resources Program**, 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. For these reasons, the proposed project's impact with respect to the elimination of important examples of major periods of California history or prehistory would be less than significant with mitigation.

The project when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects would result in significant cumulatively considerable air quality impacts. As discussed in Topic E.7, Air Quality, implementation of **Mitigation Measure M-AQ-3: Clean Off-Road Construction Equipment** would ensure that cumulatively considerable impacts related to health risks

from air pollutant emissions would be less than significant. For this reason, the proposed project's impact would not cause adverse effects on human beings, either directly or indirectly.

E. Public Notice and Comment

On November 12 and November 29, 2021, the planning department mailed a Notification of Project Receiving Environmental Review to owners of properties within 300 feet of the project site, adjacent occupants, and neighborhood groups.[120] Overall, concerns and issues raised by the public in response to the notice were taken into consideration and incorporated in the environmental review as appropriate.

The planning department received four responses to the notifications of environmental review. One person requested a copy of the document, one requested the name of the project sponsor, and one asked to clarify the height of the proposed building. The fourth responder raised the following concerns:

- Parking – the addition of new residents searching for parking in the neighborhood.
- Operational noise from garbage trucks and from drivers honking, notifying others of street sweeping.
- Construction noise, noting that two other buildings have recently gone up or are under construction on the project block.

On September 15, 2022, the Planning Commission deliberated on a previous version of the proposed project.[121] At the hearing, members of the public and Planning Commissioners raised the following concerns:

- Lack of affordable and family housing
- Effects on the SoMa Pilipinas – Filipino Cultural Heritage District
- Wind effects on pedestrians traveling to and from the Bayanihan Center
- Noise effects from rooftop mechanical systems.

As discussed in Section C, "Aesthetics and Parking", this initial study does not consider parking in determining the significance of project impacts under CEQA. Comments regarding affordability and family housing pertain to the merits of the project and do not raise specific environmental issues. The project site is not within the SoMa Youth and Family Special Use District, which is two blocks (approximately 550 feet) south of the project site.

The project site's proximity to the SoMa Pilipinas – Filipino Cultural Heritage District is discussed in the Project Setting and Section E.3, Cultural Resources. Impacts related to noise, including cumulative impacts, are discussed in

[120] A revised notice was sent to rectify the planner's phone number and to clarify the proposed building height, which was inconsistent in the original notice.

[121] Planning Case No. 2020-005514DNXCUA. A video of the hearing is available at https://sanfrancisco.granicus.com/player/clip/42038?view_id=20&redirect=true&h=0b8817011c6bfdc751d3f4d8490c10f0. Public comment begins at approximately 1:18, and Commission deliberation begins at approximately 1:40.

Section E.6, Noise. Impacts related to wind are discussed in Section E.9, Wind; wind comfort levels are not CEQA thresholds and are addressed as part of Planning Code compliance.

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 for Lisa Gibson

Lisa Gibson
Environmental Review Officer
for
Rich Hillis
Director of Planning

DATE November 9, 2022

G. Initial Study Preparers

Planning Department, City and County of San Francisco
Environmental Planning Division
49 South Van Ness Avenue, Suite 1400
San Francisco, CA 94103

- Environmental Review Officer: Lisa Gibson
- Principal Environmental Planner: Jessica Range
- Senior Environmental Planner: Jeanie Poling
- Transportation Planner: Jenny Delumo
- Archeologists: Kari Hervey-Lentz and Sally Morgan
- Wind Specialist: Michael Li
- Paleontology Review Coordinator: Debra Dwyer
- Current Senior Planner and Preservation Planner: Rebecca Salgado

ATTACHMENT A

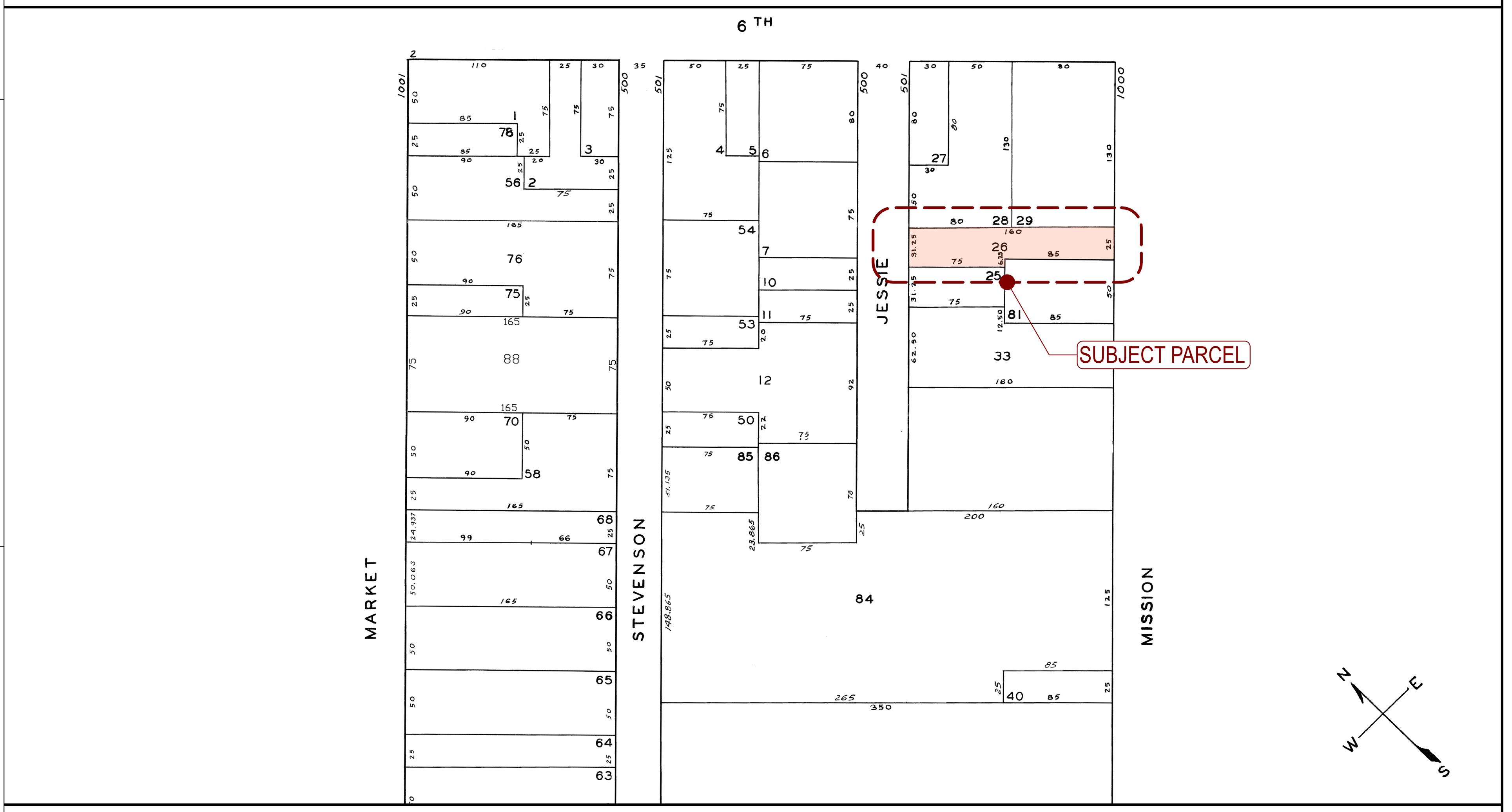
PROJECT PLANS

SCOPE OF WORK

- PROPOSED NEW CONSTRUCTION OF 9-STORY MULTI-FAMILY RESIDENTIAL BUILDING, WITH 57 SRO & A STREET LEVEL COMMUNITY SPACE UNDER STATE DENSITY BONUS PROVISION.

- THIS IS A PRIVATELY FUNDED COVERED MULTIFAMILY DWELLING BUILDING & COMPLIES W/ CBC CH. 11A.

ASSESSOR's MAP



STREET VIEW RENDERING

PROJECT DATA

PLANNING DATA

LOT AREA:	4,464 ± S.F.
BLOCK / LOT:	3703/026
ZONING:	C-3-G (DOWNTOWN GENERAL)
BUILDING HEIGHT:	
ALLOWED:	160 F
PROPOSED:	83'-10"
FAR ALLOWED:	6.0 :1 (26,784 S.F.)
PROPOSED FAR:	6.36 (28,410 S.F. SEE A-5.1)
USABLE OPEN SPACE:	
REQUIRED:	RES: 910 S.F.(36/3) S.F. X 57 UNITSX1.33)
PROVIDED:	**(579@1st FLR + 1,470@ROOF) = 2,049 S.F.**
PARKING SUMMARY:	
CLASS I BICYCLE :	57 CLASS II BICYCLE : 4

BUILDING CODE SUMMARY

# OF STORIES:	9
# OF UNITS:	57 RESIDENTIAL
CONSTRUCTION TYPE:	TYPE "I-A"
OCCUPANCY GROUP:	R-2
SPRINKLER SYSTEM:	NFPA 13

APPLICABLE CODES:

2019 CALIFORNIA BUILDING CODE W/ SAN FRANCISCO AMENDMENTS
2019 CALIFORNIA ELECTRICAL CODE W/ SAN FRANCISCO AMENDMENTS
2019 CALIFORNIA MECHANICAL CODE W/ SAN FRANCISCO AMENDMENTS
2019 CALIFORNIA PLUMBING CODE W/ SAN FRANCISCO AMENDMENTS
2019 CALIFORNIA FIRE CODE W/ SAN FRANCISCO AMENDMENTS
2019 CALIFORNIA ENERGY CODE
2019 SAN FRANCISCO HOUSING CODE
NFPA 13 SPRINKLERS, NFPA 14 STANDPIPES & FDC
NFPA 72 FIRE ALARM & ERRCS (CBC SEC. 510)
NFPA 110 EMERGENCY STANDBY POWER SYSTEM
NFPA 720 CARBON MONOXIDE SYSTEM (ALSO CBC 420.6)

DRAWING INDEX (15 SHEETS)

NOTE:

- AREA CALCULATION AS SHOWN IS INTENDED FOR PERMIT APPLICATION PURPOSES ONLY & SHALL NOT BE USED FOR SELLING OR LEASING PURPOSES. FINAL SQ.FT & FINISHED DIMENSIONS MAY VARY FROM THESE PLANS DUE TO CONSTRUCTION VARIABLES.
- THE COOKING FACILITIES IN THE PROPOSED UNITS TO FOLLOW KITCHEN DEFINITION BY THE SF PLANNING INTERPRETATION, "KITCHEN SHALL CONSIST OF A ROOM CONTAINING A FULL-SIZE OVEN (GAS OR ELECTRIC), A COUNTER SINK W/ EACH DIMENSION GREATER THAN 15", & A REFRIGERATOR/FREEZER OF AT LEAST 12 C.F."

UNIT MATRIX

FLOOR AREA DATA BREAKDOWN (GSF)								RESIDENTIAL UNIT COUNT	
LEVEL	COMMUNITY	RESIDENTIAL	CIRCULATION	GARBAGE / UTILITY/MAIL	STORAGE	BIKE PARKING	TOTAL	UNIT TYPE	# OF UNITS
1ST FLOOR	408 ± S.F.	1,132 ± S.F.	1,357 ± S.F.	223 ± S.F.	-	347 ± S.F.	**3,467 ± S.F.**	SRO	3
2ND FLOOR	-	1,824 ± S.F.	918 ± S.F.	-	-	-	**2,742 ±S.F.**		5
3RD FLOOR	-	2,454 ± S.F.	972 ± S.F.	-	-	-	**3,426 ±S.F.**		7
4TH FLOOR	-	2,454 ± S.F.	972 ± S.F.	-	-	-	**3,426 ±S.F.**		7
5TH FLOOR	-	2,454 ± S.F.	972 ± S.F.	-	-	-	**3,426 ±S.F.**		7
6TH FLOOR	-	2,454 ± S.F.	972 ± S.F.	-	-	-	**3,426 ±S.F.**		7
7TH FLOOR	-	2,454 ± S.F.	972 ± S.F.	-	-	-	**3,426 ±S.F.**		7
8TH FLOOR	-	2,454 ± S.F.	972 ± S.F.	-	-	-	**3,426 ±S.F.**		7
9TH FLOOR	-	2,377 ± S.F.	972 ± S.F.	-	-	-	**3,349 ±S.F.**		7
TOTAL	**408 ± S.F.**	**20,057 ± S.F.**	**9,079 ± S.F.**	**223 ± S.F.**	**-**	**347 ± S.F.**	**30,114 ±S.F.**		**57**

PROJECT NAME

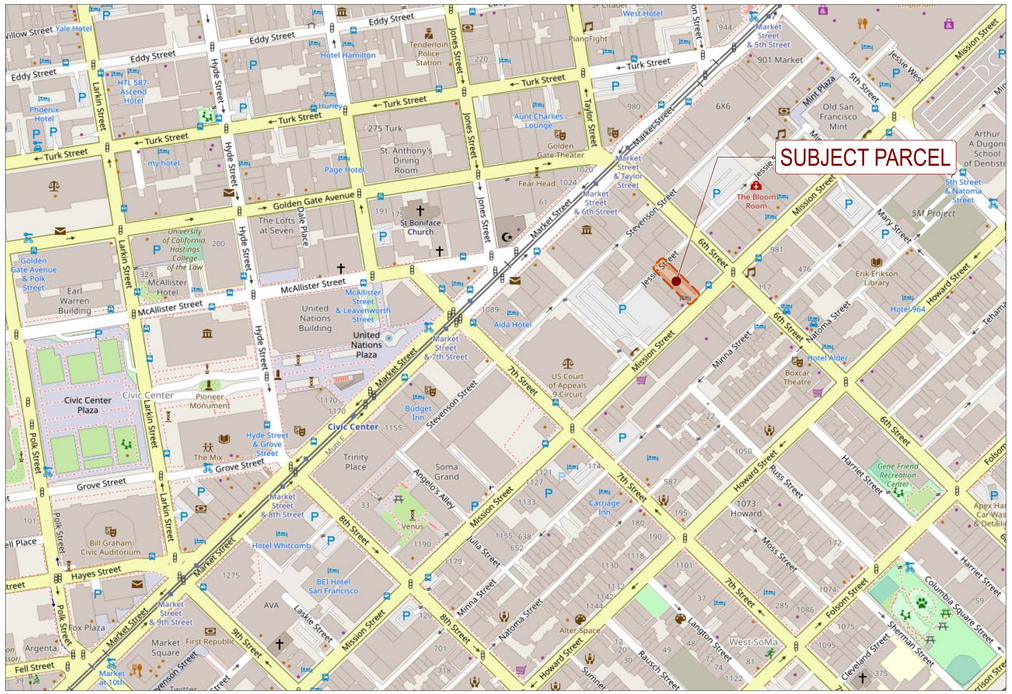
1010 Mission St.
San Francisco, CA 94103

SIA CONSULTING CORPORATION
4653 MISSION STREET
SAN FRANCISCO CA 94112
TEL: (415) 741.1292
WWW.SIACONSULT.COM

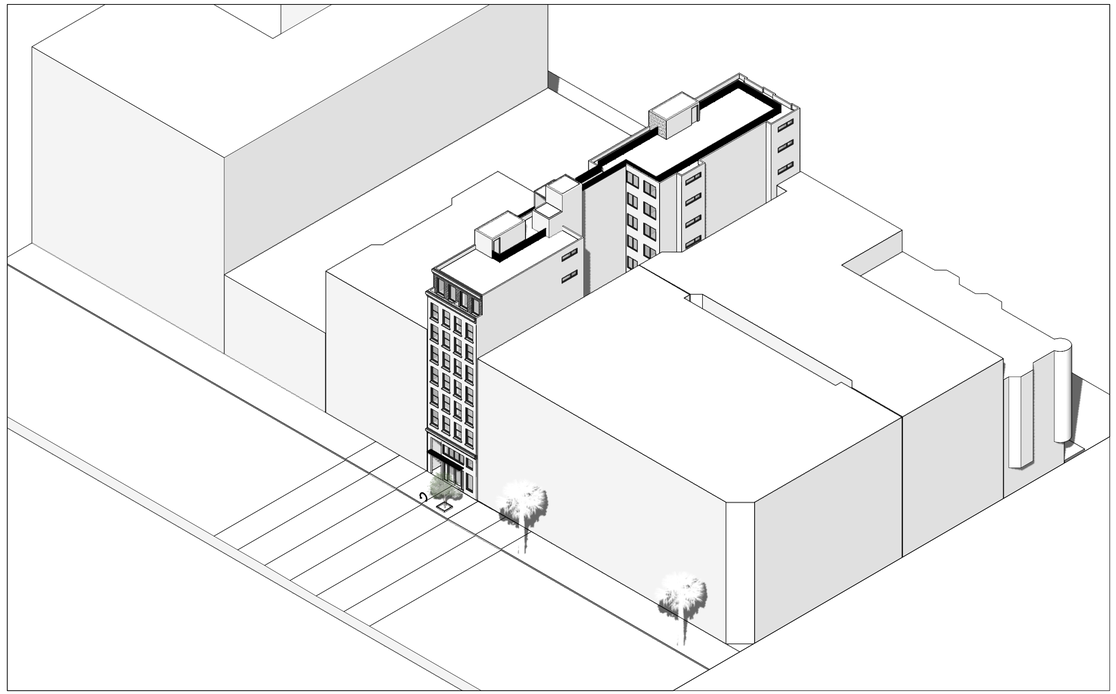
SHEET TITLE

Cover Sheet

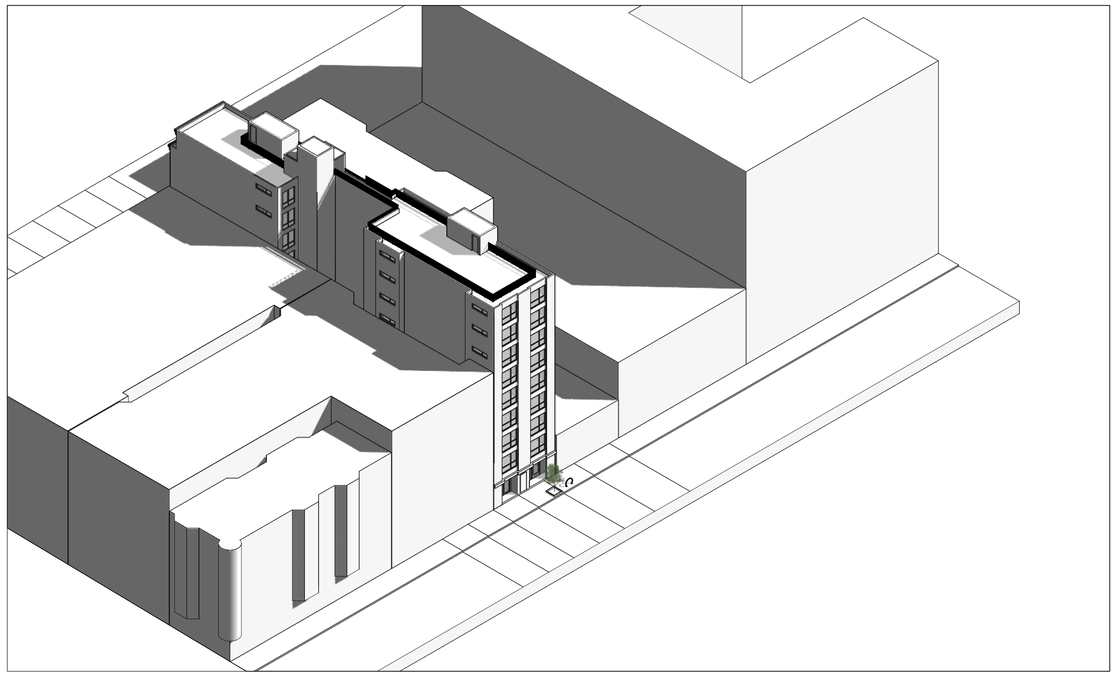
DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	**A-0.1**



3 Vicinity Map



1 Bird's Eye View (Mission)



2 Bird's Eye View (Jessie)

Memo of Staff Recommendations to Commissioners

Memorandum

To: San Francisco Entertainment Commission

From: Antonio Savino, Senior Inspector

Date: June 1, 2021

Re: **Discussion and Possible Action to adopt written comments and/or recommendations to be submitted by the Executive Director to the Planning Department and/or Department of Building Inspection regarding noise issues for proposed residential and/or hotel/motel projects per Chapter 116 of the of the Administrative Code.** [Discussion and Possible Action Item].

Regular Agenda:

a) 1010 Mission Street, Bl/Lot: 3703/026. Discussion and possible action to adopt written comments and/or recommendations regarding noise issues for the proposed residential project at 1010 Mission Street, which is located within 300 feet of Monarch and Luxx, permitted Places of Entertainment.

Staff recommendation: Approval with Standard Noise Attenuation Conditions and the following additional conditions:

1. Adopt and implement project window specifications, STC ratings, and recommended HVAC system per official Acoustical Study that will be conducted before the start of construction and share findings and implementation plans with entertainment.commission@sfgov.org and Antonio.savino@sfgov.org upon retrieval.
2. In addition to including required language from Administrative Code Chapter 116.8 "Disclosure Requirements for Transfer of Real Property for Residential Use," the disclosure shall also include the disclosure of potential noise exposure to low-frequency (bass) noise levels that will be noticeable inside some of the residences.

SYMBOL LEGEND

- NORTH ARROW
- GRID LINE
- ELEVATION # / SHEET #
- SECTION # / SHEET #
- SHEET NOTES
- REVISION
- DOOR, SEE DOOR SCHEDULE
- WINDOW, SEE WINDOW SCHEDULE

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

SIA CONSULTING CORPORATION
444 JACKSON STREET
SAN FRANCISCO, CA 94112
TEL: (415) 741.1292
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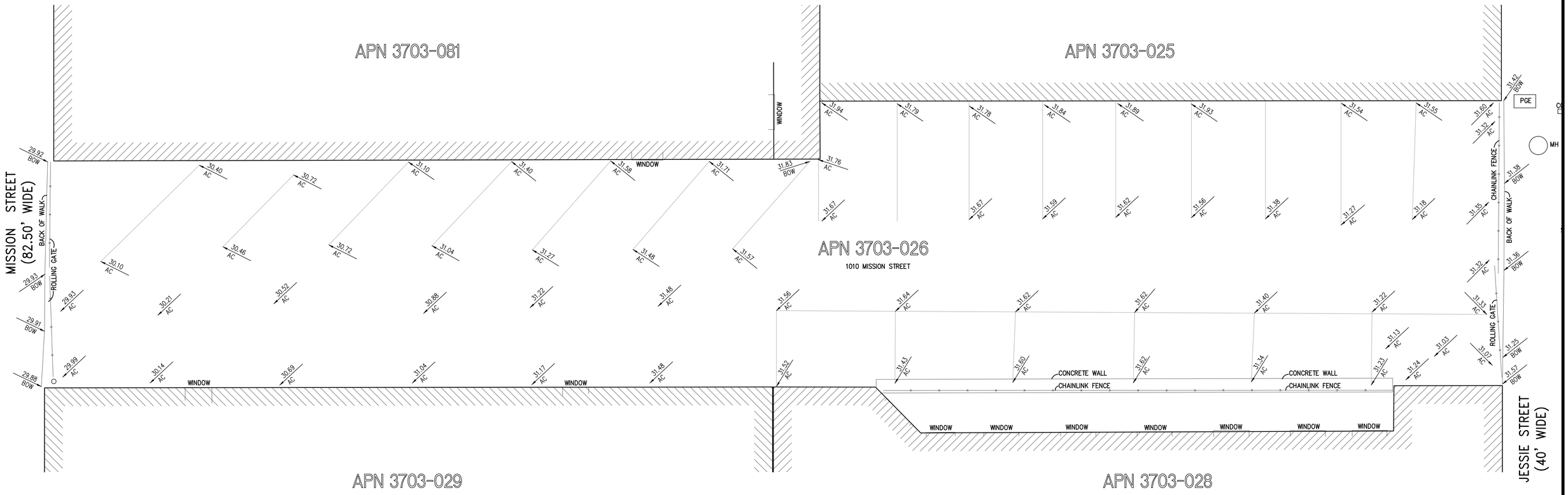
SHEET TITLE

Vicinity Map / 3D Views

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-0.2

GENERAL NOTES:

1. ALL SURVEY WERE CONDUCTED IN DECEMBER 2019.
2. DATA PORTRAYS EXISTING CONDITIONS ON THE DATE OF SURVEY.
3. ELEVATIONS BASED ON SAN FRANCISCO OLD CITY DATUM IN THE SOUTHWEST CORNER OF THE INTERSECTION OF 6TH STREET AND MISSION STREET, LETTER "O" IN "OPEN" TOP HPFS HYDRANT, ELEVATION= 32.698'.



ABBREVIATIONS:

BOW	BACK OF WALK
CO	CLEAN OUT
FL	FLOW LINE
JP	JOINT POLE
GND	GROUND
GP	GAS PIPE
SP	STREET POLE
MP	MUNI POLE
PGE	PG&E BOX
SN	SIGN
STL	STREET LIGHT
TC	TOP OF CURB
WM	WATER METER
MH	MAN HOLE
UNK	UNKNOWN

GRAPHIC SCALE

5 0 2.5 5 10 20

(IN FEET)
1 inch = 5 ft.

KCA ENGINEERS, INC.
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318 BRANNAN ST. • SAN FRANCISCO, CA.94107 • (415) 546-7111 • FAX: (415) 546-9472

APPROVED: _____

APPROVED: _____

PROJECT NO.

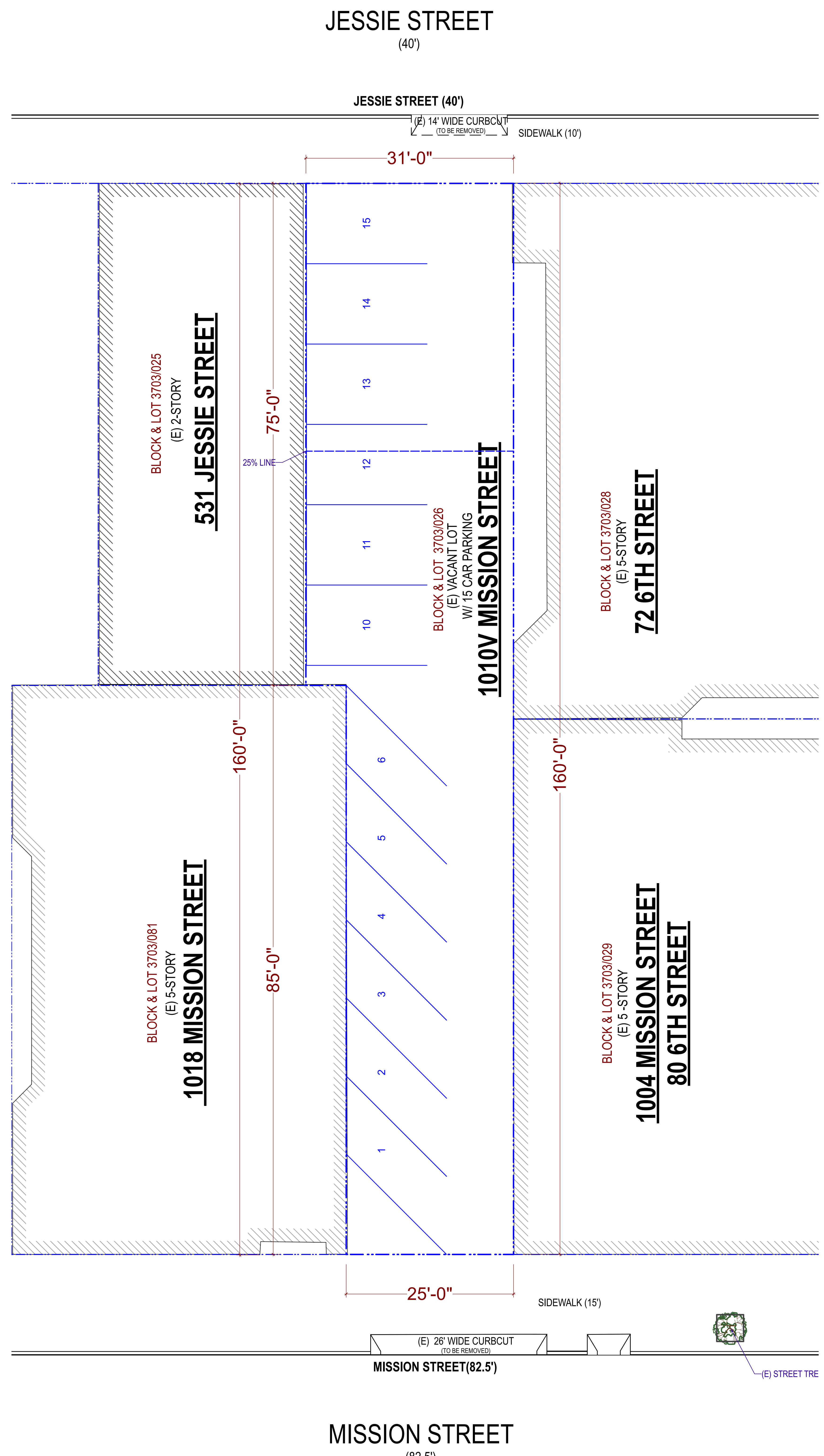
DES. DM | DRW. RL
CKD. DM | REVD. PJB
DATE JAN 2020
JOB NO. 6724

REVISIONS NO.	DATE	DESCRIPTION
	01/06/20	PRELIMINARY

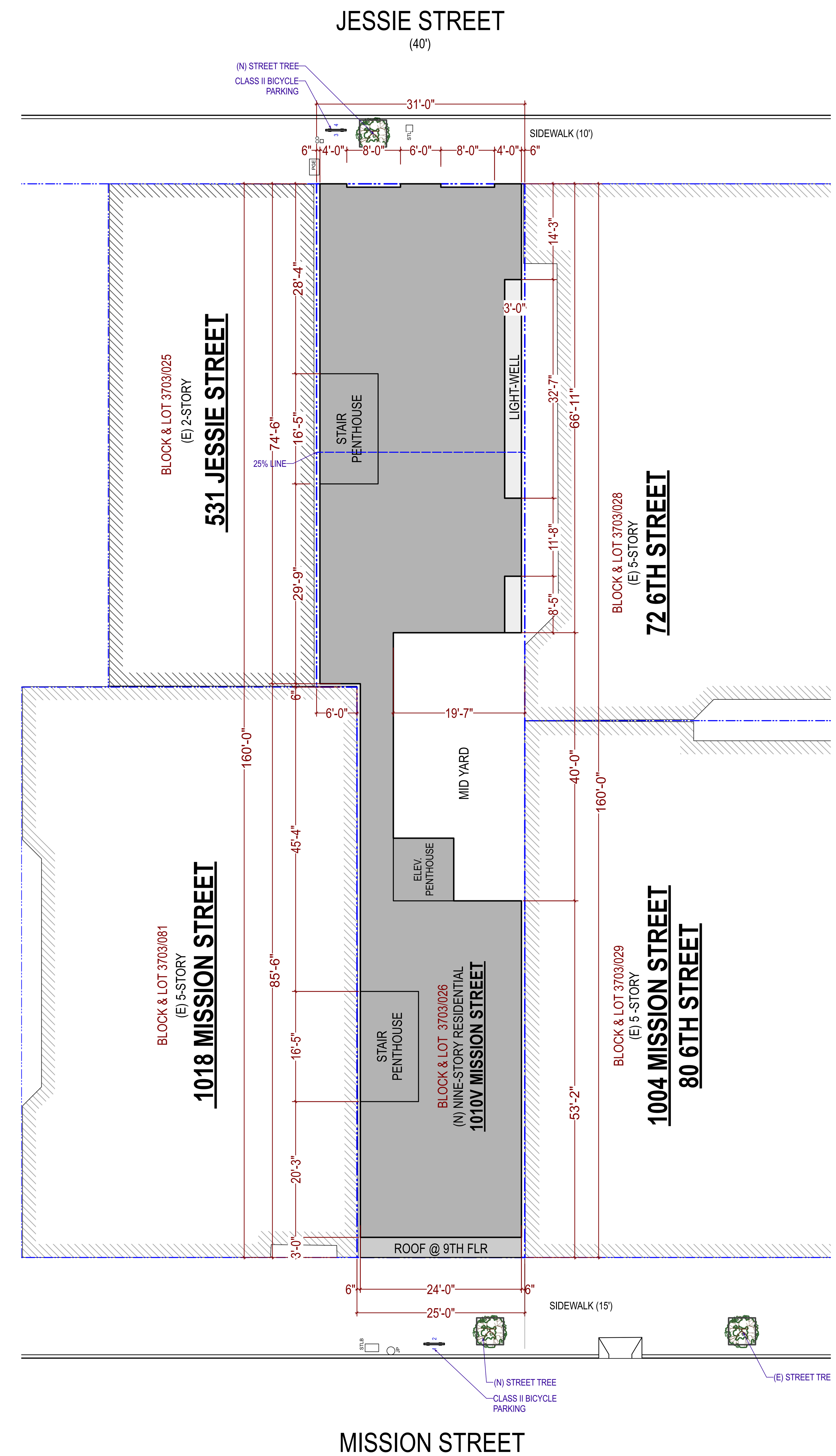
TOPOGRAPHIC SURVEY MAP FOR
1010 MISSION STREET
ASSESSOR'S NUMBER 3703 -026
SAN FRANCISCO CALIFORNIA

SCALE:
HORIZ. 1" = 5'
VERT. _____

C1.1



2 Existing Site Plan
3/32" = 1'-0"



1 Proposed Site Plan
3/32" = 1'-0"

PROJECT NAME

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San Francisco, CA 94103

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SIA CONSULTING CORPORATION
4653 MISSION STREET
SAN FRANCISCO CA 94112
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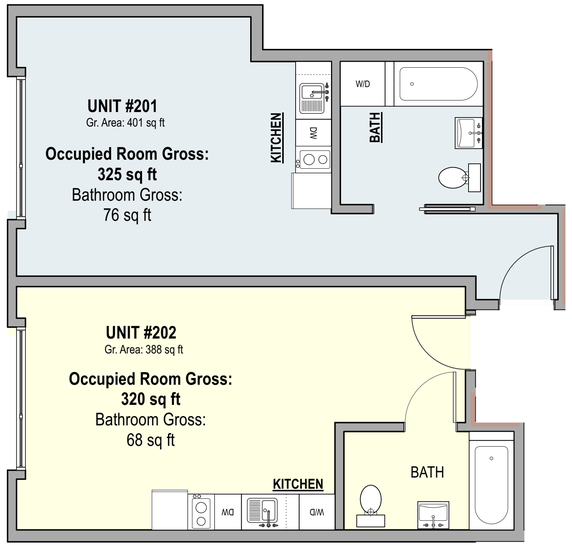
SHEET TITLE

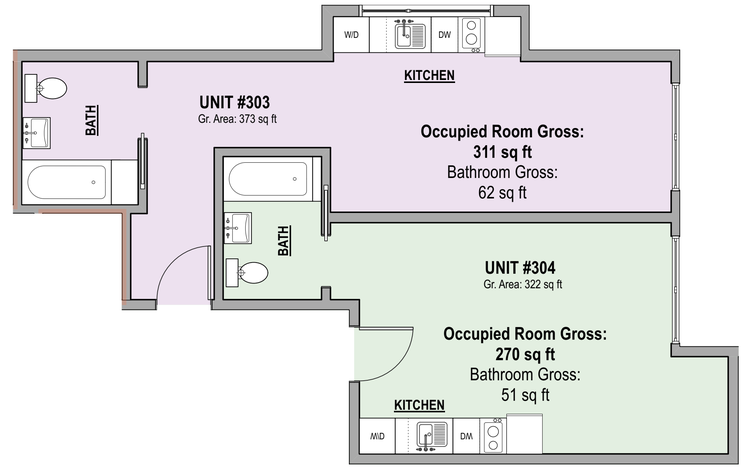
Site Plan

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	

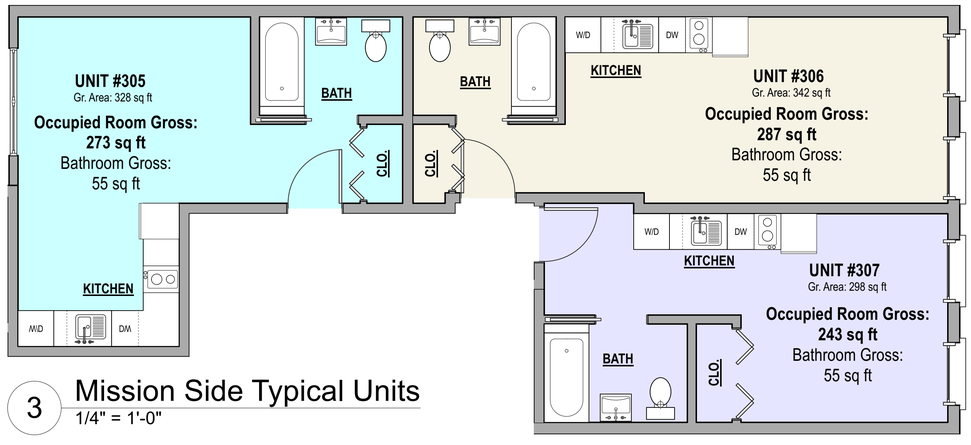
A-1.1



1 Jessie St. Front Typical Units
1/4" = 1'-0"



2 Garden Front Typical Units
1/4" = 1'-0"



3 Mission Side Typical Units
1/4" = 1'-0"

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

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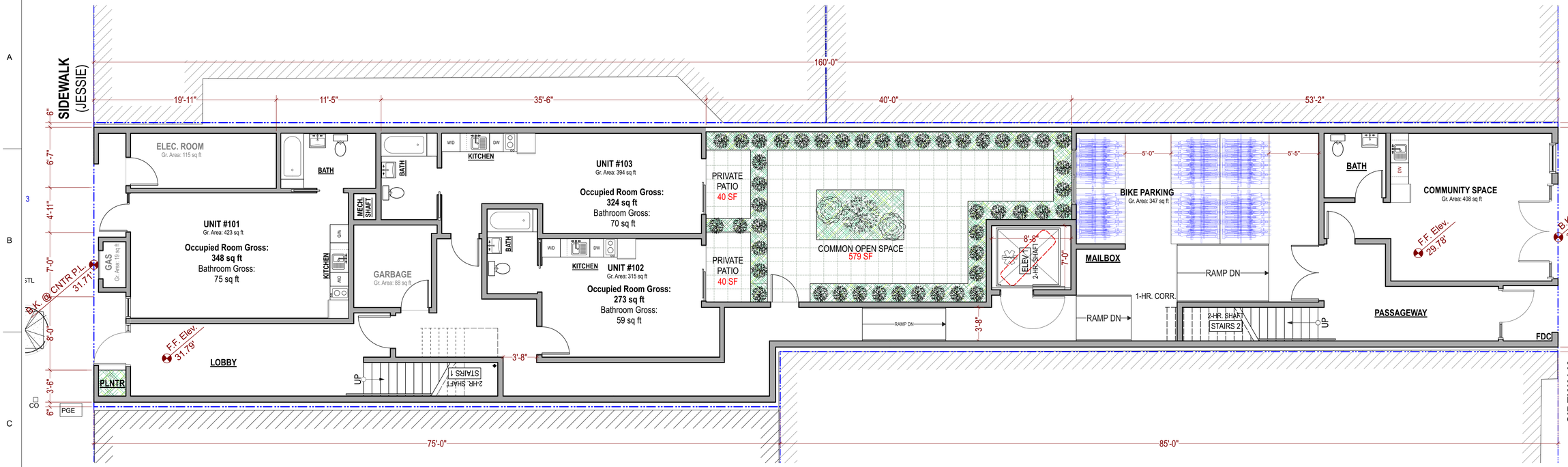
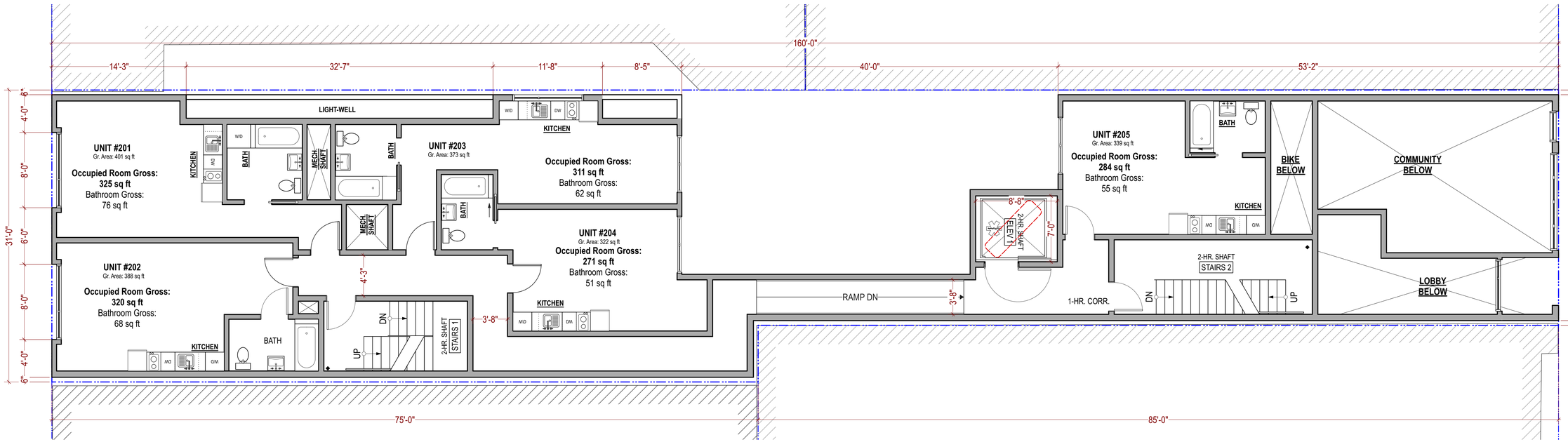
SHEET TITLE

Typical Unit Plans

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-2.0



1 First Floor Plan
3/16" = 1'-0"



2 Second Floor Plan
3/16" = 1'-0"

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

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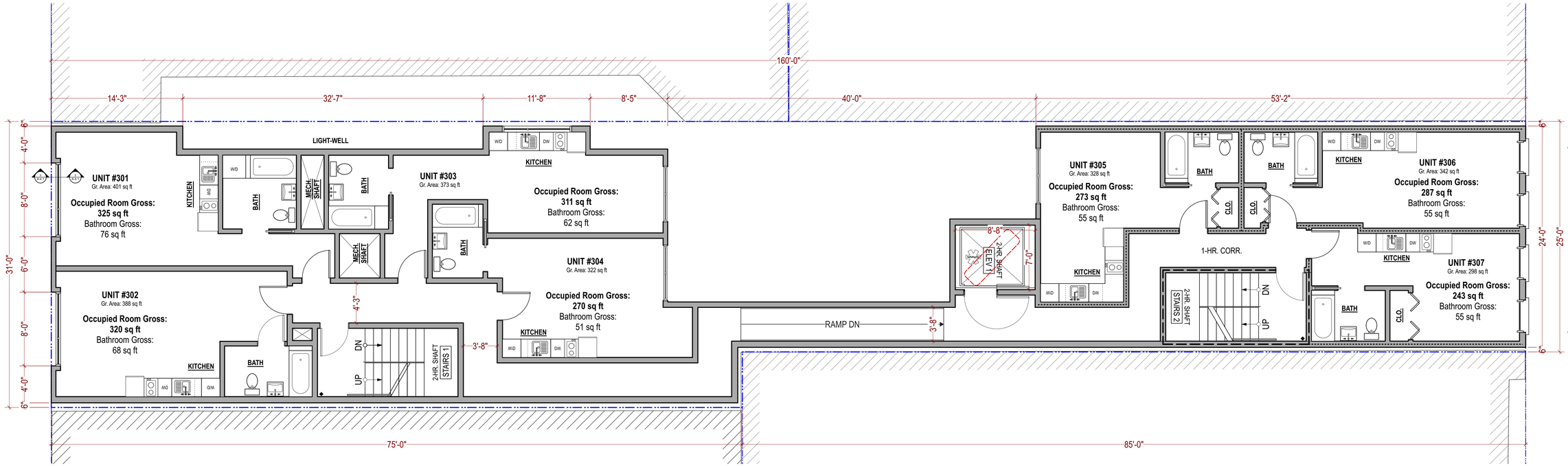
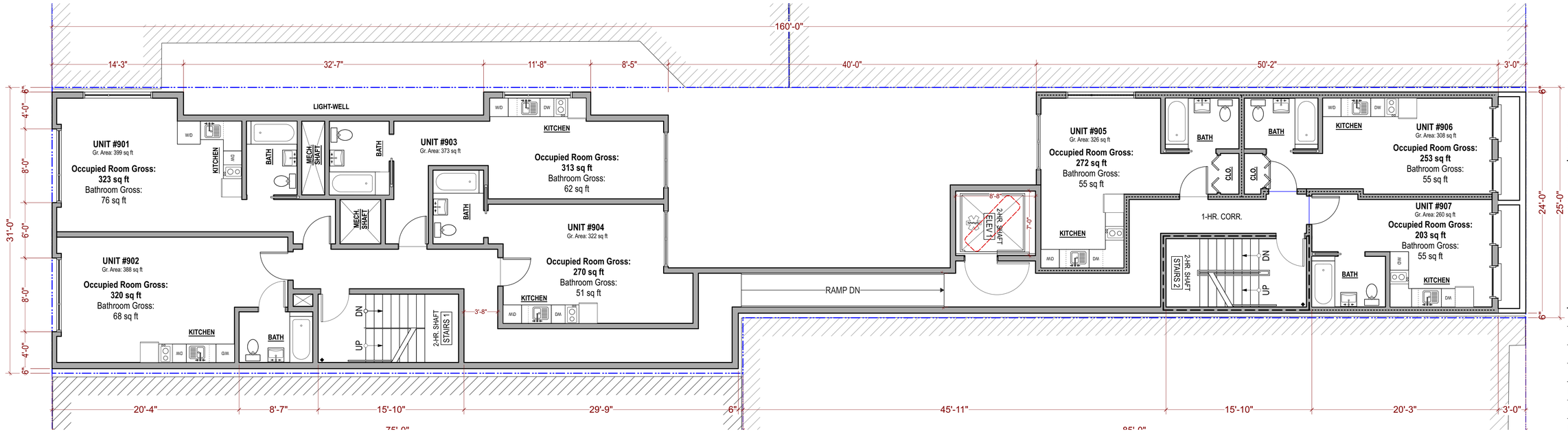
SHEET TITLE

1st & 2nd Floor Plans

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-2.1



1 Third-Eight Typ. Floor Plan
3/16" = 1'-0"



2 Ninth Floor Plan
3/16" = 1'-0"

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

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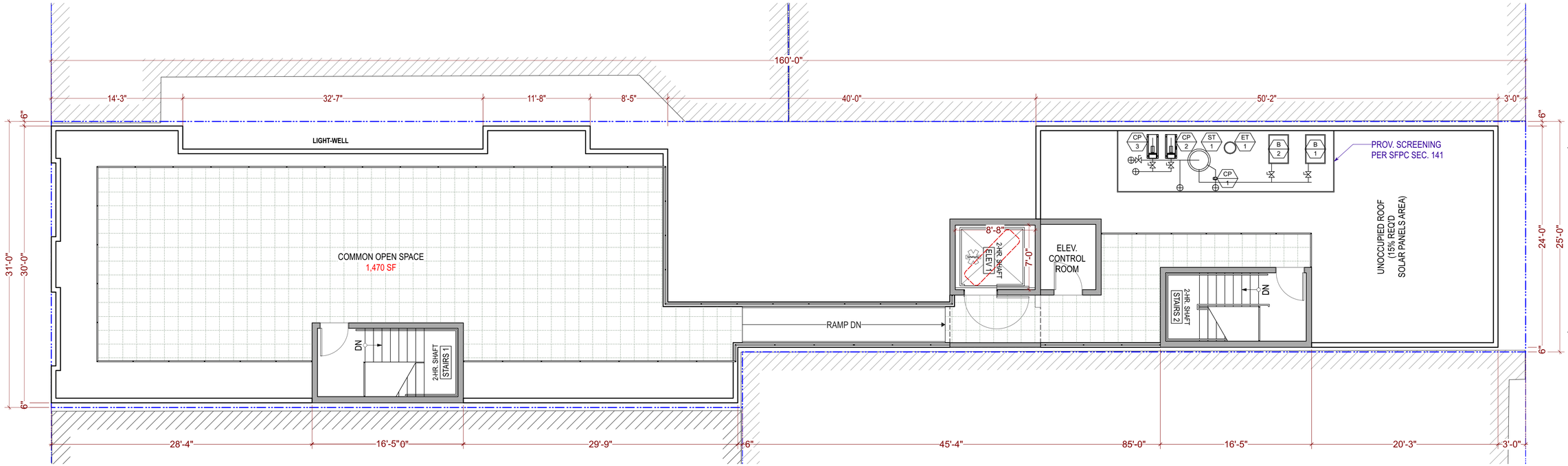
SHEET TITLE

3-8th, & 9th Floor Plans

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-2.2



1 Roof Plan
3/16" = 1'-0"

UNIT NO.	MANUFACTURER & MODEL NO.	NO. OF	SERVICE	HEATING BTUH		ELECTRICAL DATA		OPER. WT. (LBS.)
				INPUT	OUTPUT	HP/W	VOLTAGE	
B 1 2	LAARS NEOTHERM NTV 750	2	HOT WATER	750,000	705,000	1	120V/1PH	475

PUMP & TANK SCHEDULE

TAG.	DESCRIPTION
CP 1	DOMESTIC HOT WATER CIRCULATION PUMP IN-LINE PUMP, 120V/1 PH, 125W 5 GPM AT 15 FT. TDH, 15 LBS BELL & GOSSETT NBF-25 PROVIDE AS PART OF FLOWTHERM UL LISTED FTDW SKID PACKAGE
CP 2 3	SPACE HEATING HOT WATER PUMP IN-LINE PUMP, 208V/3 PH, 1.5 HP, ALL BRONZE CONSTRUCTION 90 GPM AT 33 FT. TDH, 100 LBS BELL & GOSSETT E-90 2AB PROVIDE AS PART OF FLOWTHERM UL LISTED FTDW SKID PACKAGE
ST 1	HOT WATER STORAGE TANK ULTONIUM GLASS LINING STORAGE TANK, 125 PSI TEST PRESSURE 175 GAL VERTICAL TANK, 30" DIA x 63" HIGH, 1970 LBS WITH 2"THK R-16 TOPCOAT INSULATION NILES STEEL TANK BH-30-63 PROVIDE AS PART OF FLOWTHERM UL LISTED FTDW SKID PACKAGE
ET 1	EXPANSION TANK TANK SIZE 22 GALLONS / ACCEPT : 16 GALLONS TANK TO BE CHARGED IN THE FIELD TO 40 PSIG. 16"DIA, 34"H, 300 LBS WESSELS MODEL TTA-42 PROVIDE AS PART OF FLOWTHERM UL LISTED FTDW SKID PACKAGE

PROJECT NAME

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San Francisco, CA 94103

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SHEET TITLE

Roof Plan

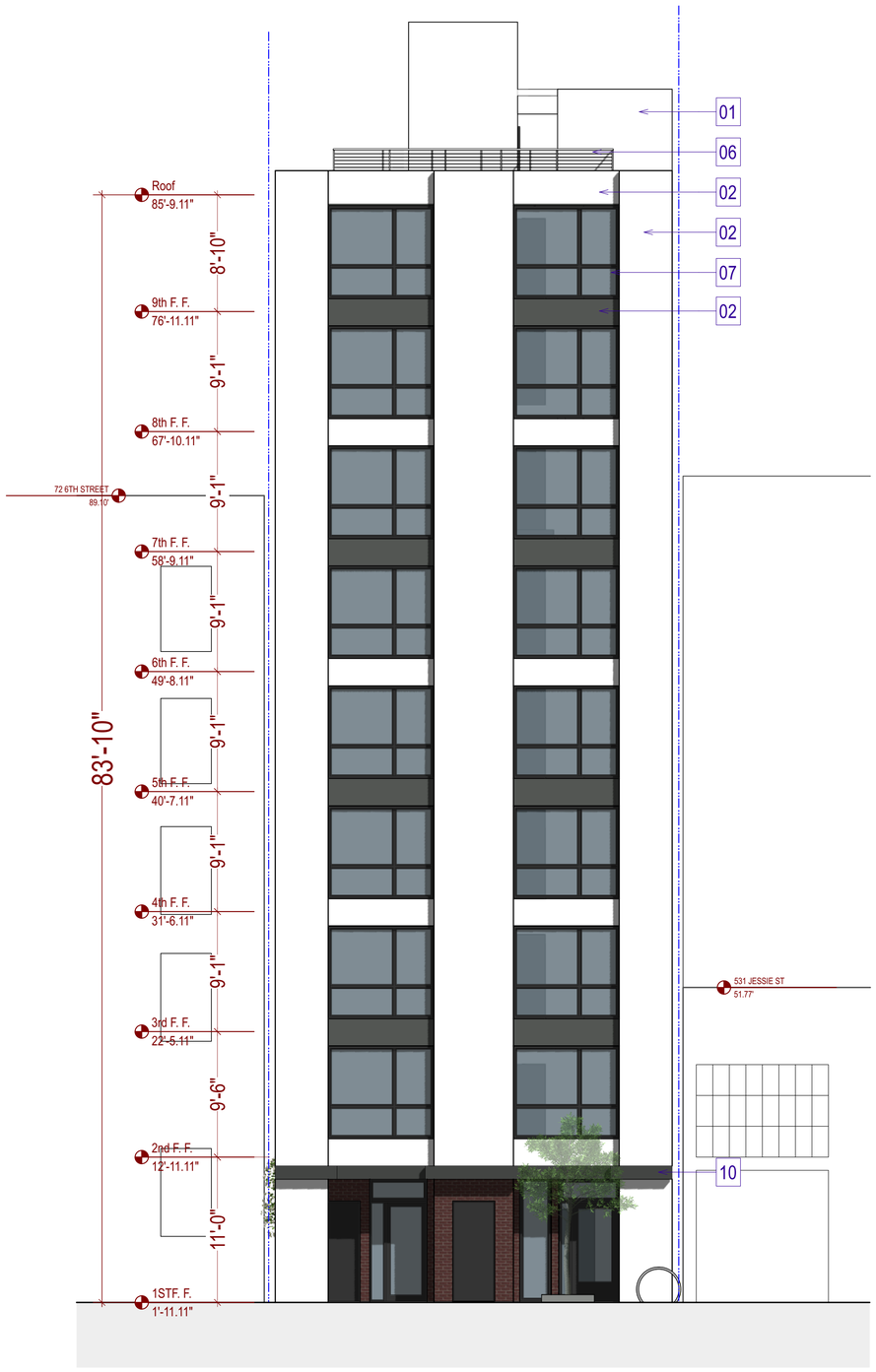
DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-2.3

FACADE MATERIALS KEY NOTES:

01	SMOOTH ARCHITECTURAL PLASTER, TYP.
02	HIGH QUALITY SMOOTH STUCCO, TYP.
03	DARK RED BRICK VENEER, TYP.
04	CONCRETE BLINDWALL, TYP.
05	CONTROL JOINTS, TYP.
06	PAINTED METAL GUARDRAILS, 42" HIGH MIN., TYP.
07	BLACK ANODIZED ALUMINUM WINDOW, W/ LOW E CLR. GLASS, TYP.
08	BLACK ANODIZED ALUM. CLAD WOOD PATIO DOOR W/ CLR. GLASS, TYP.
09	ALUM. STORE FRONT, TYP.
10	ARCHITECTURAL ELEMENT
11	BLACK ANODIZED ALUM. CLAD WOOD WINDOW,W/ BRICK SILL, TYP.
12	AWNING, TYP.

Architectural Stucco

Dark Red Brick Veneer



2 Rear Elevation (Jessie)
Scale: 3/16" = 1'-0"

1 Front Elevation (Mission)
Scale: 3/16" = 1'-0"

PROJECT NAME

1010 Mission St.
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SHEET TITLE

Front & Rear Elevations

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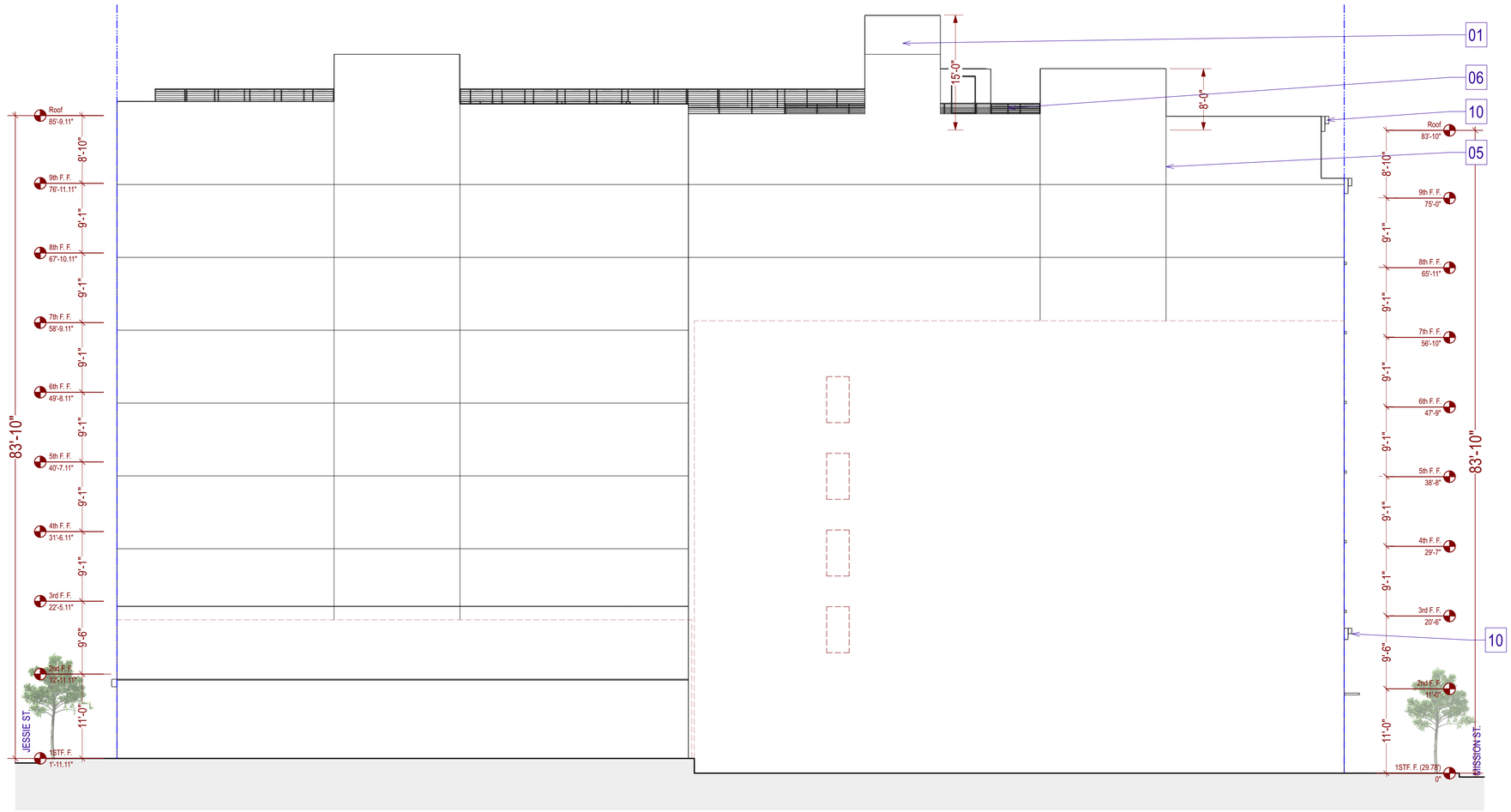
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	

A-3.1

FACADE MATERIALS KEY NOTES:

01	SMOOTH ARCHITECTURAL PLASTER, TYP.
02	HIGH QUALITY SMOOTH STUCCO, TYP.
03	DARK RED BRICK VENEER, TYP.
04	CONCRETE BLINDWALL, TYP.
05	CONTROL JOINTS, TYP.
06	PAINTED METAL GUARDRAILS, 42" HIGH MIN., TYP.
07	BLACK ANODIZED ALUMINUM WINDOW, W/ LOW E CLR. GLASS, TYP.
08	BLACK ANODIZED ALUM. CLAD WOOD PATIO DOOR W/ CLR. GLASS, TYP.
09	ALUM. STORE FRONT, TYP.
10	ARCHITECTURAL ELEMENT
11	BLACK ANODIZED ALUM. CLAD WOOD WINDOW,W/ BRICK SILL, TYP.
12	AWNING, TYP.



1 Left Elevation
Scale: 1/8" = 1'-0"

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

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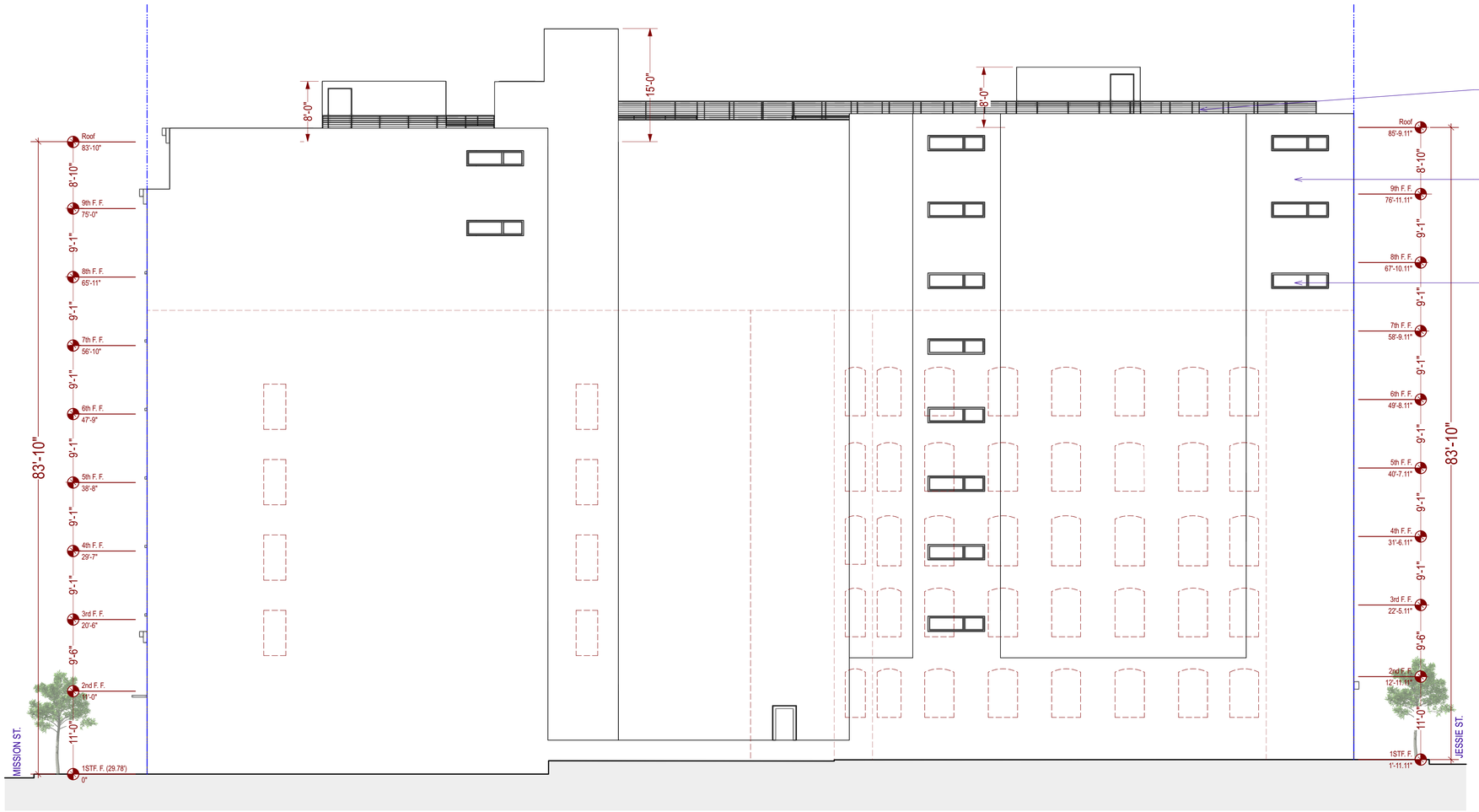
SHEET TITLE

Left Elevation

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-3.2

FACADE MATERIALS KEY NOTES:

01	SMOOTH ARCHITECTURAL PLASTER, TYP.
02	HIGH QUALITY SMOOTH STUCCO, TYP.
03	DARK RED BRICK VENEER, TYP.
04	CONCRETE BLINDWALL, TYP.
05	CONTROL JOINTS, TYP.
06	PAINTED METAL GUARDRAILS, 42" HIGH MIN., TYP.
07	BLACK ANODIZED ALUMINUM WINDOW, W/ LOW E CLR. GLASS, TYP.
08	BLACK ANODIZED ALUM. CLAD WOOD PATIO DOOR W/ CLR. GLASS, TYP.
09	ALUM. STORE FRONT, TYP.
10	ARCHITECTURAL ELEMENT
11	BLACK ANODIZED ALUM. CLAD WOOD WINDOW,W/ BRICK SILL, TYP.
12	AWNING, TYP.



1 Right Elevation
Scale: 1/8" = 1'-0"

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

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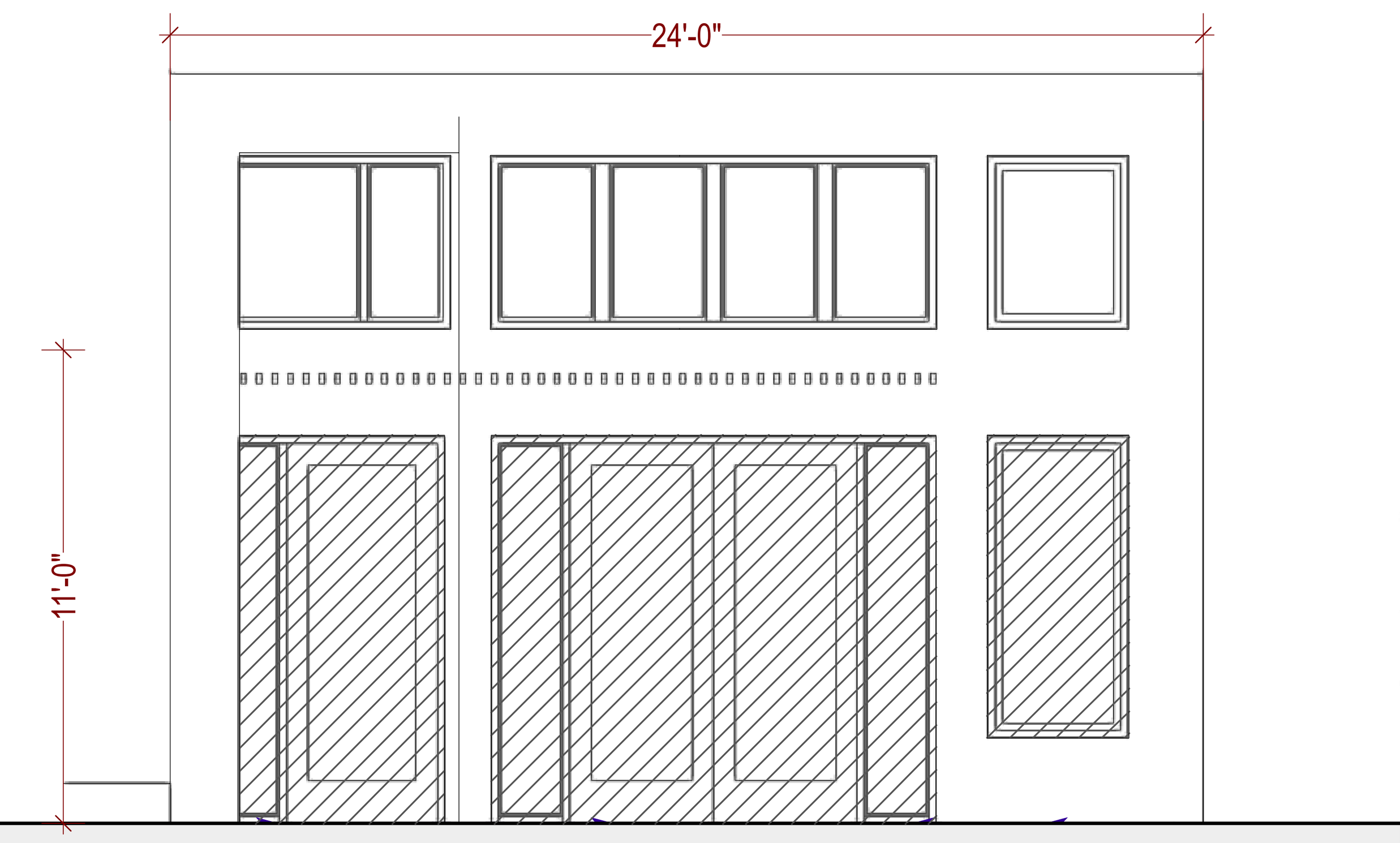
SHEET TITLE

Right Elevation

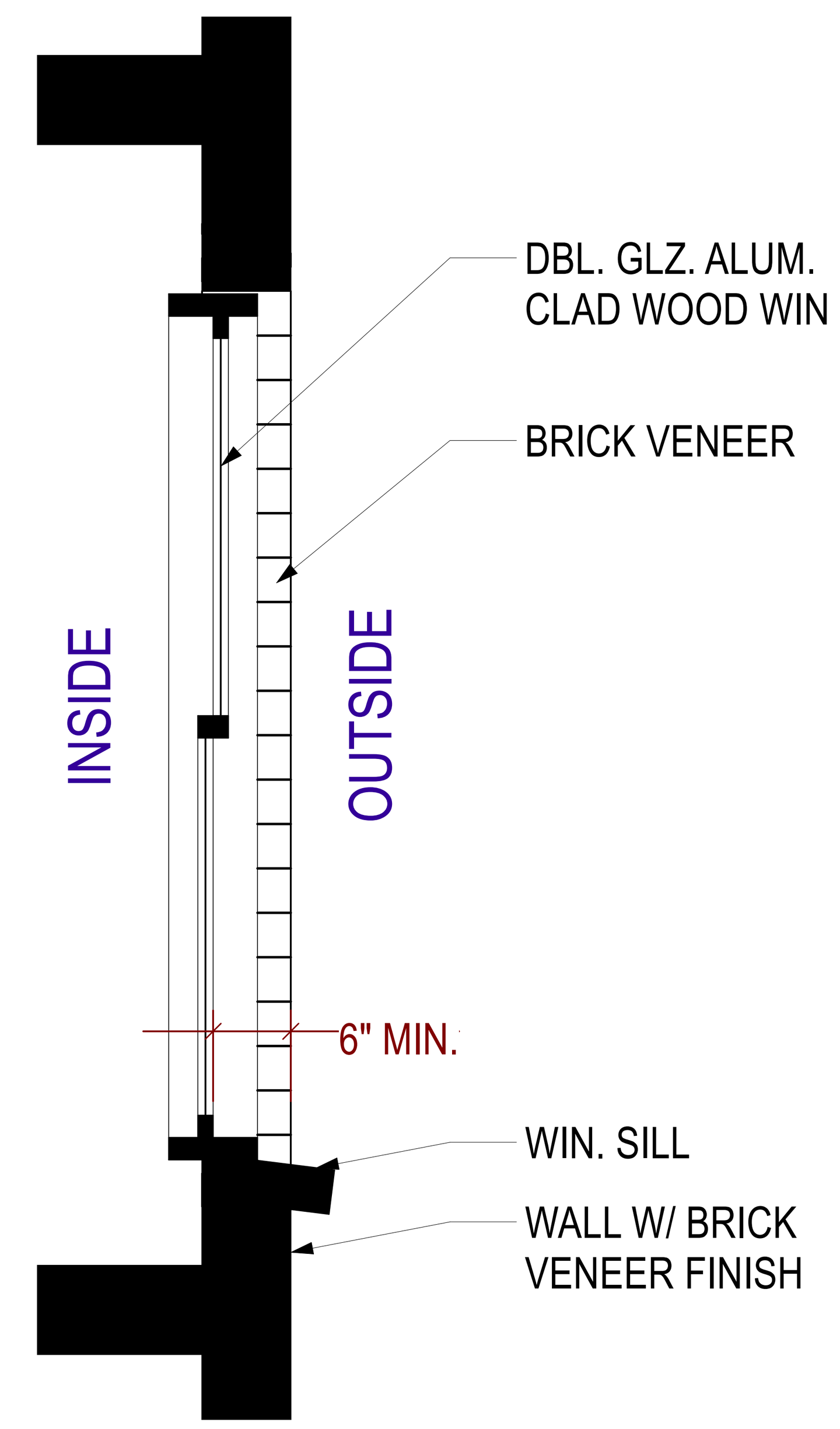
DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-3.3



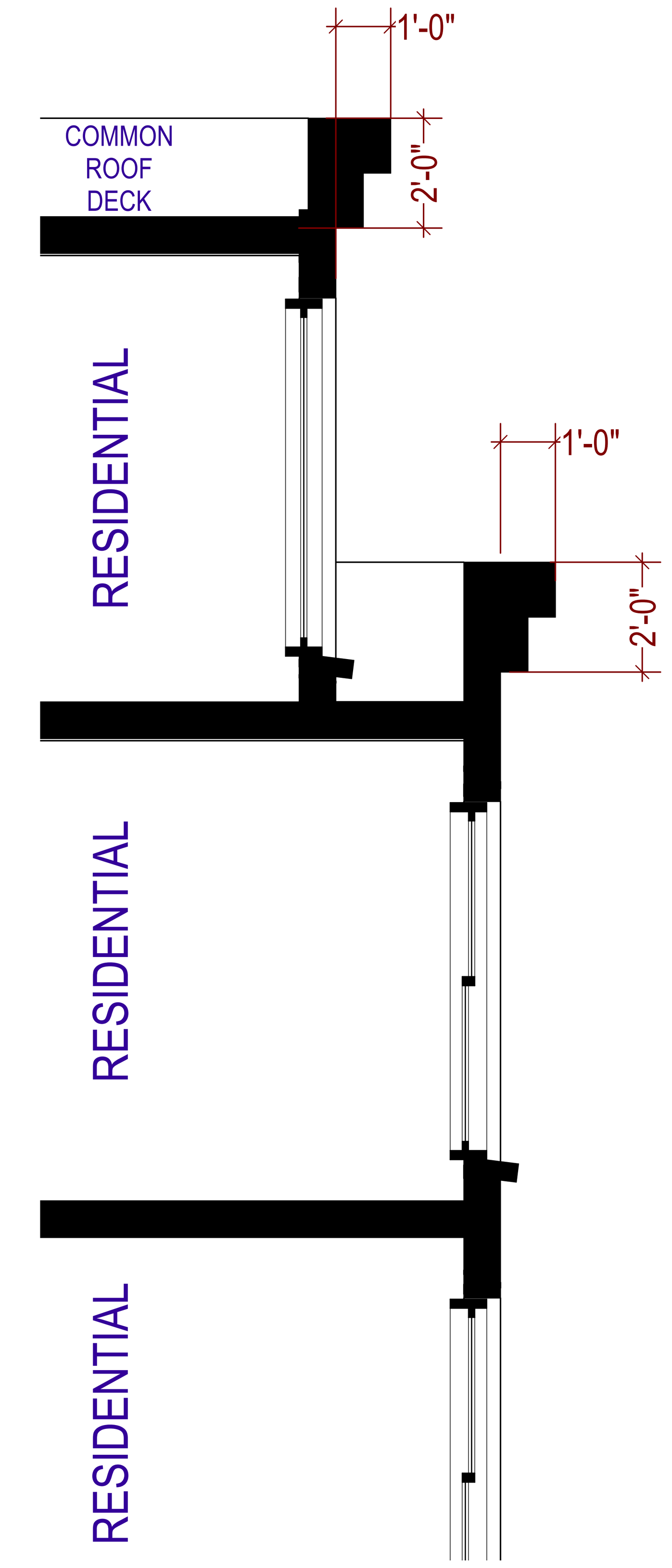
4 Active Use Transparency Calc. (Mission)
Scale: 1/4" = 1'-0"

ACTIVE USE TRANSPARENCY CALCULATIONS (MISSION):

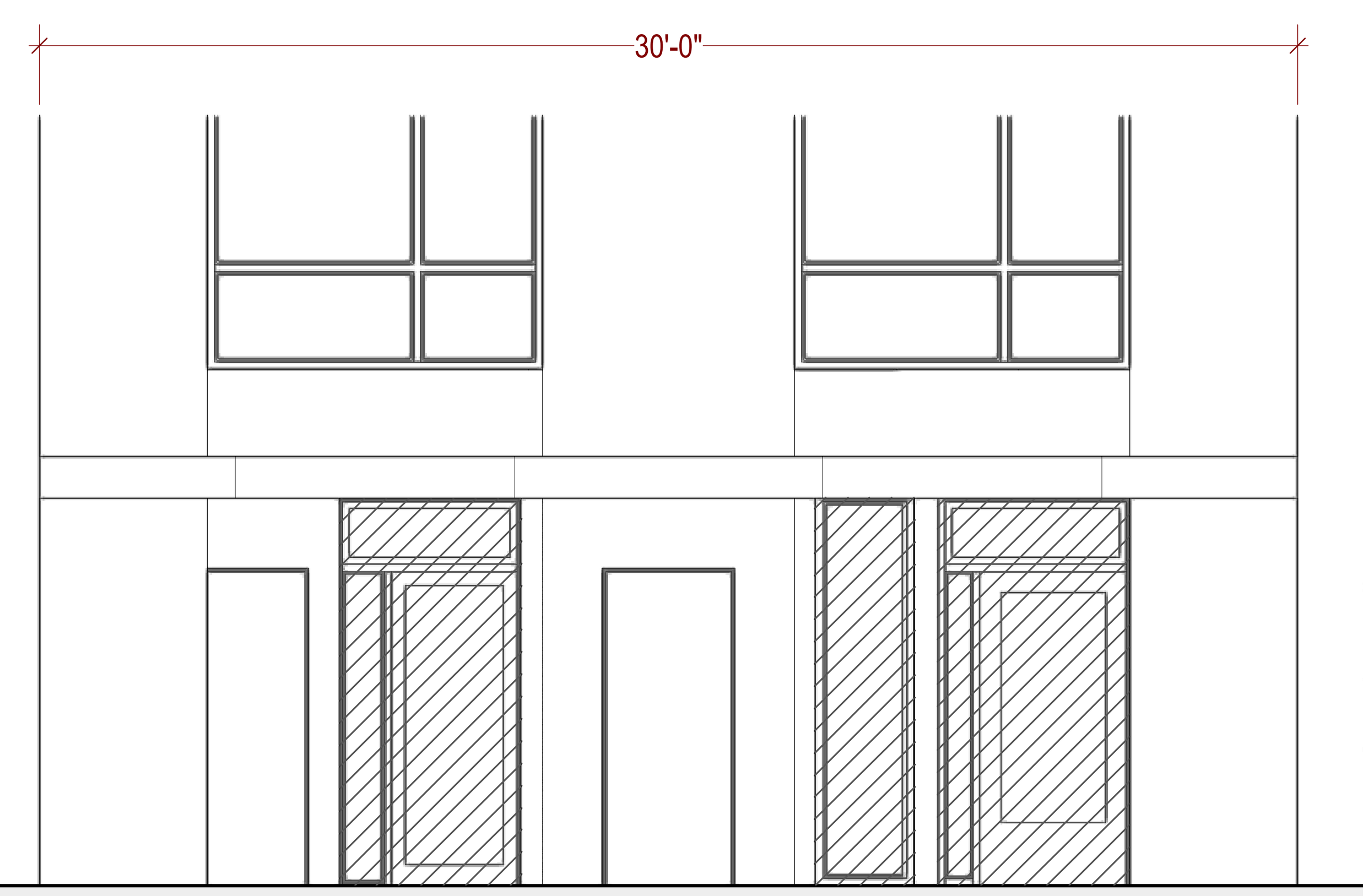
GROUND FLOOR SURFAC:	264± SF
ACTIVE USE AREA:	264± SF
60% OF AUA:	158.4± SF
TRANSPARENT AREA:	**159± SF (60.2%)**



3 Detail C / Mission St. Windows
Scale: 3/4" = 1'-0"



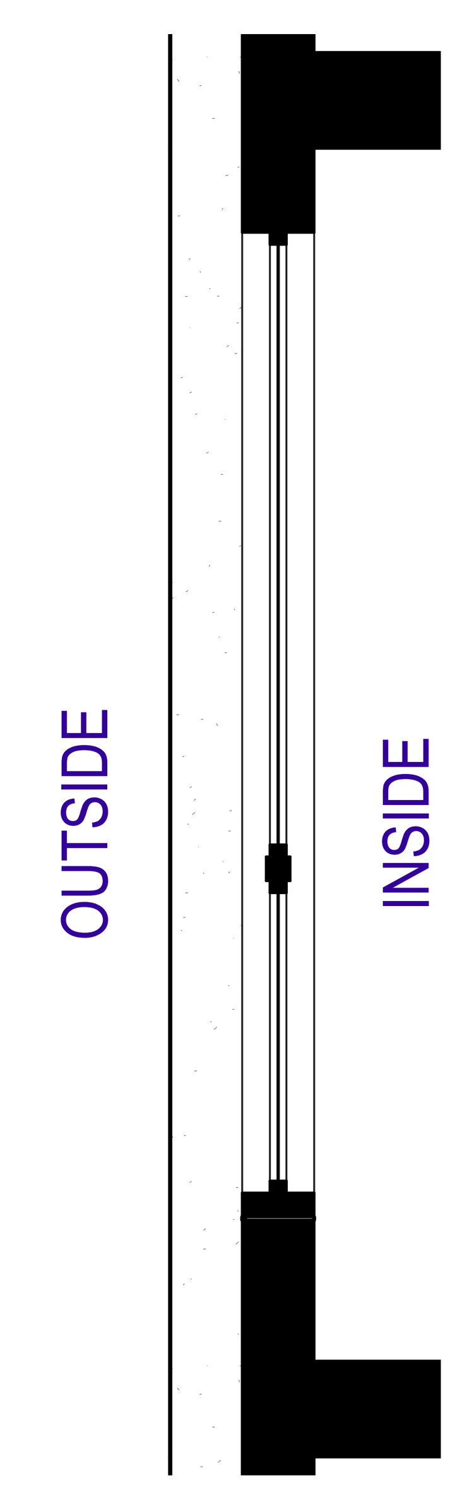
1 Detail A / Mission Facade
Scale: 3/8" = 1'-0"



5 Active Use Transparency Calc. (Jessie)
Scale: 1/4" = 1'-0"

ACTIVE USE TRANSPARENCY CALCULATIONS (JESSIE):

GROUND FLOOR SURFAC:	310± SF
ACTIVE USE AREA:	151± SF
60% OF AUA:	90.6± SF
TRANSPARENT AREA:	**105± SF (69%)**



2 Detail B / Jessie Facade
Scale: 3/4" = 1'-0"

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

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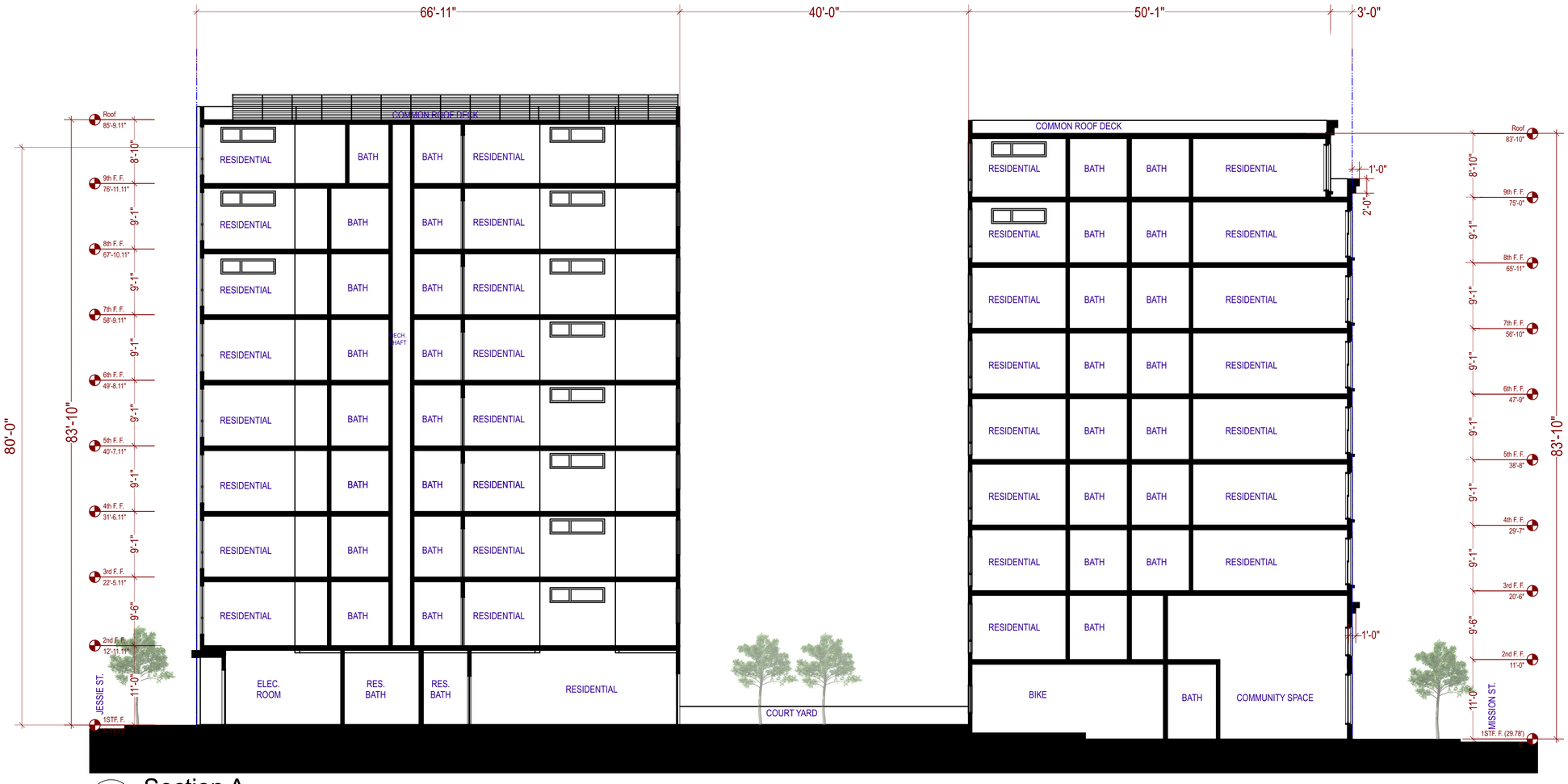
SHEET TITLE

Facade Details & Diagrams

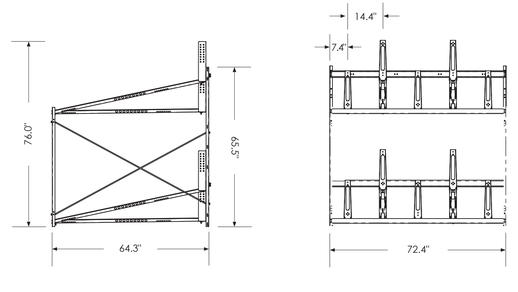
DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-3.4



1 Section A
Scale: 1/8" = 1'-0"

NOTE:
THE BICYCLES TO BE STORED ON THE UPPER RACKS SHALL NOT REQ. LIFTING THE BIKES' WHEELS MORE THAN 12" OFF THE GROUND.

DOUBLE-STACK BIKE STORAGE RACKS - 10 BIKE CAPACITY SPECIFICATIONS



TOTAL WEIGHT: 173 lbs
NOTES: 1) Minimum Ceiling Height 8'0"

PROJECT NAME
1010 Mission St.
San Francisco, CA 94103

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SHEET TITLE
Section

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-4.1

GROSS AREA NOTES:

IN THE C-3 AND CENTRAL SOMA & VAN NESS SPECIAL USE DISTRICTS, THE SUM OF THE GROSS AREAS OF THE SEVERAL FLOORS OF A BUILDING OR BUILDINGS, MEASURED ALONG THE **GLASS LINE** AT WINDOWS AT A HEIGHT OF FOUR FEET ABOVE THE FINISHED FLOOR & ALONG A PROJECTED STRAIGHT LINE PARALLEL TO THE OVERALL BUILDING WALL PLANE CONNECTING THE ENDS OF INDIVIDUAL WINDOWS, PROVIDED, HOWEVER, THAT SUCH LINE SHALL NOT BE INWARD OF THE INTERIOR FACE OF THE WALL.

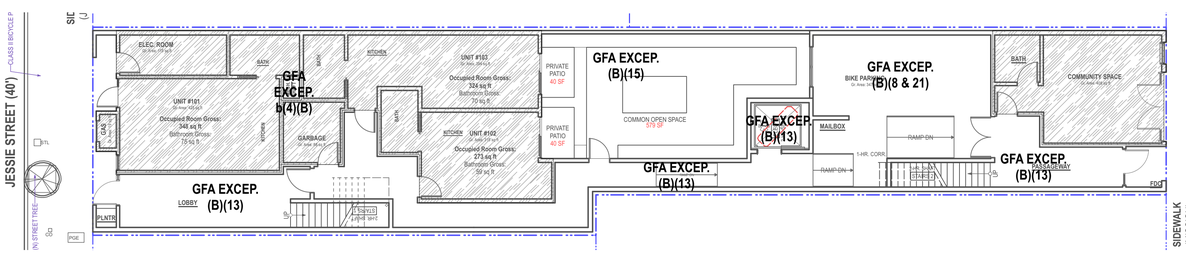
(A) EXCEPT AS SPECIFICALLY EXCLUDED IN THIS DEFINITION, "GROSS FLOOR AREA" SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:
(2) ELEVATOR SHAFTS, STAIRWELLS, EXIT ENCLOSURES, & SMOKE-PROOF ENCLOSURES AT EACH FLOOR;
(3) FLOOR SPACE IN PENTHOUSES EXCEPT AS SPECIFICALLY EXCLUDED IN THIS DEFINITION;
(5) FLOOR SPACE IN BALCONIES OR MEZZANINES IN THE INTERIOR OF THE BUILDING;
(6) FLOOR SPACE IN OPEN OR ROOFED PORCHES, ARCADES, OR EXTERIOR BALCONIES, IF SUCH PORCH, ARCADE, OR BALCONY IS LOCATED ABOVE THE GROUND FLOOR OR FIRST FLOOR OF OCCUPANCY ABOVE BASEMENT OR GARAGE AND IS USED AS THE PRIMARY ACCESS TO THE INTERIOR SPACE IT SERVES;
(8) IN THE C-3 & CENTRAL SOMA SPECIAL USE DISTRICTS, ANY FLOOR AREA DEDICATED TO ACCESSORY OR NON-ACCESSORY PARKING, **EXCEPT FOR BICYCLE PARKING**, REQUIRED OFF-STREET LOADING, AND ACCESSORY PARKING AS SPECIFIED IN SUBSECTION (B)(7); AND
(9) ANY OTHER FLOOR SPACE NOT SPECIFICALLY EXCLUDED IN THIS DEFINITION.

(B) "GROSS FLOOR AREA" SHALL NOT INCLUDE THE FOLLOWING:

(3) ELEVATOR OR STAIR PENTHOUSES, ACCESSORY WATER TANKS OR COOLING TOWERS, & OTHER MECHANICAL EQUIPMENT, APPURTENANCES, & AREAS NECESSARY TO THE OPERATION OR MAINTENANCE OF THE BUILDING ITSELF, IF LOCATED AT THE TOP OF THE BUILDING OR SEPARATED THEREFROM ONLY BY OTHER SPACE NOT INCLUDED IN THE GROSS FLOOR AREA
(4) MECHANICAL EQUIPMENT, APPURTENANCES, & AREAS NECESSARY TO THE OPERATION OR MAINTENANCE OF THE BUILDING ITSELF (A) IF LOCATED AT AN INTERMEDIATE STORY OF THE BUILDING & FORMING A COMPLETE FLOOR LEVEL; OR (B) IN THE C-3 & CENTRAL SOMA SPECIAL USE DISTRICTS, IF LOCATED ON A NUMBER OF INTERMEDIATE STORIES OCCUPYING LESS THAN A FULL FLOOR LEVEL, PROVIDED THAT THE MECHANICAL EQUIPMENT, APPURTENANCES, & AREAS ARE PERMANENTLY SEPARATED FROM OCCUPIED FLOOR AREAS & IN AGGREGATE AREA DO NOT EXCEED THE AREA OF AN AVERAGE FLOOR AS DETERMINED BY THE ZONING ADMINISTRATOR;
(8) BICYCLE PARKING THAT MEETS THE STANDARDS OF SECTIONS 155.1 THROUGH 155.4 OF THIS CODE;
(12) ONE-THIRD OF THAT PORTION OF A WINDOW BAY CONFORMING TO THE REQUIREMENTS OF SECTION 136(D)(2) THAT EXTENDS BEYOND THE PLANE FORMED BY THE FACE OF THE FAÇADE ON EITHER SIDE OF THE BAY, **BUT NOT TO EXCEED 7 S.F.** PER BAY WINDOW AS MEASURED AT EACH FLOOR;
(13) GROUND FLOOR AREA IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), AND C-3-G DISTRICTS, & IN THE CENTRAL SOMA SPECIAL USE DISTRICT DEVOTED TO BUILDING OR PEDESTRIAN CIRCULATION & BUILDING SERVICE;
(14) IN THE C-3-O, C-3-O(SD), C-3-S, C-3-S(SU), & C-3-G DISTRICTS, SPACE DEVOTED TO PERSONAL SERVICES, RESTAURANTS, & RETAIL SALES OF GOODS INTENDED TO MEET THE CONVENIENCE SHOPPING & SERVICE NEEDS OF DOWNTOWN WORKERS & RESIDENTS, NOT TO EXCEED 5,000 OCCUPIED SQUARE FEET PER USE &, IN TOTAL, NOT TO EXCEED 75% OF THE AREA OF THE GROUND FLOOR OF THE BUILDING PLUS THE GROUND LEVEL, ON-SITE OPEN SPACE. SAID USES SHALL BE LOCATED ON THE GROUND FLOOR EXCEPT THAT, IN ORDER TO FACILITATE THE CREATION OF MORE SPACIOUS GROUND FLOOR INTERIOR SPACES, A PORTION OF THE SAID USES, IN AN AMOUNT TO BE DETERMINED PURSUANT TO THE PROVISIONS OF SECTION 309, MAY BE LOCATED ON A MEZZANINE LEVEL;
(15) AN INTERIOR SPACE PROVIDED AS AN OPEN SPACE FEATURE IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 138;
(21) ANY AREA DEVOTED TO BICYCLE PARKING, BICYCLE MAINTENANCE ROOMS, OR CAR SHARE SPACES WHEN SUCH FEATURES ARE PROVIDED AS PART OF A DEVELOPMENT PROJECT'S COMPLIANCE WITH THE TRANSPORTATION DEMAND MANAGEMENT PROGRAM SET FORTH IN SEC. 169 OF THE PLANNING CODE.

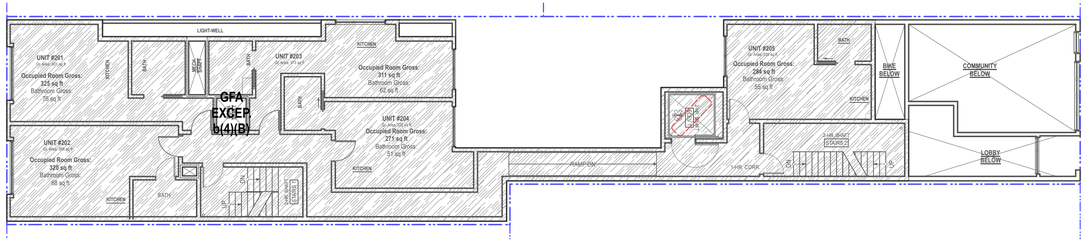
SFPC SEC. 124(f):
FOR BUILDINGS IN C-3-G & C-3-S DISTRICTS, OTHER THAN THOSE DESIGNATED AS SIGNIFICANT OR CONTRIBUTORY PURSUANT TO ARTICLE 11 OF THIS CODE, ADDITIONAL SQ.FT. ABOVE THAT PERMITTED BY THE BASE FAR LIMITS SET FORTH ABOVE MAY BE APPROVED FOR CONSTRUCTION OF DWELLINGS ON THE SITE OF THE BUILDING AFFORDABLE FOR THE LIFE OF THE PROJECT, AS DEFINED IN SEC. 401, TO HOUSEHOLDS WHOSE **INCOMES ARE WITHIN 150% OF AMI, AS DEFINED IN SEC. 401, FOR OWNERSHIP** UNITS & UP TO **120% OF AMI FOR RENTAL UNITS**, IN ACCORDANCE W/ THE CONDITIONAL USE PROCEDURES & CRITERIA AS PROVIDED IN SEC. 303 OF THIS CODE.

GROSS FLOOR AREA CALC.	
LEVEL	**AREA**
1ST FLOOR	1,763
2ND FLOOR	2,742
3RD FLOOR	3,426
4TH FLOOR	3,426
5TH FLOOR	3,426
6TH FLOOR	3,426
7TH FLOOR	3,426
8TH FLOOR	3,426
9TH FLOOR	3,349
TOTAL	**28,410**



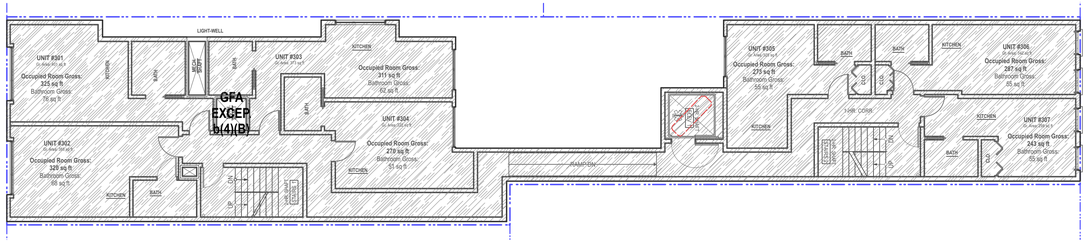
1 **1st Floor** 3/32" = 1'-0"

Floor Area: ± 1,763



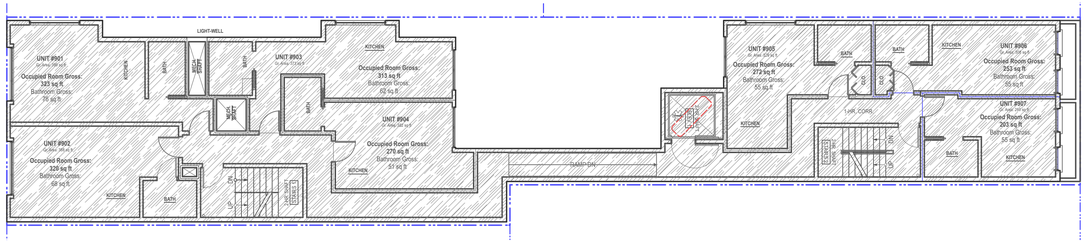
2 **2nd Floor** 3/32" = 1'-0"

Floor Area: ± 2,742



3 **3rd-8th Floors** 3/32" = 1'-0"

Floor Area: ± 3,426



4 **9th Floor** 3/32" = 1'-0"

Floor Area: ± 3,349

PROJECT NAME

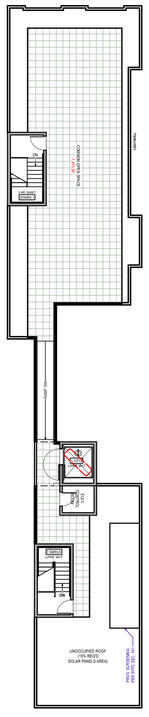
1010 Mission St.
San Francisco, CA 94103

SIA CONSULTING CORPORATION
465 CALIFORNIA STREET, SUITE 500
SAN FRANCISCO, CA 94112
TEL: (415) 741.1292
WWW.SIACONSULT.COM

SHEET TITLE

FAR Diagrams

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	**A-5.1**



1 Roof Plan

2
A-6.0

2 Roof Open Space Aerial View

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

SIA CONSULTING CORPORATION
450 SUTTER STREET
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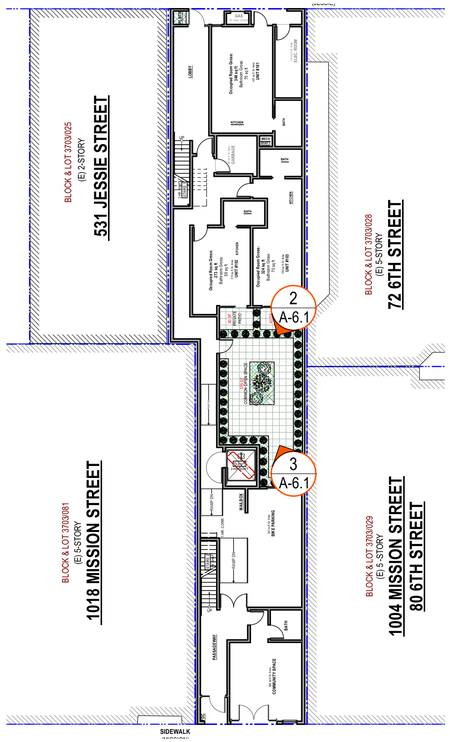
SHEET TITLE

Roof Open Space Rendering

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	

A-6.0



1 1st Floor Plan

2 Ground Open Space View

3 Ground Open Space View

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

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SHEET TITLE

Ground Open Space Renderings

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	A-6.1

GS1: San Francisco Green Building Site Permit Submittal Form

Form version: February 1, 2018 (For permit applications January 2017 - December 2019)

INSTRUCTIONS:

1. **Select one (1) column to identify requirements for the project. For addition and alteration projects, applicability of specific requirements may depend upon project scope.**
2. **Provide the Project Information in the box at the right.**
3. **A LEED or GreenPoint Rated Scorecard is not required with the site permit application, but using such tools as early as possible is recommended.**
4. **To ensure legibility of DBI archives, submittal must be a minimum of 24" x 36".**

Attachment GS2, GS3, GS4, GS5 or GS6 will be due with the applicable addendum. A separate "FINAL COMPLIANCE VERIFICATION" form will be required prior to Certificate of Completion. For details, see Administrative Bulletin 93.
For Municipal projects, additional Environment Code Chapter 7 requirements may apply; see GS6.

*CHECK THE **ONE** COLUMN THAT BEST DESCRIBES YOUR PROJECT*

	TITLE	SOURCE OF REQUIREMENT	DESCRIPTION OF REQUIREMENT	NEW CONSTRUCTION ☐ LOW-RISE RESIDENTIAL R 1-3 Floors	NEW CONSTRUCTION ☒ HIGH-RISE RESIDENTIAL R 4+ Floors	NEW CONSTRUCTION ☐ LARGE NON-RESIDENTIAL A,B,E,I,M 25,000 sq.ft. or greater	NEW CONSTRUCTION ☐ OTHER NON-RESIDENTIAL F,H,L,S,U *or* A,B,E,I,M less than 25,000 sq.ft.	ALTERATIONS + ADDITIONS ☐ RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS R 25,000 sq.ft. or greater	ALTERATIONS + ADDITIONS ☐ OTHER RESIDENTIAL ALTERATIONS + ADDITIONS R adds any amount of conditioned area	ALTERATIONS + ADDITIONS ☐ NON-RESIDENTIAL MAJOR ALTERATIONS + ADDITIONS B,M 25,000 sq.ft. or greater	ALTERATIONS + ADDITIONS ☐ FIRST-TIME NON-RESIDENTIAL INTERIORS A,B,I,M 25,000 sq.ft. or greater	ALTERATIONS + ADDITIONS ☐ OTHER NON-RESIDENTIAL INTERIORS, ALTERATIONS + ADDITIONS A,B,E,F,H,L,I,M,S,U more than 1,000 sq.ft. or $200,000
LEED/GPR	Required LEED or GPR Certification Level	SFGBC 4.103.1.1, 4.103.2.1, 4.103.3.1, 5.103.1.1, 5.103.3.1 & 5.103.4.1	Project is required to achieve sustainability certification listed at right.	LEED SILVER (50+) or GPR (75+) CERTIFIED	LEED SILVER (50+) or GPR (75+) CERTIFIED	LEED GOLD (60+) CERTIFIED	*n/r*	LEED GOLD (60+) or GPR (75+) CERTIFIED	*n/r*	LEED GOLD (60+) CERTIFIED	LEED GOLD (60+) CERTIFIED	*n/r*
	LEED/GPR Point Adjustment for Retention/Demolition of Historic Features/Building	SFGBC 4.104, 4.105, 5.104 & 5.105	Enter any applicable point adjustments in box at right.	____	____	____	*n/r*	____	*n/r*	____	____	*n/r*
MATERIALS	LOW-EMITTING MATERIALS	CALGreen 4.504.2.1-5 & 5.504.4.1-6, SFGBC 4.103.3.2, 5.103.1.9, 5.103.3.2 & 5.103.4.2	Use products that comply with the emission limit requirements of 4.504.2.1-5, 5.504.4.1-6 for adhesives, sealants, paints, coatings, carpet systems including cushions and adhesives, resilient flooring (80% of area), and composite wood products. Major alterations to existing residential buildings must use low-emitting coatings, adhesives and sealants, and carpet systems that meet the requirements for GPR measures K2, K3 and L2 or LEED EQc2, as applicable. New large non-residential interiors and major alterations to existing residential and non-residential buildings must also use interior paints, coatings, sealants, and adhesives when applied on-site, flooring and composite wood that meet the requirements of LEED credit Low-Emitting Materials (EQc2).	4.504.2.1-5	4.504.2.1-5	LEED EQc2	5.504.4.1-6	LEED EQc2 or GPR K2, K3 & L2	4.504.2.1-5	LEED EQc2	LEED EQc2	5.504.4.1-6
WATER	INDOOR WATER USE REDUCTION	CALGreen 4.303.1 & 5.303.3, SFGBC 5.103.1.2, SF Housing Code sec.12A10, SF Building Code ch.13A	Meet flush/flow requirements for: toilets (1.28gpf); urinals (0.125gpf wall, 0.5gpf floor); showerheads (2.0gpm); lavatories (1.2gpm private, 0.5gpm public/common); kitchen faucets (1.8gpm); wash fountains (1.8gpm); metering faucets (0.2gpc); food waste disposers (1gpm/8gpm). Residential projects must upgrade all non-compliant fixtures per SF Housing Code sec.12A10. Large non-residential interiors, alterations & additions must upgrade all non-compliant fixtures per SF Building Code ch.13A. New large non-residential buildings must also achieve minimum 30% indoor potable water use reduction as calculated to meet LEED credit Indoor Water Use Reduction (WEc2).	•	•	LEED WEc2 (2 pts)	•	•	•	•	•	•
	NON-POTABLE WATER REUSE	Health Code art.12C	New buildings ≥ 40,000 sq.ft. must calculate a water budget. New buildings ≥250,000 sq.ft. must treat and use available rainwater, graywater, and foundation drainage and use in toilet and urinal flushing and irrigation. See www.sfwater.org for details.	*n/r*	•	•	*n/r*	*n/r*	*n/r*	*n/r*	*n/r*	*n/r*
	WATER-EFFICIENT IRRIGATION	Administrative Code ch.63	New construction projects with aggregated landscape area ≥500 sq.ft., or existing projects with modified landscape area ≥1,000 sq.ft. shall use low water use plants or climate appropriate plants, restrict turf areas and comply with Model Water Efficient Landscape Ordinance restrictions by calculated ETAF (.55 for residential, .45 for non-residential or less) or by prescriptive compliance for projects with ≤2,500 sq.ft. of landscape area. See www.sfwater.org for details.	•	•	•	•	•	•	•	•	•
	WATER METERING	CALGreen 5.303.1	Provide submeters for spaces projected to consume >1,000gal/day (or >100gal/day in buildings >50,000 sq.ft.).	*n/r*	*n/r*	•	•	*n/r*	*n/r*	•	•	•
ENERGY	ENERGY EFFICIENCY	CA Energy Code	Comply with all provisions of the CA Title 24 Part 6 Energy Standards.	•	•	•	•	•	•	•	•	•
	BETTER ROOFS	SFGBC 4.201.1 & 5.201.1.2	New non-residential buildings >2,000 sq.ft. and ≤10 occupied floors, and new residential buildings of any size and ≤10 occupied floors, must designate 15% of roof Solar Ready, per Title 24 rules. Install photovoltaics or solar hot water systems in this area. With Planning Department approval, projects subject to SFPUC Stormwater Requirements may substitute living roof for solar energy systems.	•	≤10 floors	•	•	*n/r*	*n/r*	*n/r*	*n/r*	*n/r*
	RENEWABLE ENERGY	SFGBC 5.201.1.3	Non-residential buildings with ≥11 floors must acquire at least 1% of energy from on-site renewable sources, purchase green energy credits, or achieve 5 points under LEED credit Optimize Energy Performance (EAc2).	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*	*n/r*	*n/r*
	COMMISSIONING (Cx)	CALGreen 5.410.2 - 5.410.4.5.1	For projects ≥10,000 sq.ft, include OPR, BOD, and commissioning plan in design & construction. Commission to comply. Alterations & additions with new HVAC equipment must test and adjust all equipment.	*n/r*	*n/r*	LEED EAc1 opt. 1	•	*n/r*	*n/r*	•	•	•
PARKING	BICYCLE PARKING	CALGreen 5.106.4, Planning Code 155.1-2	Provide short- and long-term bike parking equal to 5% of motorized vehicle parking, or meet SF Planning Code sec.155.1-2, whichever is greater.	SF Planning Code sec.155.1-2	SF Planning Code sec.155.1-2	•	•	if applicable SF Planning Code sec.155.1-2	if applicable SF Planning Code sec.155.1-2	•	•	if >10 stalls added
	DESIGNATED PARKING	CALGreen 5.106.5.2	Mark 8% of total parking stalls for low-emitting, fuel efficient, and carpool/van pool vehicles.	*n/r*	*n/r*	•	•	*n/r*	*n/r*	•	•	if >10 stalls added
	WIRING FOR EV CHARGERS	SFGBC 4.106.4 & 5.106.5.3	Permit application January 2018 or after: Construct all new off-street parking spaces for passenger vehicles and trucks with dimensions capable of installing EVSE. Install service capacity and panelboards sufficient to provide ≥40A 208 or 240V to EV chargers at 20% of spaces. Install ≥40A 208 or 240V branch circuits to ≥10% of spaces, terminating close to the proposed EV charger location. Installation of chargers is not required. Projects with zero off-street parking exempt. See SFGBC 4.106.4 or SFGBC 5.106.5.3 for details. Permit applications prior to January 2018 only: Install infrastructure to provide electricity for EV chargers at 6% of spaces for non-residential (CalGreen 5.106.5.3), 3% of spaces for multifamily with ≥17 units (CalGreen 4.106.4.2), and each space in 1-2 unit dwellings (CalGreen 4.106.4.1). Installation of chargers is not required.	•	•	•	•	applicable for permit application January 2018 or after	*n/r*	applicable for permit application January 2018 or after	*n/r*	*n/r*
WASTE DIVERSION	RECYCLING BY OCCUPANTS	SF Building Code AB-088	Provide adequate space and equal access for storage, collection and loading of compostable, recyclable and landfill materials.	•	•	•	•	•	•	•	•	•
	CONSTRUCTION & DEMOLITION (C&D) WASTE MANAGEMENT	SFGBC 4.103.2.3 & 5.103.1.3.1, Environment Code ch.14, SF Building Code ch.13B	For 100% of mixed C&D debris use registered transporters and registered processing facilities with a minimum of 65% diversion rate. Divert a minimum of 75% of total C&D debris if noted.	•	75% diversion	75% diversion	•	•	•	•	75% diversion	•
HVAC	HVAC INSTALLER QUALS	CALGreen 4.702.1	Installers must be trained and certified in best practices.	•	•	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*
	HVAC DESIGN	CALGreen 4.507.2	HVAC shall be designed to ACCA Manual J, D, and S.	•	•	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*
	REFRIGERANT MANAGEMENT	CALGreen 5.508.1	Use no halons or CFCs in HVAC.	*n/r*	*n/r*	•	•	*n/r*	*n/r*	•	•	•
GOOD NEIGHBOR	LIGHT POLLUTION REDUCTION	CA Energy Code, CALGreen 5.106.8	Comply with CA Energy Code for Lighting Zones 1-4. Comply with 5.106.8 for Backlight/Uplight/Glare.	*n/r*	*n/r*	•	•	*n/r*	*n/r*	•	•	•
	BIRD-SAFE BUILDINGS	Planning Code sec.139	Glass facades and bird hazards facing and/or near Urban Bird Refuges may need to treat their glass for opacity.	•	•	•	•	•	•	•	•	•
	TOBACCO SMOKE CONTROL	CALGreen 5.504.7, Health Code art.19F	For non-residential projects, prohibit smoking within 25 feet of building entries, air intakes, and operable windows. For residential projects, prohibit smoking within 10 feet of building entries, air intakes, and operable windows and enclosed common areas.	•	•	•	•	•	•	•	•	•
POLLUTION PREVENTION	STORMWATER CONTROL PLAN	Public Works Code art.4.2 sec.147	Projects disturbing ≥5,000 sq.ft. in combined or separate sewer areas, or replacing ≥2,500 impervious sq.ft. in separate sewer area, must implement a Stormwater Control Plan meeting SFPUC Stormwater Management Requirements. See www.sfwater.org for details.	•	•	•	•	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope
	CONSTRUCTION SITE RUNOFF CONTROLS	Public Works Code art.4.2 sec.146	Provide a construction site Stormwater Pollution Prevention Plan and implement SFPUC Best Management Practices. See www.sfwater.org for details.	if disturbing ≥5,000 sq.ft.	•	if disturbing ≥5,000 sq.ft.	if disturbing ≥5,000 sq.ft.	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope	if project extends outside envelope
INDOOR ENVIRONMENTAL QUALITY	ACOUSTICAL CONTROL	CALGreen 5.507.4.1-3, SF Building Code sec.1207	Non-residential projects must comply with sound transmission limits (STC-50 exteriors near freeways/airports; STC-45 exteriors if 65db Leq at any time; STC-40 interior walls/floor-ceilings between tenants). New residential projects' interior noise due to exterior sources shall not exceed 45dB.	•	•	•	•	*n/r*	*n/r*	•	•	•
	AIR FILTRATION (CONSTRUCTION)	CALGreen 4.504.1-3 & 5.504.1-3	Seal permanent HVAC ducts/equipment stored onsite before installation.	•	•	•	•	•	•	•	•	•
	AIR FILTRATION (OPERATIONS)	CALGreen 5.504.5.3, SF Health Code art.38	Non-residential projects must provide MERV-8 filters on HVAC for regularly occupied, actively ventilated spaces. Residential new construction and major alteration & addition projects in Air Pollutant Exposure Zones per SF Health Code art.38 must provide MERV-13 filters on HVAC.	if applicable	if applicable	•	•	if applicable	*n/r*	•	•	•
	CONSTRUCTION IAQ MANAGEMENT PLAN	SFGBC 5.103.1.8	During construction, meet SMACNA IAQ guidelines; provide MERV-8 filters on all HVAC.	*n/r*	*n/r*	LEED EQc3	*n/r*	*n/r*	*n/r*	*n/r*	*n/r*	*n/r*
RESIDENTIAL	GRADING & PAVING	CALGreen 4.106.3	Show how surface drainage (grading, swales, drains, retention areas) will keep surface water from entering the building.	•	•	*n/r*	*n/r*	if applicable	if applicable	*n/r*	*n/r*	*n/r*
	RODENT PROOFING	CALGreen 4.406.1	Seal around pipe, cable, conduit, and other openings in exterior walls with cement mortar or DBI-approved similar method.	•	•	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*
	FIREPLACES & WOODSTOVES	CALGreen 4.503.1	Install only direct-vent or sealed-combustion, EPA Phase II-compliant appliances.	•	•	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*
	CAPILLARY BREAK, SLAB ON GRADE	CALGreen 4.505.2	Slab on grade foundation requiring vapor retarder also requires a capillary break such as: 4 inches of base 1/2-inch aggregate under retarder; slab design specified by licensed professional.	•	•	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*
	MOISTURE CONTENT	CALGreen 4.505.3	Wall and floor wood framing must have <19% moisture content before enclosure.	•	•	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*
	BATHROOM EXHAUST	CALGreen 4.506.1	Must be ENERGY STAR compliant, ducted to building exterior, and its humidistat shall be capable of adjusting between <50% to >80% (humidistat may be separate component).	•	•	*n/r*	*n/r*	•	•	*n/r*	*n/r*	*n/r*

PROJECT INFO

1010 MISSION
PROJECT NAME

3703/026
BLOCK/LOT

1010 MISSION ST.
ADDRESS

R-2 / B
PRIMARY OCCUPANCY

± 30,114 S.F.
GROSS BUILDING AREA

DESIGN PROFESSIONAL *or* PERMIT APPLICANT *(sign & date)*

PROJECT NAME

1010 Mission St.
San Francisco, CA 94103

SIA CONSULTING CORPORATION
582 MARKET STREET, SUITE 1904
SAN FRANCISCO, CA 94104
TEL: (415) 741.1292
WWW.SIACONSULT.COM

SHEET TITLE

GREEN CHECKLIST

DRAWN BY	R.L.
DESIGN BY	R.K.
DATE	12/31/2019
REVISED DATE	10/17/2022
JOB NO.	19-1861
SHEET NO.	

G-1.0