



PRELIMINARY MITIGATED NEGATIVE DECLARATION

<i>Date:</i>	November 16, 2022
<i>Case No.:</i>	2019-021810ENV
<i>Project Title:</i>	729 Bush Street Project
<i>Zoning:</i>	RC-4 (Residential-Commercial, High Density) Use District 65-A Height and Bulk District
<i>Block/Lot:</i>	0284/022
<i>Lot Size:</i>	3,780 square feet
<i>Project Sponsor:</i>	729 Bush Street LLC, c/o Brett Gladstone, Esq., Goldstein, Gellman, Melbostad, Harris & McSparran, LLP (415) 673-5600
<i>Lead Agency:</i>	San Francisco Planning Department
<i>Staff Contact:</i>	Florentina Craciun – (628) 652-7510 florentina.craciun@sfgov.org

Project Description:

The proposed project is located at 729 Bush Street, in the Downtown/Civic Center neighborhood of San Francisco. The proposed project would result in the development of a four-story vertical addition to an existing one-story-over-basement, 20-foot-tall, 5,520-square-foot vacant commercial building. The proposed addition would result in a building with 7,250 square feet of health service use and four residential units that would include three two-bedroom units and a five-bedroom unit. A portion of the existing building would be retained, and the proposed building height would be five stories tall or 50 feet above ground level (66 feet with elevator penthouse). The existing one-level, approximately 9-foot-deep basement would be expanded to extend underneath the entire property and the depth of the basement would be increased by an additional 2-1/2 feet. An additional partial basement level would be added below the southern end of the existing basement. Streetscape improvements are proposed along Bush Street consisting of a new street tree, a Class-2 bicycle rack, and ADA upgrades. The attached initial study (**Attachment A**) contains a comprehensive project description, including figures, and an anticipated list of required project approvals.

Finding:

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

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

cc: Brett Gladstone, Esq., Goldstein, Gellman, Melbostad, Harris & McSparran, LLP
Alex Westhoff, Current Planning Division
Supervisor Aaron Peskin, District 3
Project Distribution

Attachments

Attachment A – Initial Study

Attachment B – Mitigation Monitoring and Reporting Program

ATTACHMENT A

INITIAL STUDY

729 BUSH STREET

PLANNING DEPARTMENT CASE NO. 2019-021810ENV

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Acronyms and Abbreviations

Acronym/Abbreviation	Definition
2019 Guidelines	Transportation Impact Analysis Guidelines
AAU	Academy of Art University
ADRP	Archeological Data Recovery Plan
ADU	accessory dwelling unit
air basin	San Francisco Bay Area Air Basin
air district	Bay Area Air Quality Management District
APIP	Archeological Public Interpretation Plan
ARR	Archeological Resources Report
BART	Bay Area Rapid Transit
C-3-G	Downtown-General
C-3-R	Downtown-Retail
CAP	climate action plan
California air board	California Air Resources Board
California register	California Register of Historical Resources
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CO	carbon monoxide
dB	decibel
DEHP	diethylhexyl phthalate
DPM	diesel particulate matter
EPA	United States Environmental Protection Agency
ERO	Environmental Review Officer
FTA	Federal Transportation Administration
GHG	greenhouse gas
GIS	geographic information system
gsf	gross square feet/foot
HEPA	High Efficiency Particulate Air Filter
HVAC	heating, ventilation, and air conditioning
HRE	Historical Resource Evaluation
HRER	Historical Resource Evaluation Response
lbs	pounds

Acronym/Abbreviation	Definition
mgd	million gallons per day
MLD	Most Likely Descendant
Muni	San Francisco Municipal Railway
NO ₂	nitrogen dioxide
NO _x	nitrogen
NPDES	National Pollutant Discharge Elimination System
NWIC	Northwest Information Center
PCB	polychlorinated biphenyl
PM	particulate matter
PM _{2.5}	fine particulate matter
PPV	peak particle velocity
regional board	Regional Water Quality Control Board
RC-4	Residential-Commercial, High Density
RM-4	Residential-Mixed, High Density
ROG	reactive organic gases
SFPUC	San Francisco Public Utilities Commission
SO ₂	sulfur dioxide
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCRPP	Tribal Cultural Resources Preservation Plan
UWMP	Urban Water Management Plan

A. Project Description

Project Location and Site Characteristics

The 3,780-square-foot¹ (approximately 0.09-acre) rectangular project site at 729 Bush Street is located within a portion of the block bounded by Bush Street to the north, Powell Street to the east, Sutter Street to the south, and Mason Street to the west in the Downtown/Civic Center neighborhood. The project site slopes downward from north to south from approximately 153 feet to 132 feet above mean sea level. Because of the sloped condition of the site, the building has one story fronting Bush Street and two stories at the rear, southern boundary of the project site. The site is currently occupied by a one-story-over-basement (approximately 20-foot-tall), 5,520-square-foot building that covers the majority of the lot and extends to the property line on the north, east, and west boundaries. An approximately 780-square-foot rear yard is located between the existing building and the southern property line (see **Figure 1, Project Vicinity Map**; **Figure 2, Aerial Photograph of the Project Site and Surrounding Land Uses**; and **Figure 3, Existing Site Plan**, pp. 3 through 5, respectively). There is no existing vehicle access to the project site and one on-street parking space is located on Bush Street. Pedestrian access is provided on Bush Street via an existing sidewalk (Figure 3). The project site is within the RC-4 (Residential-Commercial, High Density) Zoning District, and 65-A height and bulk district. The existing building on the project site was originally constructed as a store in 1911 and operated as a night club for over 20 years and then in later years as a gay male porn theater between 1968 and 2018. The site has been vacant since 2018. The subject building is eligible for individual listing in the California Register of Historical Resources (California Register) under Criterion 1 for its association with the early development of LGBTQ communities in San Francisco.^{2, 3}

Proposed Project Characteristics

The proposed project would result in the development of a health service uses and residential use building on the site. A portion of the existing building would be retained. A four-story vertical addition would be added, for a total building height of five stories above Bush Street (approximately 66 feet with mechanical equipment). The existing one-level, approximately 9-foot-deep basement would be expanded to extend underneath the entire property and the depth of the basement would be increased by an additional 2-1/2 feet. An additional partial basement level would be added below the southern end of the new first floor, where currently the grade is sloped in the rear yard, that would be used as a utility room. Therefore, the proposed project would result in a five-story above grade and one and a half basement stories, below grade.⁴ The proposed vertical addition would be set back approximately 10 feet from the Bush Street frontage on the third through fifth (residential) floors.

The health service uses would be located within the basement through second floors (story behind existing parapet) and would consist of an approximately 3,420 square-foot ambulatory surgical center utilized by multiple providers and approximately 3,820 square feet of separate medical offices, together totaling approximately 7,240 square feet.

¹ All square footages are approximate and rounded to the nearest multiple of ten.

² Tim Kelley Consulting, LLC. 2018. *Historical Resource Evaluation. 729 Bush Street, San Francisco, California*. September.

³ San Francisco Planning Department. 2020. *Historic Resource Evaluation Response. Record No.: 2019-021810ENV*. March 17.

⁴ Due to the sloped nature of the site, 'above grade' refers to levels above Bush Street, and 'below grade' refers to levels below Bush Street.

The basement level, which is located below Bush Street, would include the ambulatory surgical center that would be made up of two operating rooms, a minor procedures room, a pre- and post-operation room, a nurse's station, an equipment cleaning room, an office, a gas room, a waiting room, and a restroom and maintenance closet. The first and second floors, behind the existing Bush Street façade, would make up the medical office use, consisting of 10 exam rooms, an x-ray suite, a waiting room, a break room, and storage.

Four residential units would be located on the fourth through sixth floors, ranging from approximately 935 to 3,200 square feet in size. The residential units would consist of three two-bedroom units and one five-bedroom unit. Two two-bedroom units are located on the third floor and one on the northern half of the fourth floor. The southern half of the fourth floor and all of the fifth floor would make up a five-bedroom unit. The residential units on the fourth floor would each include a private outdoor deck. A roof deck would provide an additional approximately 500 square feet of common residential open space. Landscaping would consist of a street tree along Bush Street and ornamental landscaping on the roof decks. **Table 1, Proposed Project Details**, provides a summary of the proposed project, compared to existing conditions. **Figure 4, Proposed Site Plan**, p. 6, depicts the overall proposed site plan and **Figures 5 through 8**, pp. 7 through 10, depict the basement through roof level plans. **Figures 9 through 11**, pp. 11 through 13, depict the proposed building elevations and sections.

Table 1 Proposed Project Details

Use	Existing	Proposed	Net Change
Commercial (gsf)	5,520	--	(5,520)
Health service (gsf)	--	7,240	7,240
Total floor area (gsf)	5,520	18,780	13,260
Building stories	1 – over basement	5 – over basements	4 ^a
Building height, without and with rooftop appurtenances (ft)	17'-8" (20'-7") ^b	50' (66'-0") ^b	32'-4" (45'-5") ^b
Below-grade floor levels ^c	1	2	1
Residential open space (gsf)	--	820	820
Number of dwelling units	--	4	4
Two-bedroom units	--	3	3
Five-bedroom units	--	1	1
Number of on-street loading spaces	--	1	1
Number of off-street parking spaces	--	--	--
Bicycle parking (class 1)	--	6	6
Bicycle parking (class 2)	--	2	2

Source: John Lum Architecture, 729 Bush Street Project Application Update, September 6, 2022. Note: All gsf numbers are rounded to the nearest multiple of ten. gsf = gross square feet; ft = feet

^a The proposed project would also include one partial additional below grade level.

^b The number within the parentheses in this row indicates the building height with the inclusion of rooftop appurtenances.

^c Due to the sloped nature of the site, this row refers to levels below Bush Street.

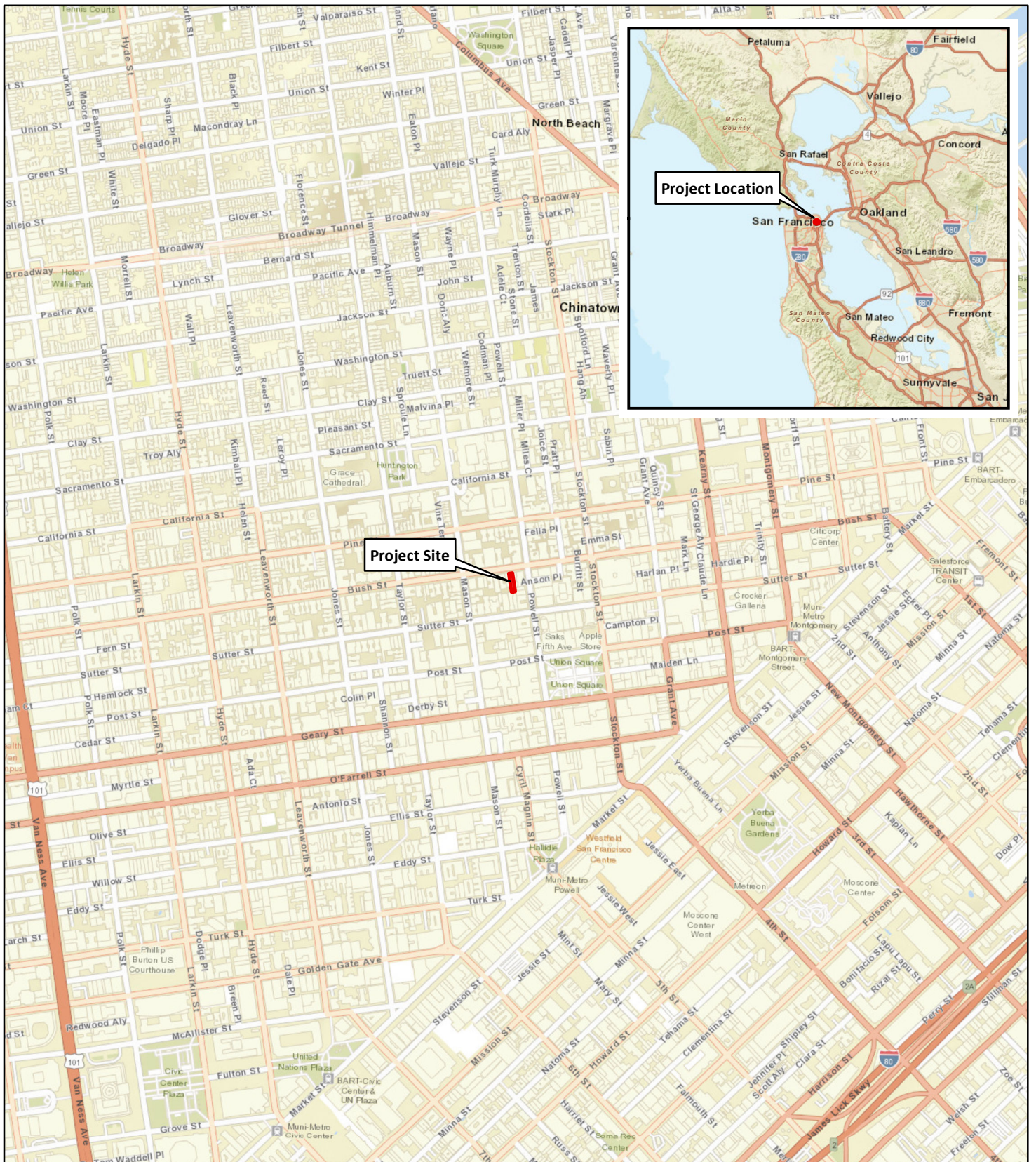
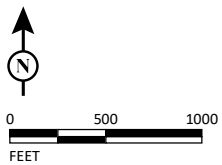


FIGURE 1



SOURCE: ESRI World Street Map.

729 Bush Street Project
Project Vicinity Map

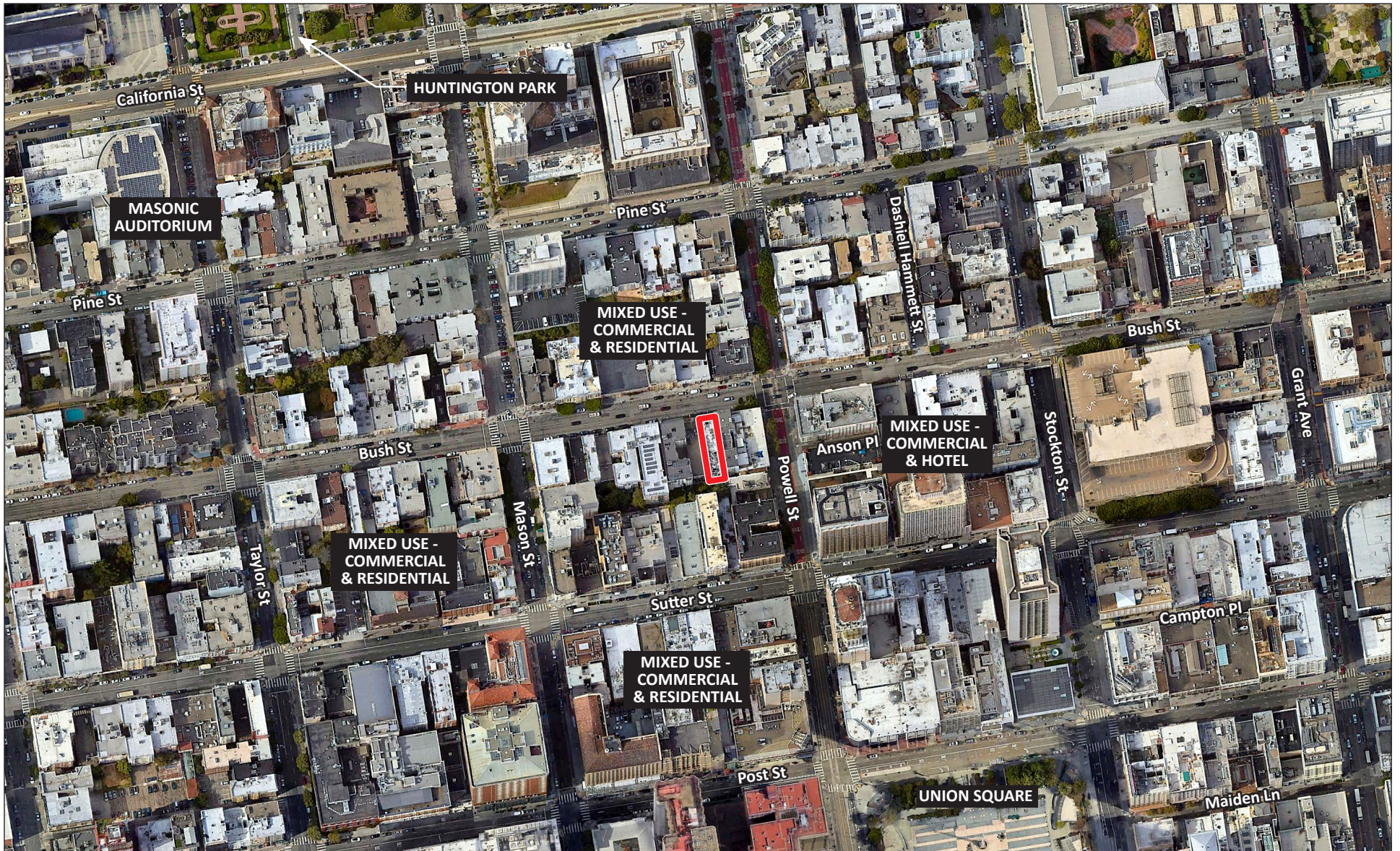
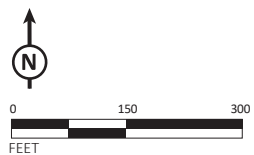


FIGURE 2



 Project Site Boundary

SOURCES: Google Earth, 8/13/2020; LSA, 2021

729 Bush Street Project
 Aerial Photograph of the Project Site and Surrounding Land Uses

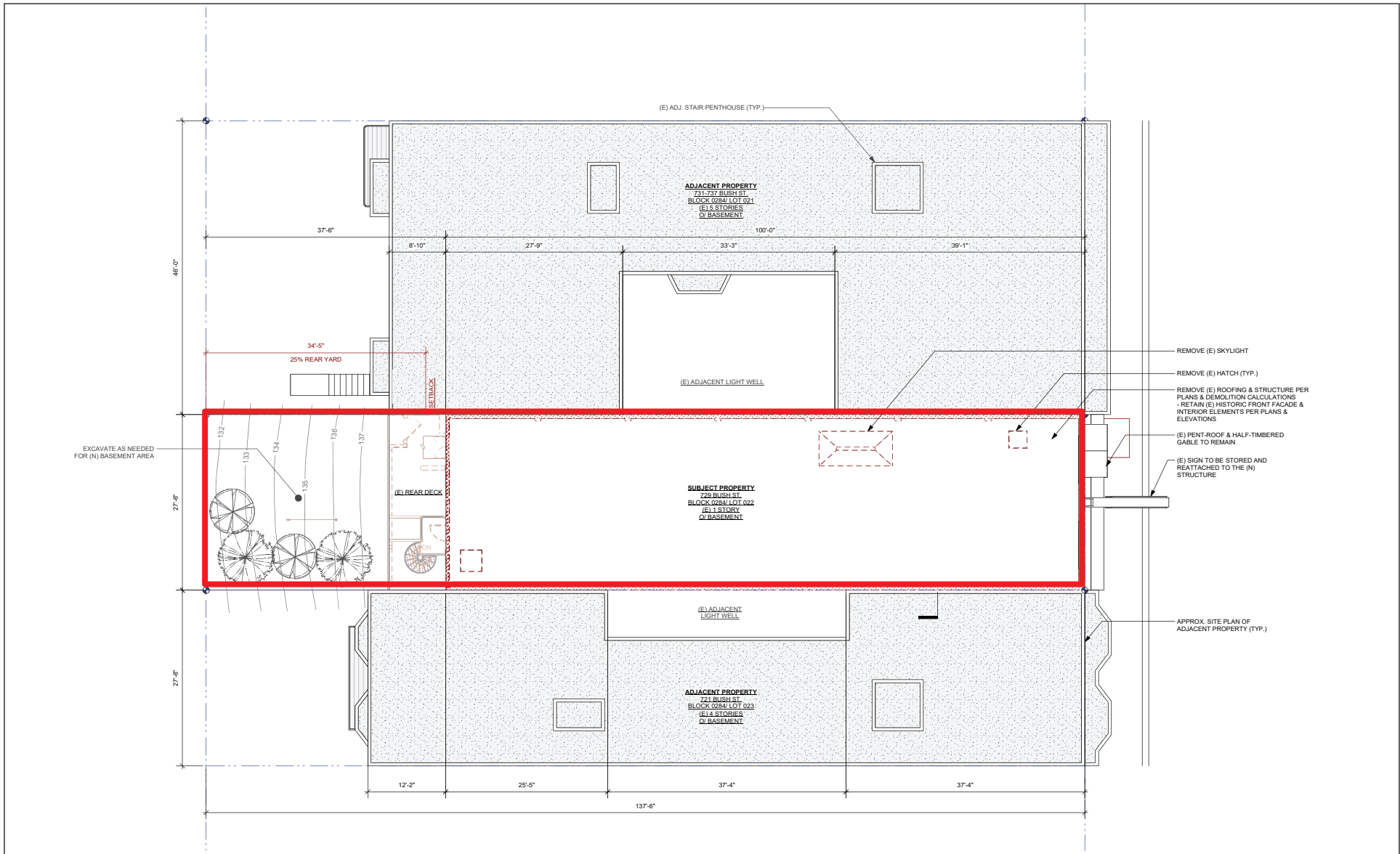
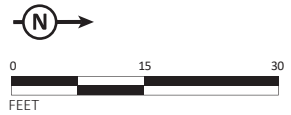


FIGURE 3



Project Site Boundary

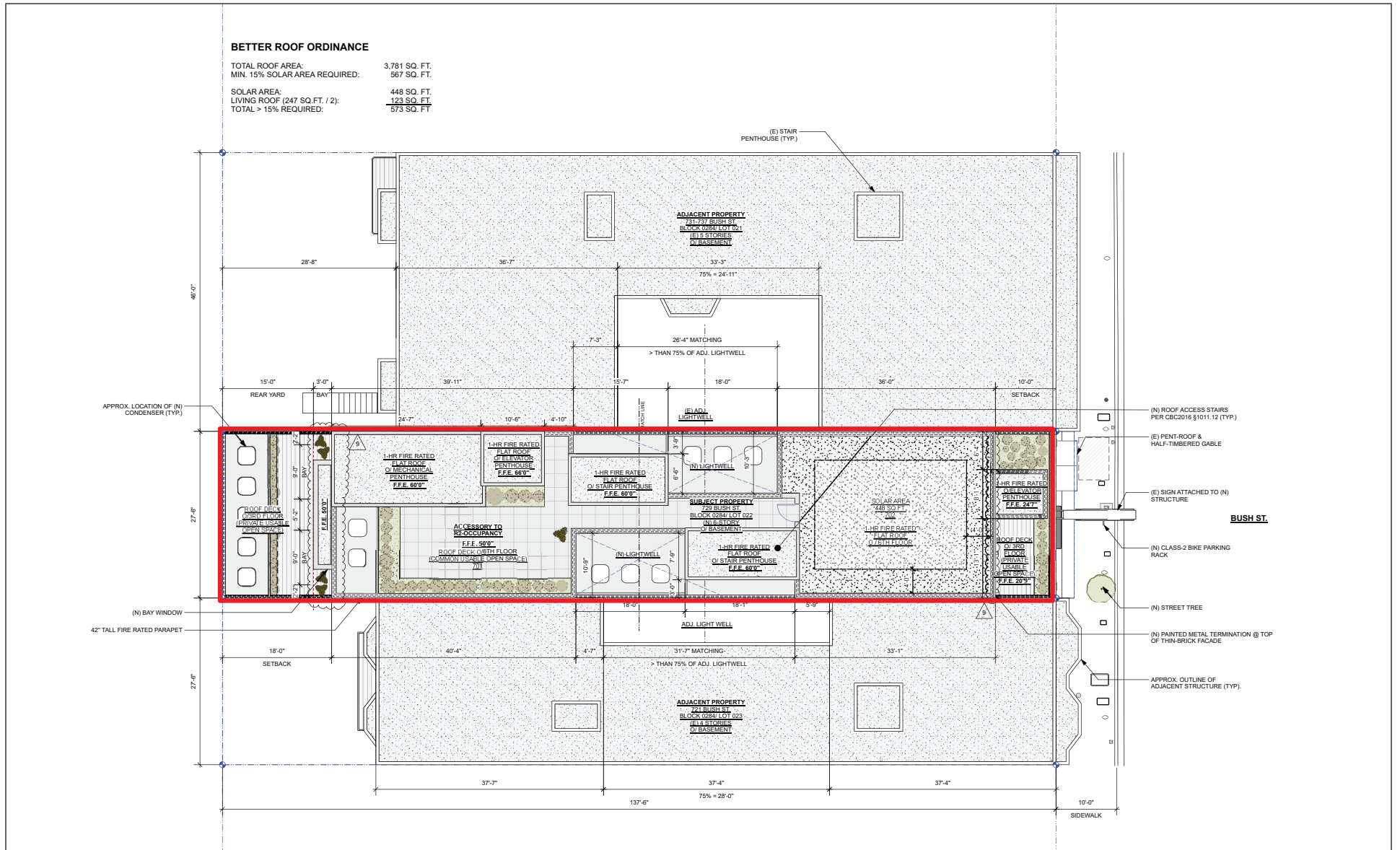
729 Bush Street Project
Existing Site Plan

SOURCE: John Lum Architecture, 2021

BETTER ROOF ORDINANCE

TOTAL ROOF AREA: 3,781 SQ. FT.
 MIN. 15% SOLAR AREA REQUIRED: 567 SQ. FT.
 SOLAR AREA: 448 SQ. FT.
 LIVING ROOF (247 SQ.FT. / 2): 123 SQ. FT.
 TOTAL > 15% REQUIRED: 573 SQ. FT.

XX



Project Site Boundary

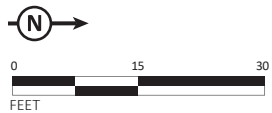
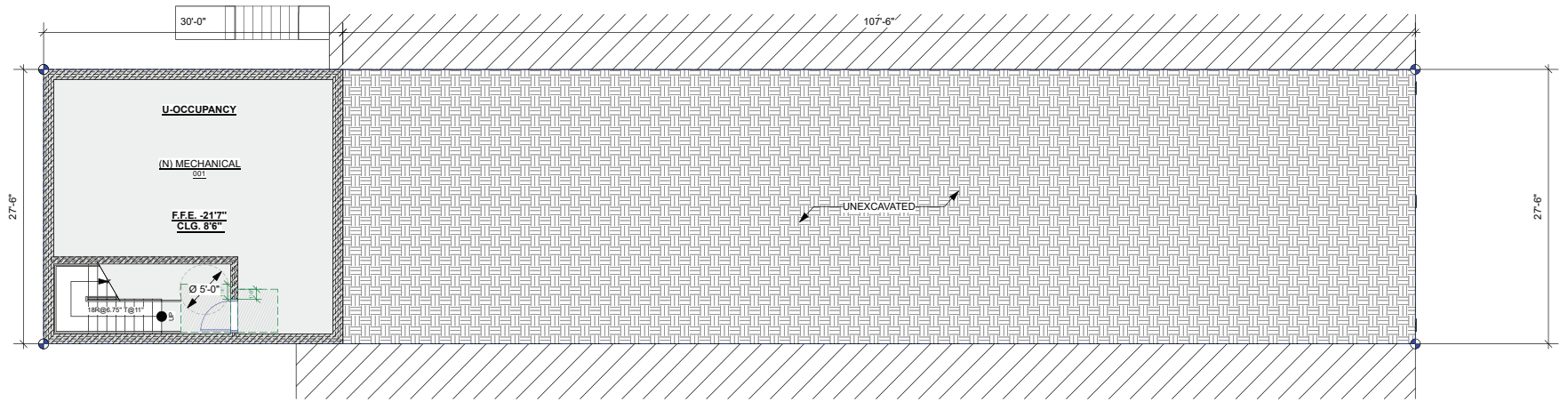
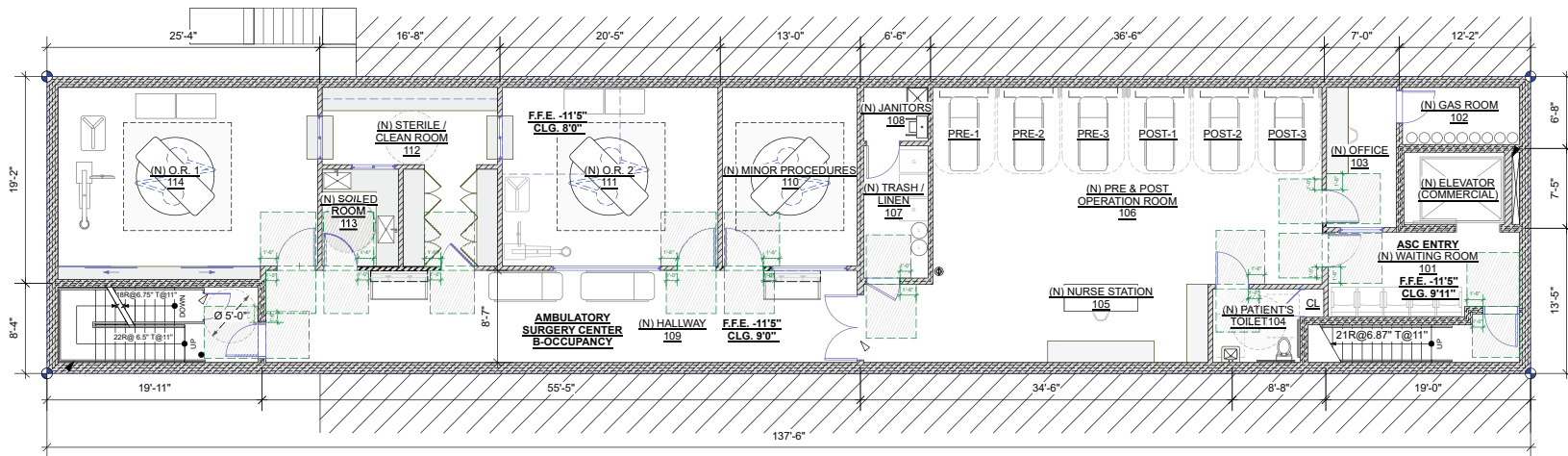


FIGURE 4



MECHANICAL BASEMENT PLAN - PROPOSED



1ST FLOOR PLAN - PROPOSED

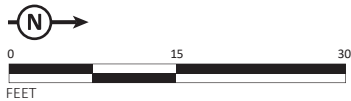
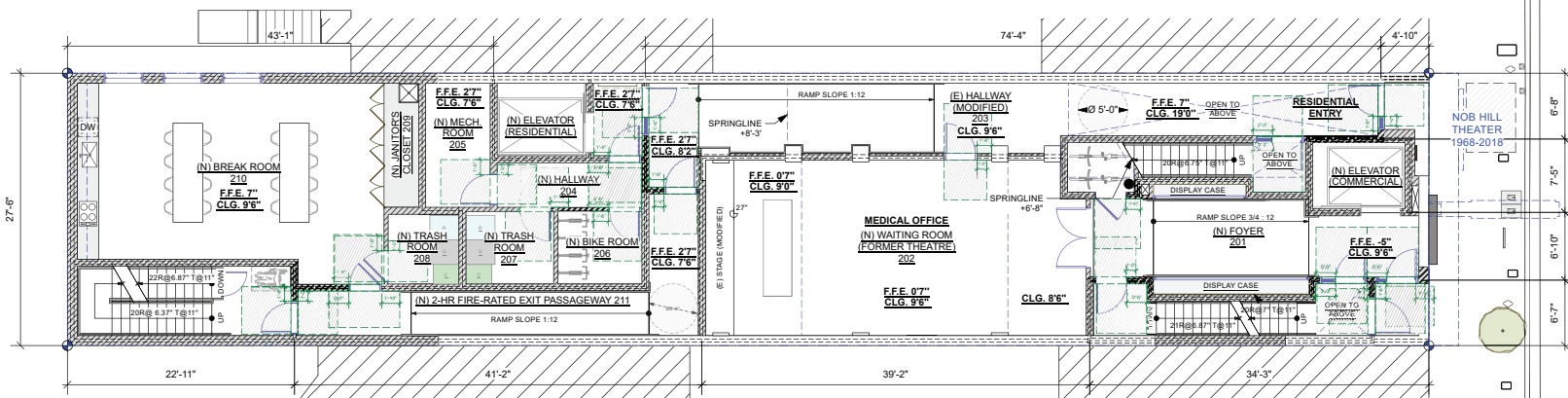
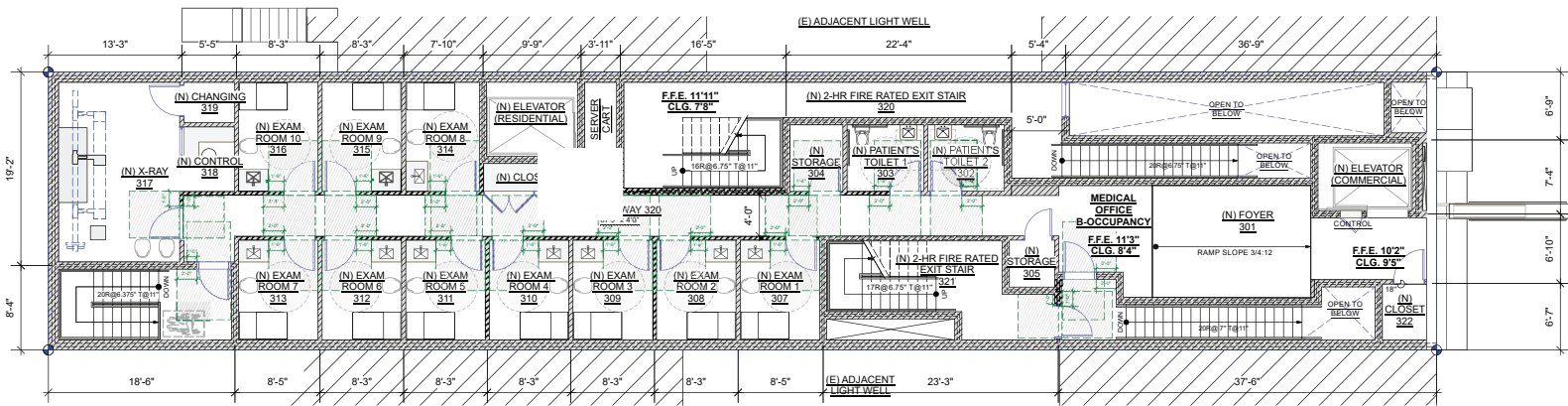


FIGURE 5

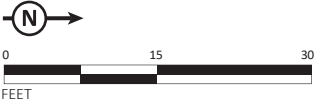


2ND FLOOR PLAN - PROPOSED



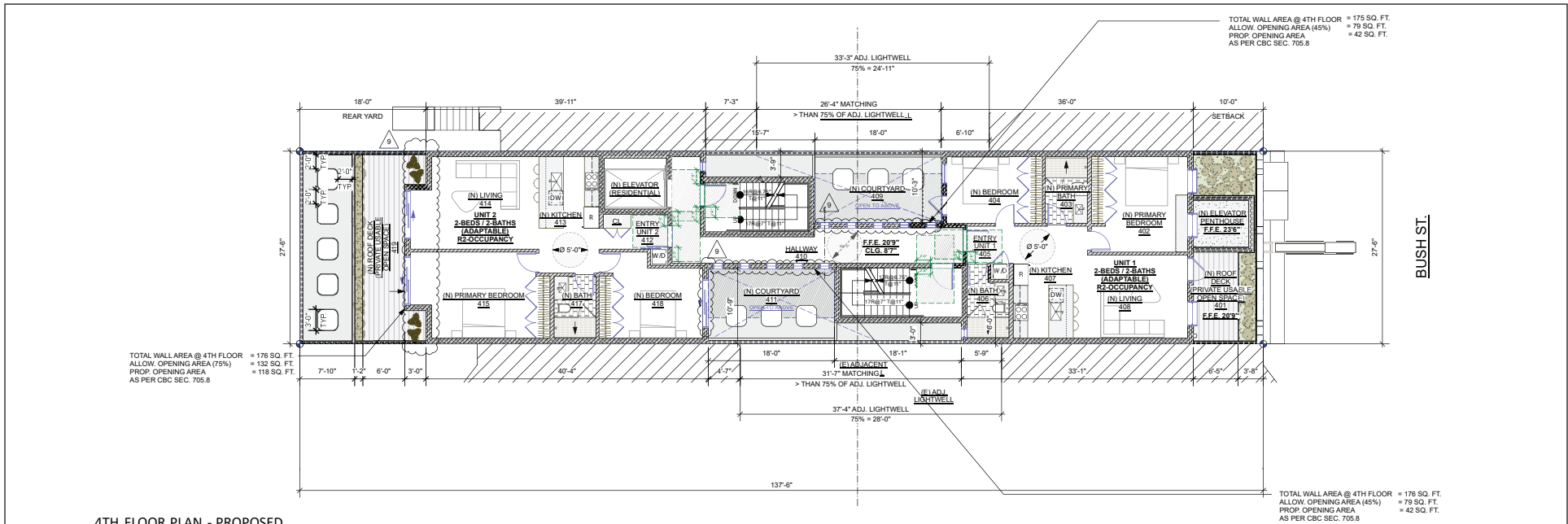
3RD FLOOR - PROPOSED

FIGURE 6

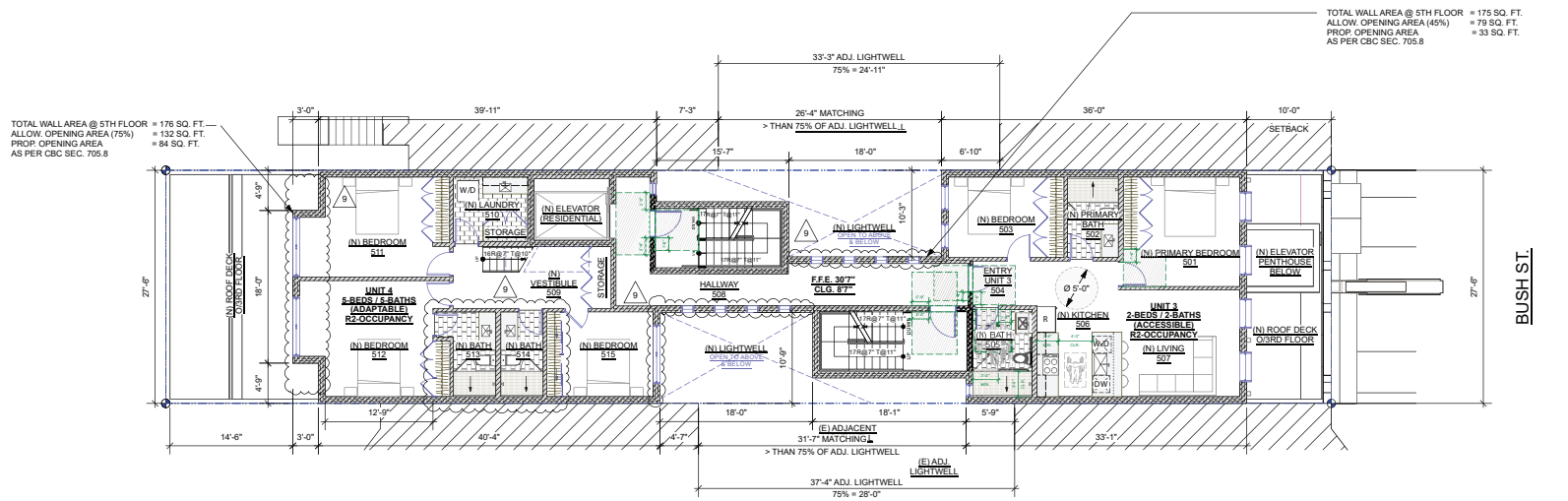


SOURCE: John Lum Architecture, 2021

729 Bush Street Project
Proposed Floor Plans - Second and Third Floors

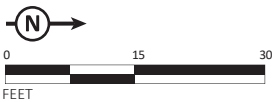


4TH FLOOR PLAN - PROPOSED



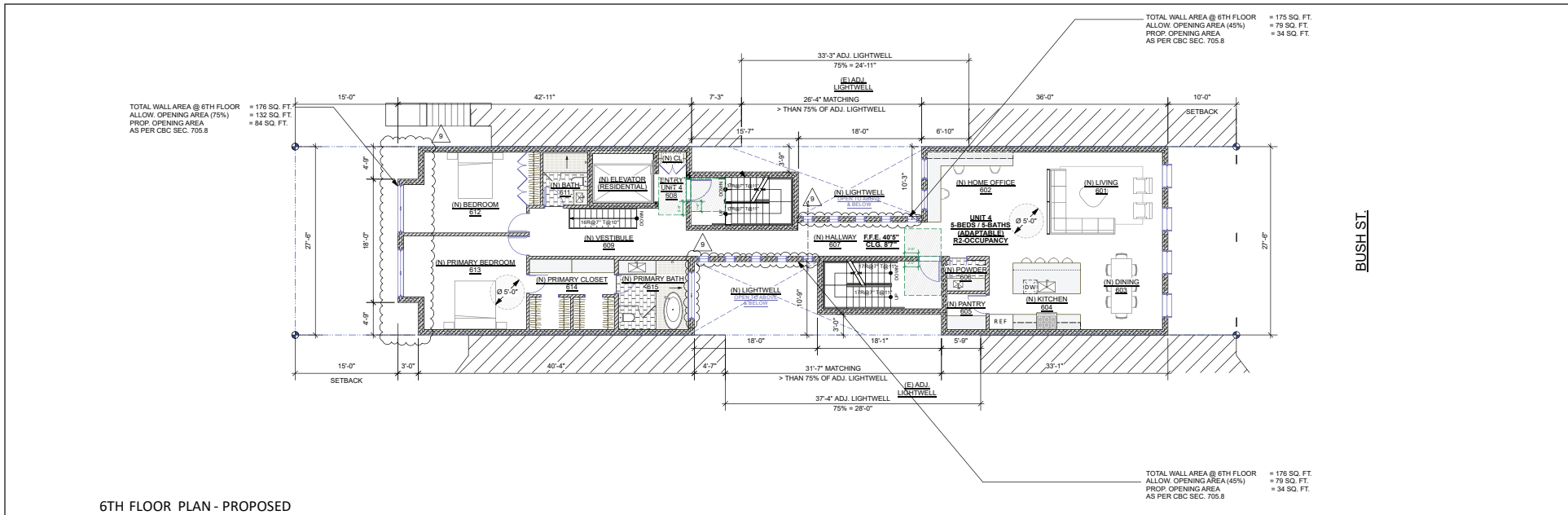
5TH FLOOR PLAN - PROPOSED

FIGURE 7

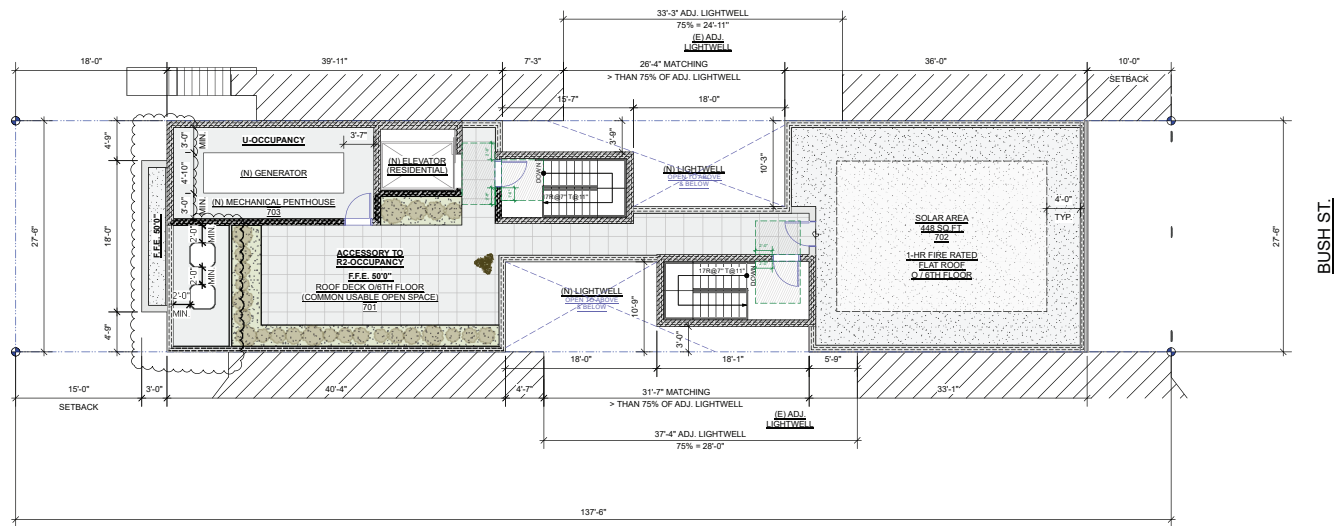


SOURCE: John Lum Architecture, 2022

729 Bush Street Project
 Proposed Floor Plans - Fourth and Fifth Floors



6TH FLOOR PLAN - PROPOSED



ROOF PLAN - PROPOSED

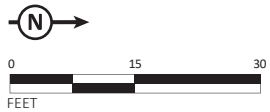


FIGURE 8

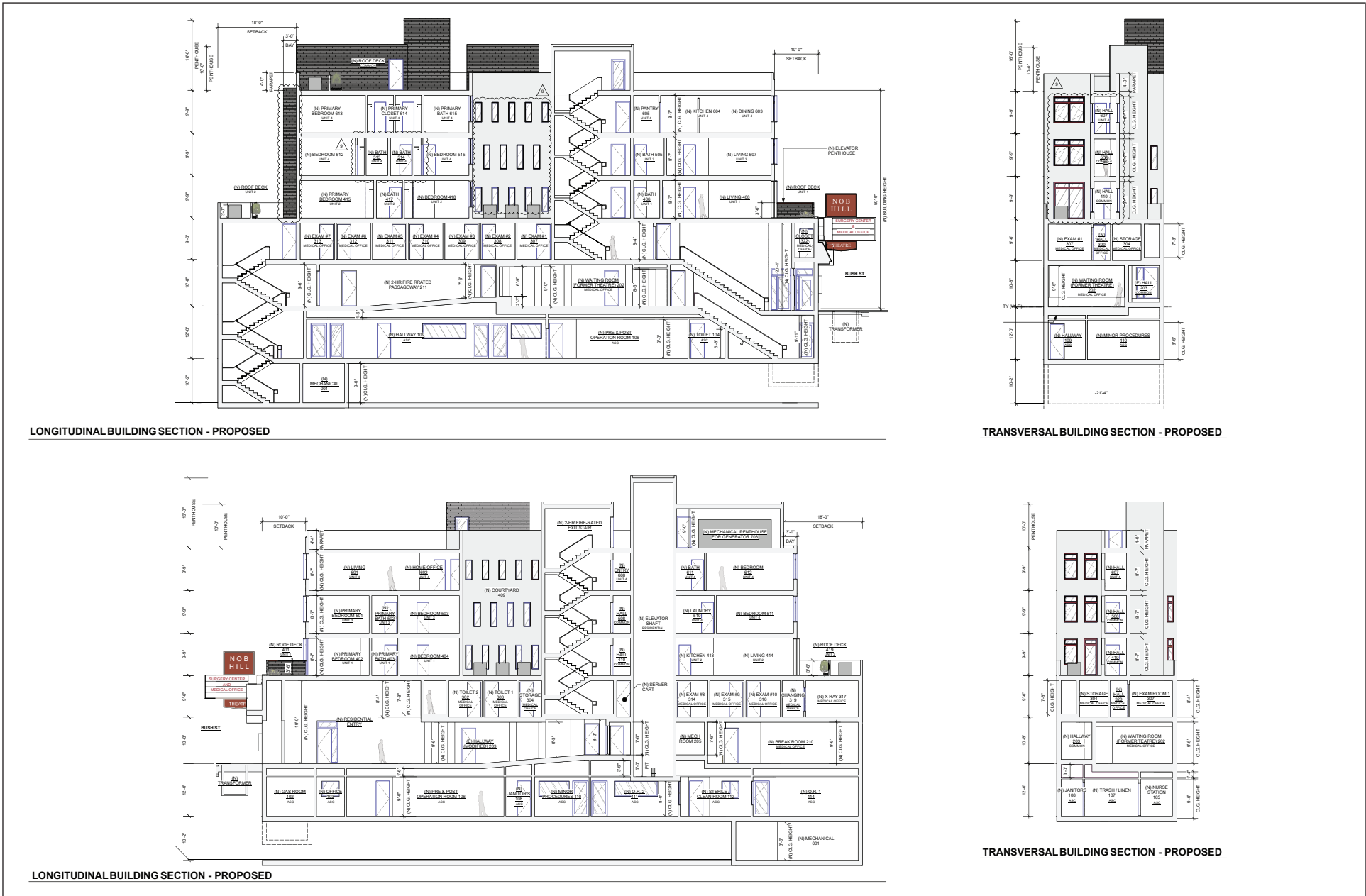


FIGURE 9

NOT TO SCALE

SOURCE: John Lum Architecture, 2022

729 Bush Street Project
Proposed Building Sections



BUILDING ELEVATION NORTH-PROPOSED



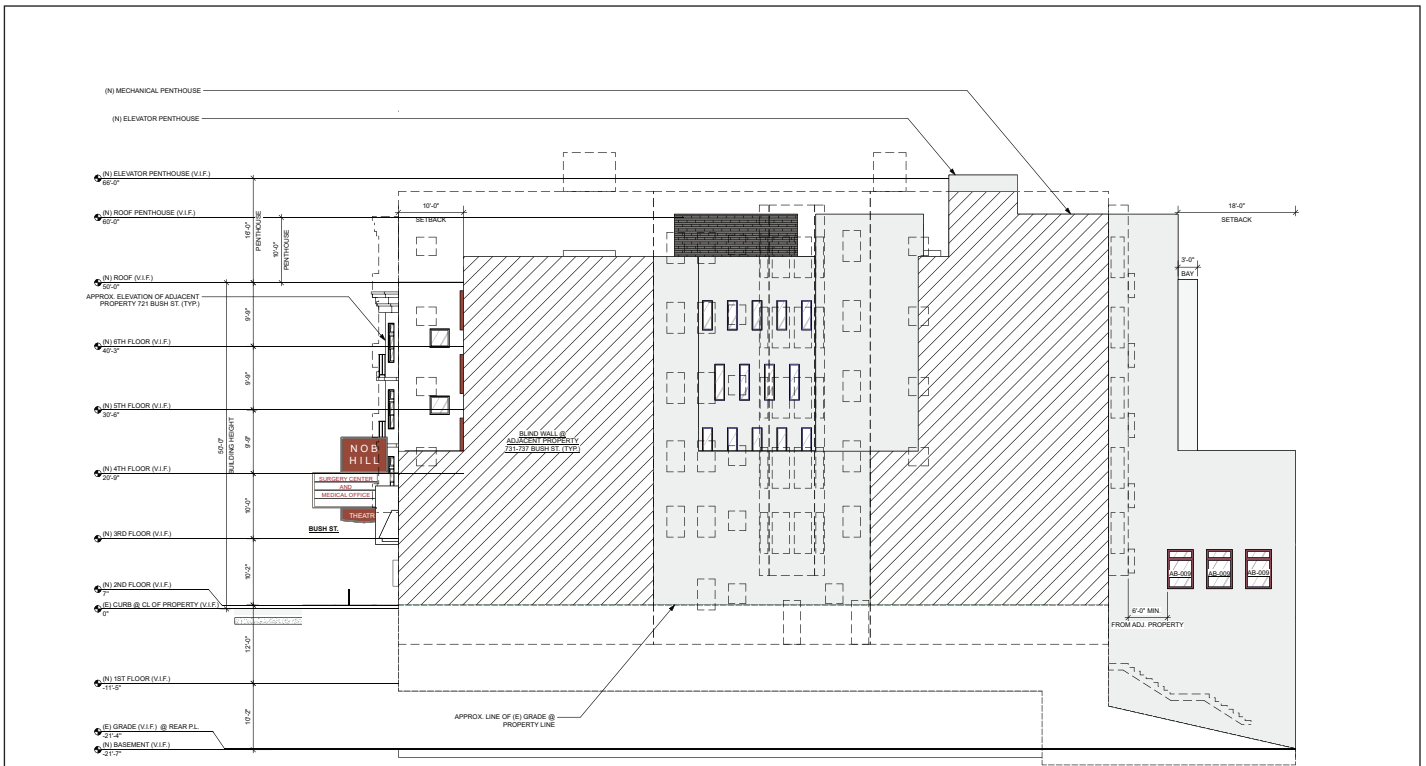
BUILDING ELEVATION SOUTH-PROPOSED

FIGURE 10

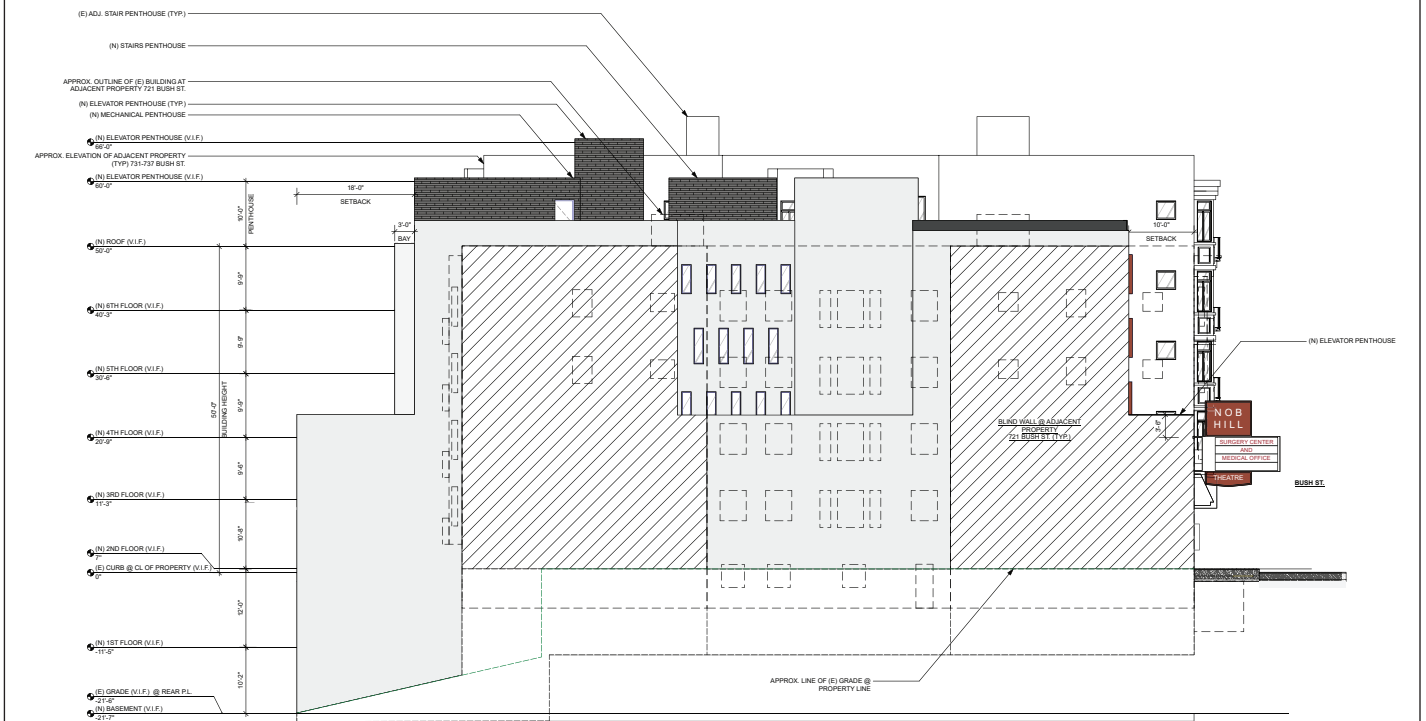
NOT TO SCALE

SOURCE: John Lum Architecture, 2022

729 Bush Street Project
Proposed Building Elevations - North and South



BUILDING ELEVATION EAST-PROPOSED



BUILDING ELEVATION WEST-PROPOSED

FIGURE 11

NOT TO SCALE

SOURCE: John Lum Architecture, 2022

729 Bush Street Project
Proposed Building Elevations - East and West

Mechanical Equipment

The proposed project would include the following mechanical equipment:

- An emergency generator would be located within an enclosed rooftop penthouse of the proposed building. The generator would have an output of 300 kilowatts and would run for up to 6 hours per year for testing and maintenance.
- Condensers for the proposed building's heating, ventilation, and air conditioning (HVAC) system would be located on the rooftops (excluding the front setback) in screened enclosures.
- A transformer would be located under the sidewalk in front of the subject property – pending Department of Public Works approval.

Historic Preservation Elements

As previously described, the existing building on the project site is individually eligible for listing on the California Register. The proposed project would include the retention of the following character-defining features of the building, which are also shown in **Figure 12, Proposed Retained Character-Defining Features – Front Façade**, and **Figure 13, Proposed Retained Character-Defining Features – Interior Auditorium Space**, pp. 16 and 17:

- **Existing Blade Sign.** The existing sign with “Nob Hill Theatre” lettering would be retained at the existing location. A new metal support structure consistent with the historical character would be installed. During the construction process, the existing sign would be temporarily removed, repaired, and reinstalled in its existing location.
- **Front Façade Permastone Cladding and Entry Location and Dimensions.** The majority of the existing permastone cladding would be retained, with only approximately 60 square feet (approximately 30 percent) removed to provide code-compliant entrances from the sidewalk. During construction, permastone cladding would be temporarily removed, repaired, and reinstalled in its existing location.
- **Semicircular Parapet with Crenellated Buttresses and Shield Motifs.**⁵ These would be retained.
- **Existing Poster Case.** The existing poster case at the front façade would be retained and repaired as needed.
- **Pent Roof with Half-timbered Gable.**⁶ These would be retained.
- **Interior.** The interior auditorium space would be repurposed as the waiting room for the health service use, described above. Auditorium alterations include the removal of the floor's rake, though the existing joists would be retained.

Access and Loading

The entrances for both the health service uses and residential uses would be on Bush Street. The residential entry would be located at the northwest corner of the building and would provide access to stairwells, an

⁵ Crenellated buttresses and shield motif refers to the façade decorations resembling castle elements.

⁶ The pent roof with half-timbered gable is the wood portion of the façade located between the street-level artificial stone and stucco clad parapet.

elevator, the residential bicycle storage room, and a trash room. The residential bicycle storage room would provide four class 1 bicycle parking spaces.

The health services entrance would be located at the northeast corner of the building and would provide access to the medical office waiting room, the foyer with display cases, an elevator, a commercial bicycle storage room, and stairwells. The commercial bicycle storage room would provide two class 1 bicycle parking spaces. A class 2 bicycle parking rack with two spaces would be located along the Bush Street frontage.

The proposed project would not include vehicle parking spaces. The proposed project would modify the existing on-street parking space along Bush Street so that it would be a time-based temporary loading space, allowing commercial loading from 6 a.m. to 9 a.m., patient loading from 9 a.m. to 7:30 p.m., and residential loading from 7:30 p.m. to 6:00 a.m.

Demolition and Construction

Project construction would occur over an approximately 23-month period and would consist of the following phases: partial deconstruction, excavation, concrete and framing, elevator equipment and shaft, interior rough-in, exterior façade, interior finishes, sidewalk connection, testing, and final inspections. The proposed project would be constructed on drilled or hand excavated piers or helical anchors. Underpinnings of the adjacent buildings may be required as part of project construction. No impact or vibratory pile driving techniques would be used.

The proposed project would require the excavation of approximately 600 cubic yards of soil to a depth of approximately 3 to 5 feet below ground level for extension of the existing basement (proposed first floor) and the excavation of approximately 2 to 10 feet of the sloped rear yard for the new partial basement, that would be used as a utility basement. Most construction would occur during daytime hours; nighttime construction work would be limited to interior work only after the envelope of the building is enclosed.

Project Approvals

Approval of the conditional use authorization for retail sales and service use on the second floor, building over 50 feet in height, and vintage signage by the planning commission would constitute the Approval Action for the proposed project. The approval action date establishes the start of the 30-day appeal period for this California Environmental Quality Act (CEQA) determination pursuant to section 31.04(h) of the San Francisco Administrative Code. The proposed project would require the following approvals:

PLANNING COMMISSION

- Conditional use authorization for:
 - Retail sales and service use on second floor
 - Vintage signage
 - Building over 50 feet in height



FIGURE 12

NOT TO SCALE

729 Bush Street Project
Proposed Retained Character-Defining Features-
Front Facade

SOURCE: John Lum Architecture, 2021



LSA

FIGURE 13

NOT TO SCALE

SOURCE: John Lum Architecture, 2021

729 Bush Street Project
Proposed Retained Character-Defining Features-
Interior Auditorium Space

ZONING ADMINISTRATOR

- Variance for encroachment into the required rear yard open space at the residential levels

SAN FRANCISCO DEPARTMENT OF BUILDING INSPECTION

- Approval of a remodel and addition permit

SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

- Approval of changes to existing curb striping
- Construction-related approvals, as applicable

SAN FRANCISCO DEPARTMENT OF PUBLIC WORKS

- Approval of Street Improvement Permit
- Approval of Application for Revocable Sidewalk Vault Encroachment Permit
- Approvals of construction-related street-space

ACTIONS BY OTHER GOVERNMENT AGENCIES

- Approval of any necessary air quality permits for installation, operation, and testing (e.g., Authority to Construct/Permit to Operate) of individual air pollutant sources, such as the proposed emergency backup generators and any necessary boilers (Bay Area Air Quality Management District)

B. Project Setting

Project Site and Surrounding Land Uses

The project site is located at 729 Bush Street, within the block bounded by Bush Street, Powell Street, Sutter Street, and Mason Street in the Downtown/Civic Center neighborhood of San Francisco. The topography in the project site vicinity generally slopes downward from north to south. Land uses in the surrounding area include a mixture of commercial, residential, and retail including shopping and restaurants. The project site is immediately bordered by a five-story multifamily residential building to the east (721 Bush Street), a hotel to the south (524 Sutter Street), and a mixed-use building with multifamily residential units above a ground floor restaurant (737 Bush Street) to the west.

Additional land uses within the immediate vicinity of the project site include a four-story mixed-use building (730 Bush Street), a six-story multifamily residential building (734 Bush Street), three hotels (715, 753, and 775 Bush Street), and a four-story parking garage (750 Bush Street). The project site is located approximately two blocks north of Union Square and four blocks southeast of Huntington Park.

Regional automobile access to the site is provided by I-80, U.S. 101, and I-280. Van Ness Avenue, which is approximately 0.7 miles west of the project site, is designated as U.S. 101 in the vicinity of the project site. The closest on- and off-ramps for I-80 and I-280 are located approximately 1.1 and 1.4 miles south of the project site, respectively. Local transit service is provided by San Francisco Municipal Railway (Muni) lines, which provide access to regional transit operators (e.g., Bay Area Rapid Transit [BART], AC Transit). A total of 47 transit stops are located within 0.25 miles of the project site, 16 of which are located along Powell Street. In addition, the Powell BART station is located approximately 0.5 miles south of the project site.

As previously stated, the project site is in the RC-4 district. The RC-4 district encompasses most of the properties in the immediate vicinity of the project site along Bush Street, while properties along Sutter Street are located in the Downtown-Retail (C-3-R) and Downtown-General (C-3-G) district and properties along Pine Street are located in the Residential-Mixed, High Density (RM-4) district.

Cumulative Context

CEQA Guidelines section 15310(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 project-specific analysis employs both the list-based and projections-based approaches, depending on which approach best suits the resource topic being analyzed.

Cumulative development projects in the project vicinity (within an approximately 0.25-mile radius of the project site) are listed in **Table 2, Cumulative Projects in the Vicinity of the Project Site**, p. 20, and shown in **Figure 14, Cumulative Projects Map**, p. 21. These projects are either projects for which the planning department has a project application on file or projects that have been entitled but have not yet begun construction. As shown, these projects include new residential and mixed-use developments.

Table 2 Cumulative Projects in the Vicinity of the Project Site

Address	Planning Department Case No.	Project Description
491 Post Street, 540 Powell Street	2008.0586E	The Academy of Art University (AAU) would vacate nine of its existing 40 campus properties and convert three new properties for education programs and student housing, for a total of 34 properties.
433 Mason Street	2016-014360ENV	The proposed project would demolish the existing parking garage and construct a 14-story, 129-foot-tall, approximately 95,690-square-foot hotel with approximately 211 rooms and approximately 2,100 square feet of ground-floor retail space.
850 Bush Street	2015-005983ENV	The proposed project would result in a five-story addition above an existing one-story commercial building that would result in 20 new one-bedroom residential units.
626 Powell Street	2020-010530PRJ	The proposed project would convert an existing garage into two new dwelling units.
420 Sutter Street	2018-011365ENV	The proposed project would result in the demolition of an existing two-story building and the construction of a 12-story, 165-room hotel with 2,737 square feet of ground floor retail space.
530 Stockton Street	2019-023426PRJ	The proposed project would result in the addition of three new ADUs at the ground floor of an existing 46-unit multifamily building.
220 Post Street	2021-001622PRJ	The proposed project would consist of the conversion of third-floor retail uses into office uses.
842 California Street	2021-013057ENV	The proposed project would consist of the demolition and removal of four existing structures and construction of a seven-story building with 22 market-rate condominiums and 2 market-rate replacement rental units.

Source: SF Development Pipeline Map, <http://sfplanninggis.org/Pipeline/>, March 15, 2022.

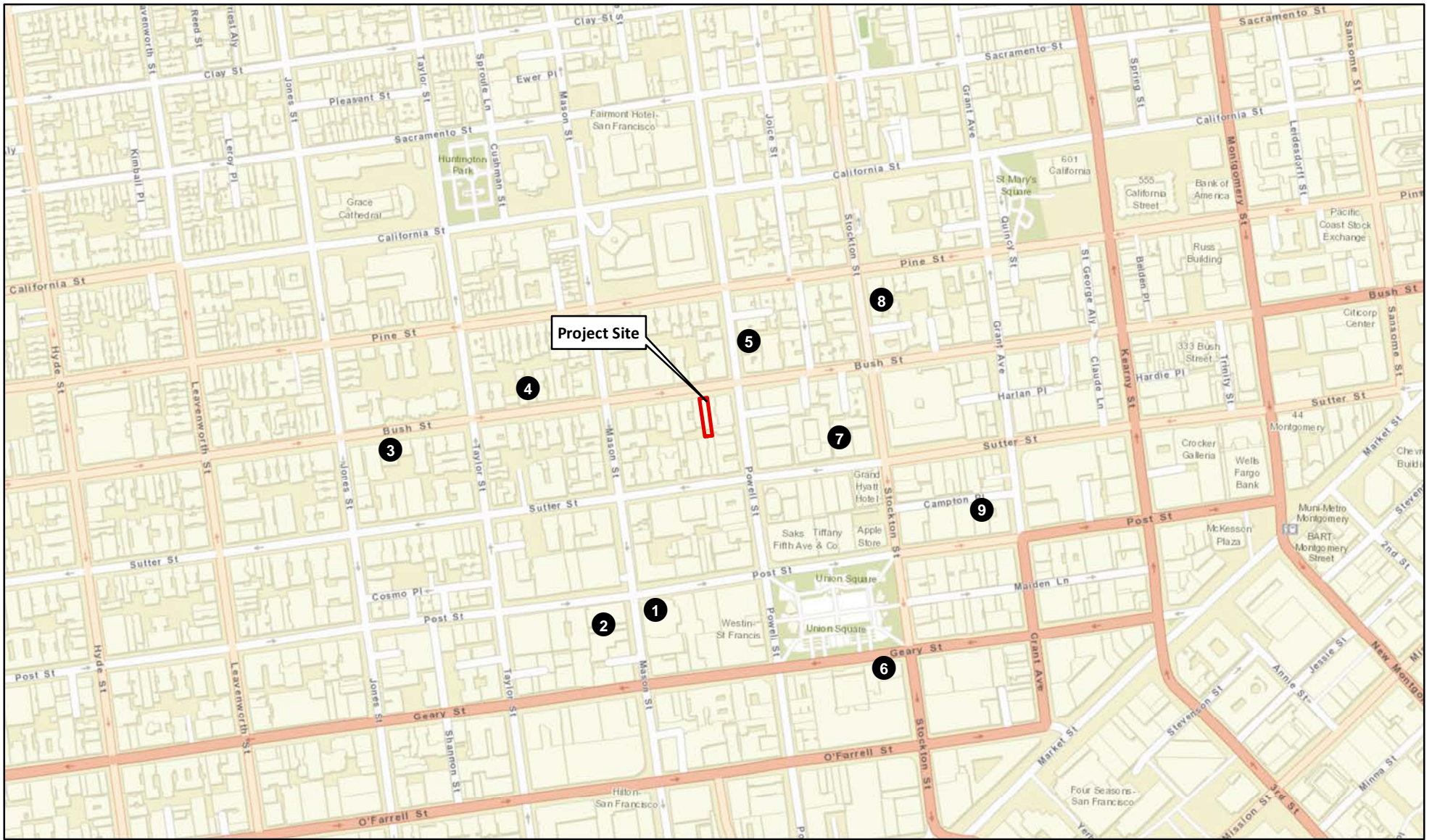


FIGURE 14

LEGEND

 Project Site

Cumulative Projects

- 1** 491 Post Street/540 Powell Street
- 2** 433 Mason Street
- 3** 969 Bush Street
- 4** 850 Bush Street

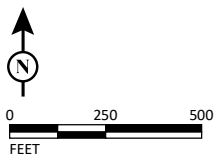
5 626 Powell Street

6 233 Geary Street

7 420 Sutter Street

8 530 Stockton Street

9 220 Post Street



SOURCE: ESRI World Street Map (2021)

729 Bush Street Project
Cumulative Projects Map

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.

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

This initial study examines the proposed project to identify potential effects on the environment. For each item on the initial study checklist, the evaluation has considered the impacts of the proposed project both individually and cumulatively. All items on the initial study checklist that have been checked “Less than Significant Impact with Mitigation Incorporated,” “Less than Significant Impact,” “No Impact,” or “Not Applicable” indicate that, upon evaluation, the planning department determined that the proposed project would 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

D.1. No Impact or Not Applicable Environmental Topics

The proposed project would have no impact on the following environmental topics, and as a result they are not discussed further in this initial study: Aesthetics and Parking, Agriculture and Forestry Resources, Biological 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

CEQA section 21099 (d) states: “Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site located within a transit priority area shall not be considered significant impacts on the environment.”⁷ Accordingly, aesthetics and parking are not to be considered in determining if a project has the potential to result in significant environmental effects for projects that meet all of the following three criteria:

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

The proposed project is mixed-use residential, on an infill site, and in a transit priority area.⁸ Thus, this checklist does not consider aesthetics or parking in determining the significance of project impacts under CEQA.

Agriculture and Forestry Resources

The project site is within an urbanized area in the City and County of San Francisco that does not contain prime farmland, unique farmland, or farmland of statewide importance; forest land; or land under a 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.

Biological Resources

The project site is currently occupied by a one-story-over-basement building that, includes an approximately 780-square-foot rear yard located at the southern property line. The project site does not contain federally protected wetlands as defined by section 404 of the Clean Water Act, riparian habitat, or other sensitive natural communities. In addition, the project site is not located within an adopted habitat conservation plan, a natural community conservation plan, or other approved local, regional, or state habitat conservation plan areas. The proposed project is not located within 300 feet of an urban bird refuge⁹ and would not include any features that would be hazardous to birds, such as free-standing glass walls, wind barriers, skywalks, balconies, or greenhouses. Finally, the proposed project would not include the removal any trees, but would

⁷ See CEQA Section 21099(d)(1).

⁸ San Francisco Planning Department, 2022, San Francisco Transportation Information Map. Available online at: <https://sfplanninggis.org/TIM/>. Accessed May 3, 2022.

⁹ San Francisco Planning Department. 2014. Urban Bird Refuge Map. Available online at: <https://sfplanning.org/resource/urban-bird-refuge>. Accessed May 3, 2022.

include one new tree to be planted along Bush Street. Therefore, the proposed project would have no impact, either individually or cumulatively, on biological resources.

Mineral Resources

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

Wildfire

The City and County of San Francisco and bordering areas within San Mateo County do not have any state responsibility areas for fire prevention or lands classified as very high fire hazard severity zones;¹⁰ therefore, this topic is not applicable.

¹⁰ California Board of Forestry and Fire Protection, State Responsibility Area Viewer, 2019. Available at: <https://bofdata.fire.ca.gov/projects-and-programs/state-responsibility-area-viewer/>, accessed July 2019.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.2. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant physical environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

The division of an established community typically involves the construction of a physical barrier to neighborhood access, such as a new freeway, or the removal of a means of access, such as a bridge or roadway. The project would result in the redevelopment of a vacant commercial building into a mixed-use building with health service and residential uses within the established lot boundaries. 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 would be closed for periods of time during project construction, these closures would only occur temporarily during construction, and pedestrian travel would be accommodated via a covered walkway or sidewalks on adjacent streets. Therefore, the proposed project would not physically divide an established community and this would be a less than significant impact. No mitigation measure is required.

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

Land use impacts would be considered significant if the proposed project would conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. 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. The proposed project would not obviously conflict with any applicable land use plan, policy, or regulation such that an adverse physical change would result. Applicable land use plans that regulate development on the project site include the San Francisco General Plan and San Francisco Planning Code. The proposed project would conform with the allowable uses under the RC-4 zoning district.

The physical environmental effects of the proposed project related to various resource topics are analyzed in this initial study. For these reasons, the impact of the proposed project with respect to any conflict with land use plans, policies, and regulations adopted for the purpose of mitigating an environmental effect would be less than significant and no mitigation would be required.

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

The cumulative context for land use effects is typically localized, within the immediate vicinity of the project site or at the neighborhood level. Cumulative development in the project vicinity (within a 0.25-mile radius of the project site) includes the projects identified in Table 2, p. 20. The cumulative development projects in Table 2 consist of new residential, mixed-use, commercial, retail, office, and hotel projects.

Upon completion of the project, the proposed project would not physically divide an established community and therefore would have no potential to combine with cumulative projects to result in a significant physical environmental impact related to dividing an established community. As stated above, construction of the proposed project may require temporary sidewalk closures as could other cumulative construction activity in the project vicinity. Therefore, because all sidewalk closures would be required to maintain pedestrian access through the surrounding areas and because any access detours or restrictions would be temporary in nature, any cumulative impacts related to physically dividing an established community would be less than significant.

All cumulative projects are required to conform with the planning code, including its zoning maps, and are required to be generally consistent with the general plan. Therefore, the proposed project in combination with cumulative development projects would not result in a significant cumulative impact related to a conflict with a land use plan, policy, or regulation adopted for the purpose of mitigating an environmental impact, and cumulative impacts would be less than significant. No mitigation would be required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.3. POPULATION AND HOUSING. Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing units, necessitating the construction of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact PH-1: The proposed project would not induce substantial unplanned population growth, 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 include four new residential units, including three two-bedroom units and one five-bedroom unit. Based on San Francisco’s average household size of 2.36, the four new units would accommodate approximately 10 new residents to the project site.¹¹ The

¹¹ U.S. Census, 2020. Available at: <https://data.census.gov/cedsci/table?q=san%20francisco%20average%20household%20size&tid=ACST5Y2020.S1101>. Accessed May 3, 2022.

proposed health service space (approximately 7,250 square feet) would employ a total of approximately 21 staff.¹²

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.^{13, 14}

The proposed project's four dwelling units would contribute to the 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-Northeast Neighborhoods PDA; thus, it would be implemented in an area where new population growth is both anticipated and encouraged. The proposed project would add four new 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.

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

As the project site does not currently contain any residential uses, the proposed project would not displace any residents or housing units. Therefore, 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. The 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

¹² San Francisco Planning Department, Citywide Division, Information & Analysis Group, November 7, 2019. The estimated number of employees is based on the city's Standard Operating Procedures which assumes an average of 1 employee per 350 square feet of health service space (7,250 square feet of health service use / 350 = 21 employees).

¹³ 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 September 15, 2022.

¹⁴ 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 May 3, 2022.

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.¹⁵ 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.¹⁶ The pipeline also includes projects with land uses that would result in an estimated 76,249 new employees.¹⁷ As shown in **Table 3, Citywide Development Pipeline Projections as Compared to ABAG Projections to 2050**, cumulative household (1,037,513 residents) and employment (761,218 employees) growth based on the development pipeline is below the ABAG projections (1,364,080 residents and 918,000 employees) 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.

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?	N/A	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.

¹⁵ San Francisco Planning Department, 2021 Q4 Development Pipeline, available at <https://sfplanning.org/project/pipeline-report#currentdashboard>, accessed September 15, 2022.

¹⁶ 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 May 3, 2022.

¹⁷ Data SF. SF Development Pipeline 2021 Q4, available at <https://data.sfgov.org/Housing-and-Buildings/SF-Development-Pipeline-2020-Q4/wjiez8kp/data>, accessed September 15, 2022.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.4. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5, including those resources listed in article 10 or article 11 of the San Francisco Planning Code?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact CR-1: The proposed project would cause a substantial adverse change in the significance of a historical resource. (*Less than Significant with Mitigation*)

Pursuant to section 15064.5 of the CEQA Guidelines, historical resources include properties listed in, or formally determined eligible for listing in, the 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 ...”¹⁸

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

The planning department has identified the project site as a “Category A” individual historic resource for the purpose of CEQA review. The following discussion summarizes the significance of the historic resource, based on information provided in the following documents:

- Historical Resource Evaluation (HRE), 729 Bush Street;¹⁹ and

¹⁸ CEQA Guidelines 15064.5(b)(2)(A).

¹⁹ Tim Kelly Consulting, Historical Resource Evaluation, 729 Bush Street, San Francisco, California, September 2018. This document (and all other documents cited in this initial study checklist, unless otherwise noted), is available for review on the following website: <https://sfplanning.org/resource/permits-my-neighborhood>. Individual files related to environmental review can be accessed by entering the project address into the search box, clicking on the blue dot on the project site, and clicking on the “Documents” button under the 2019-021810ENV application number on the right side of the screen. Project application materials can be viewed by clicking on the “Documents” button under the 2019-021810PRJ case number.

- Historic Resource Evaluation Response (HRER), 729 Bush Street.²⁰
- Historic Resource Evaluation Response, Part II (HRER Part II), 729 Bush Street.²¹

The existing building on the project site was built in 1911 as a store, operated as a night club for more than 20 years, and was a gay male porn theater between 1968 and 2018. The building is a one-story concrete commercial/retail structure with a flat roof. The primary entrance is located along the right side of the building along Bush Street and includes a glazed wood door and metal security gate. The center of the façade, which is clad in painted off-white artificial permastone at the street level, contains a projecting display cabinet. Above the façade is a pent cornice and a stucco-clad parapet. The parapet has a flat arched center flanked by crenellated buttresses²² and is adorned with raised shields and incised panels. A large lighted blade sign supported by a rooftop skeletal tower²³ rises above the parapet.

Based on an evaluation under California Register criteria, the existing building is significant under Criteria 1 (Events) and not significant under Criteria 2 (Persons), Criteria 3 (Architecture/Design), or Criteria 4 (Information Potential). The HRER determined that the building retains integrity of location, association, design, workmanship, feeling, and materials.

The HRER determined that the building is not located within the Tenderloin LGBTQ Historic District. The property was identified as a noncontributor in the National Register-listed Lower Nob Hill Apartment Hotel Historic District. The Kearny-Market-Mason-Sutter Conservation District also borders the project site at the rear lot line, but the building was not identified as being located within this district.

The HRER determined that the building is eligible for individual listing in the California Register under Criterion 1 for its association with the early development of LGBTQ communities in San Francisco. The building is associated with the sex-based culture and community that formed around public spaces such as pornographic theaters and it served as one of the city’s earliest, longest running, and last surviving gay male porn theaters. The HRER identified the following character-defining features²⁴ that retain enough integrity to convey the building’s significance:

Exterior

- Recessed entries
- Artificial stone cladding at the base
- Façade-mounted display case
- Pent cornice with faux half-timbered gable over the entry
- Arched parapet with ornamental shields and crenellated buttresses

²⁰ San Francisco Planning Department, Historic Resource Evaluation Response, 729 Bush Street, Case No. 2019-021810ENV, March 2020.

²¹ San Francisco Planning Department, Historic Resource Evaluation Response, Part II, 729 Bush Street, Case No. 2019-021810ENV, October 2022.

²² Crenellated buttresses refers to the façade decorations resembling castle elements.

²³ Skeletal towers are towers with only an open frame.

²⁴ Character-defining features are those features that retain enough integrity to convey the significance of a resource, particularly related to a resources period of significance. For the proposed project, character-defining features would be those that convey the significance of the building as a pornographic theater between 1968 and 2018.

- Large illuminated blade sign with metal support structure

Interior

- Auditorium space, including a seating area and a combined film screen and performance area
- Public stairway along the east wall that connects the first floor to the basement, which once contained the private arcade booths and semi-private performance spaces

As described in Section A, Project Description, p. 14, the proposed project would include the retention of the following character-defining features of the building:

- **Existing Blade Sign.** The existing sign with “Nob Hill Theatre” lettering would be retained at the existing location. A new metal support structure consistent with the historical character would be installed. During the construction process, the existing sign would be temporarily removed, repaired, and reinstalled at its existing location.
- **Front Façade Permastone Cladding and Entry Location and Dimensions.** The majority of the existing permastone cladding would be retained, with only approximately 60 square feet (approximately 30 percent) removed to provide code-compliant entrances from the sidewalk.
- **Semicircular Parapet with Crenellated Buttresses and Shield Motifs.**²⁵ These would be retained.
- **Existing Poster Case.** The existing poster case at the front façade would be retained and repaired as needed.
- **Pent Roof with Half-timbered Gable.**²⁶ These would be retained.
- **Interior.** The interior auditorium space would be repurposed as the waiting room for the health service use, described above. Auditorium alterations include the removal of the floor’s rake, though the existing joists would be retained.

The proposed project would retain the some of the character defining features of the existing building that make it eligible for individual listing on the California Register. However, the Historic Resource Evaluation Response found that the project has the potential to cause a significant adverse impact to the individual historic resource because the project overall does not meet the Secretary of the Interior’s Standards for Rehabilitation.²⁷ The most substantial alterations to character defining features include the complete removal of the east set of interior stairs, alterations to locations and dimensions of the front façade openings, removal of the auditorium’s raked floor, removal of the vertical sign’s metal truss, and the significant vertical addition. Implementation of Mitigation Measures M-CR-1a through 1f below would reduce the project’s impacts on character defining features of the Sacred Heart Church to less than significant.

²⁵ Crenellated buttresses and shield motif refers to the façade decorations resembling castle elements.

²⁶ The pent roof with half-timbered gable is the wood portion of the façade located between the street-level artificial stone and stucco clad parapet.

²⁷ Rehabilitation is the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features that convey its historical, cultural, or architectural values.

Project Mitigation Measure CR-1a: Documentation of Historic Elements

Prior to the issuance of demolition, building, or site permits, the project sponsor shall submit to the department for review a photographic and narrative Documentation Package of 729 Bush Street. The scope of work for the documentation package shall be reviewed and approved by the department prior to the work being undertaken.

Documentation shall focus both on character defining features of 729 Bush Street that the project would demolish or alter, as outlined in the Historic Resources Evaluation Report Part I, as well as the building as a whole. This shall include all exterior spaces and all interior spaces at the basement and ground story that were formerly publicly accessible. The package can include preliminarily formatted photograph files and drawings annotated from site observations.

The documentation effort shall be funded by the project sponsor and undertaken by a qualified professional. The qualified professional must meet the standards for history, architectural history, or architecture, as deemed appropriate by the department's preservation staff and as set forth by the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations, part 61).

The documentation package shall include a summary of the historic resource, photographic and narrative documents and a summary of contents. The types and level of documentation will be determined by department staff in collaboration with the qualified professional, and may include any of the following formats:

- *HABS-Like Measured Drawings* –A set of Historic American Building-like (HABSlike) measured drawings that depict the existing size, scale, and dimension of the subject property. The department's preservation staff will accept the original architectural drawings or an as-built set of architectural drawings (plan, section, elevation, etc.). The department's preservation staff will assist the consultant in determining the appropriate level of measured drawings. A cover sheet may be required that describes the historic significance of the property.
- *HABS-Like Photographs* – Digital photographs of the interior and the exterior of the subject property. Large-format negatives are not required. The scope of the digital photographs shall be reviewed by the department's preservation staff for concurrence, and all digital photography shall be conducted according to current National Park Service standards. The photography shall be undertaken by a qualified professional with demonstrated experience in HABS/HABS-like photography.
- *HABS-Like Historical Report* – If the department determines that existing survey information or historic resource evaluations of a property do not sufficiently document the historic resources' significant associations, a written historical narrative and report shall be provided in accordance with the HABS Historical Report Guidelines. The written history shall follow an outline format that begins with a statement of significance supported by the development of the architectural and historical context in which the structure was built and subsequently evolved. The report shall also include architectural description and bibliographic information.

- *Print-on-Demand Book* – The Print-on-Demand book shall be made available to the public for distribution by the project sponsor. The project sponsor shall make the content from the historical report, historical photographs, HABS like photography, measured drawings, and field notes available to the public through a preexisting print-on-demand book service. This service will make available softcover books containing the aforementioned materials to members of the public who have paid a nominal fee. The project sponsor shall not be required to pay ongoing printing fees once the book has been made available through the service. However at least one copy shall be kept onsite at all times for public display at the cost of the project sponsor.

The project sponsor, in consultation with the department, shall conduct outreach to determine which repositories may be interested in receiving copies of the documentation. Potential repositories include but are not limited to the San Francisco Public Library, the Environmental Design Library at the University of California, Berkeley, the Northwest Information Center, San Francisco Architectural Heritage, the California Historical Society, GLBT Historical Society, Tenderloin Museum, and Archive.org.

The final approved documentation shall be provided in electronic form to the department and the interested repositories. The department will make electronic versions of the documentation available to the public for their use at no charge.

The professional(s) shall submit the completed documentation for review and approval by the department's preservation staff. All documentation must be reviewed and approved by the department prior to the issuance of any building or site permit.

Project Mitigation Measure CR-1b: Oral History Project

The project sponsor shall retain the services of a qualified historian with experience in oral history to undertake an oral history project about the resource. Prior to undertaking this effort, the scope and methodology of the oral history project and associated outreach shall be reviewed and approved by the department's preservation staff. Prior to enlisting the historian, the Department staff shall review the person's qualifications.

The oral history project shall consist of interviews and recollections of individuals with a connection to the historic resource that may include owners, occupants, or other related community members.

The project sponsor shall make a good faith effort to publicize the oral history project, conduct public outreach, and identify a wide range of potential interviewees. This can include reaching out to former theatre owners, and other LGBT community groups such as the GLBT Historical Society to identify past patrons and staff. To accomplish this, the sponsor shall employ a range of measures that may include hosting events that allow participants to record their recollections and hosting a website that allows interviewees to contribute remotely.

In addition to potentially use for the on-site interpretive program or documentation, the project sponsor shall have the recordings of the oral history project transcribed and indexed. The department shall host the transcribed and indexed recordings, which will be made available to the public at no charge. The department will also ensure that any information provided in the oral histories are integrated with SF Survey and Citywide historic context statement summarized above.

Transcribed and indexed recordings will also be made available to other archives and repositories in order to allow for remote, off-site historical interpretation of the historic resources. The Oral history project shall be complete prior to the issuance of the Temporary Certificate of Occupancy.

Project Mitigation Measure CR-1c: Salvage Plan

Prior to the issuance of demolition, building, or site permits that would permanently remove character-defining features of a built environment historic resource that would have a significant impact, the project sponsor shall consult with the department's preservation staff as to whether any such features may be salvaged, in whole or in part, during demolition or alteration. The project sponsor shall make a good faith effort to salvage and protect materials of historical interest to be used as part of the interpretative program, incorporated into the architecture of the new building that will be constructed on the site, or offered to non-profit or cultural affiliated groups. If this proves infeasible, the sponsor shall attempt to donate significant character-defining features or features of interpretative or historical interest to a historical organization or other educational or artistic group. The project sponsor shall prepare a salvage plan for review and approval by the department's preservation staff prior to issuance of any building or site permit.

Project Mitigation Measure CR-1d: Interpretation

The project sponsor shall facilitate the development of a public interpretive program focused on the history of the project site and its significant historic context. The interpretive program shall be developed and implemented by a qualified design professional with demonstrated experience in displaying information and graphics to the public in a visually interesting manner. The project sponsor shall consult with a professionally qualified historian or architectural historian.

Through consultation with department preservation staff, coordination with local artists should occur. The primary goal of this program is to educate visitors and future residents about the property's historical themes, associations, and lost contributing features within broader historical, social, and physical landscape contexts.

The interpretive program shall be initially outlined in an interpretive plan subject to review and approval by the Planning Department's preservation staff prior to approval of the first addendum for the project. The plan shall include the general parameters of the interpretive program including the substance, media, and other elements of the interpretative program. The interpretive program shall include permanent display(s) of interpretive materials concerning the history of the historic resource and features.

The displays shall be placed in prominent, public interior and exterior settings within the project site, consistent with the project plans approved by the Planning Commission. The interpretive material(s) shall be made of durable all-weather materials and may also include digital media in addition to a permanent display. The interpretive material(s) shall be of high quality and installed to allow for high public visibility. Content developed for other mitigation measures, as applicable, including the oral history and documentation programs, may be used to inform and provide content for the interpretive program. The interpretive materials may be supplemented by additional research performed prior to issuance of a Temporary Certificate of Occupancy. Material shall include but shall not be limited to: photographs of materials donated by the previous business owners to the LGBT

Historic Society, photographs of the interior and exterior of the premises during the use as a theater, copies of non -explicit advertising of the most recent and other uses, graphics and photos from Planning Department records, QR codes, narrative text panels from the oral history and Planning Department records. The interpretative program shall list web addresses for websites hosting materials about the building and its former businesses.

The detailed content, media, and other characteristics of such an interpretive program and a plan for their maintenance shall be approved by the department's preservation staff prior to issuance of a Temporary Certificate of Occupancy.

Project Mitigation Measure CR-1e: Community Memorial Event

To commemorate the resource located at 729 Bush Street, which is significant for its historical and cultural associations with San Francisco's LGBTQ community, the project sponsor shall organize and fund a public gathering that would recognize the historic resource's significance. The form of the event shall be determined in coordination with department staff and interested organizations. The project sponsor shall reach out to relevant community groups associated with the historic resource to gather interest in co-sponsoring the commemorative event. Prior to the issuance of a Temporary Certificate of Occupancy, the department shall review and approve meeting advertising materials and distribution plans and the timetable for the public gathering, which shall include a detailed event and outreach plan. The event shall take place no later than the date when the surgery center and medical offices are open to the public. The event shall focus on both retained historical elements, and on-site interpretation/commemoration.

The event shall commemorate the site's history and shall provide a forum to gather additional information, stories, or other histories relevant to the historic resource that may not have been previously obtained as part of the oral history project or elsewhere. If there is new information obtained through the event, that new information may be considered for use in the on-site displayed interpretive program.

Project Mitigation Measure CR-1f: Prepare and Implement a Historic Preservation Plan

The project sponsor shall retain a qualified historical architect who meets the Secretary of the Interior's Professional Qualification Standards (36 Code of Federal Regulations (CFR), Part 61) to prepare a historic preservation plan (HPP) for 729 Bush Street.

The HPP shall include a relocation plan and relocation best practices for 729 Bush Street, specific to elements which will be removed and reinstalled. The relocation plan shall include required qualifications for the building relocation company to ensure that relocation is undertaken by a company that is experienced in moving historic building materials of a similar size and/or structural system as 729 Bush Street. and related to materials of similar strength or weakness. The relocation plan shall include the qualifications of the company or organization performing the relocation to ensure that relocation is undertaken by professionals that are experienced in moving features/materials noted for conservation, and shall be approved by the department. The project sponsor shall incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to Character Defining

features during their relocation or alteration, including a statement in the contract as to the relocation methods and relocation activity routes, closures, and timing.

A historic salvage log should be included in the HPP specific to the proposed front façade permastone removal and reinstallation. The log should include a façade diagram labeling each stone, and upon removal, each stone should be labeled to match the diagram. The contractor's qualified historic treatment personnel shall carefully remove indicated materials and items, clean items, identify any cracks, chips or damage; and pack or crate for storage. Project requirements shall include coordination between the Owner and Contractor to designate and maintain a storage area or facility for salvaged and removed features for the duration of the Project. Upon reinstallation, the diagram should be referenced to ensure each stone is placed in the historic location. Prior to permastone removal, a mockup should be provided to Planning Staff for approval.

The HPP must also identify, outline, and describe cleaning methods of historic fabric including both interior and exterior features. Specifics of any chemical and/or physical treatments, including methods and materials should be detailed in the HPP. When treating exterior wood surfaces, the U.S. Department of the Interior's "Preservation Brief 10: Exterior Paint Problems on Historic Woodwork" should be followed to ensure compliances with best preservation practices for paint removal and application. In the case of discrepancies with the Preservation Brief 10 and site conditions due to proposed alterations that applicant shall consult with Planning Department staff.

The HPP shall be reviewed and approved by the Planning Department to ensure that character-defining features of the buildings will be retained, including the blade sign and facade. It should also discuss stabilization measures for character defining features during construction to ensure that architectural elements which are not damaged or destroyed from construction or operation vibration. The Planning Department review shall occur prior to any work that would permanently or temporarily remove the Character Defining Features identified by the department.

Mitigation measures M-CR-1a, -1c and -1f would require the documentation of historic elements that would be removed, the preparation of a salvage plan for elements that would be removed and the preparation and implementation of a historic preservation plan. The historic preservation plan would include provisions of how existing historic elements that would be removed should be preserved and re-installed. These mitigation measure would ensure that the project would not impact built historic characteristics. In addition, M-CR-1b, -1d and -1e would require the applicant to memorialize the existing structures history and provide a public space and display for elements related to the site's history. These mitigation measures would ensure that the project site would continue to commemorate the site's important historic context. With implementation of these measures, the proposed project would not materially impair the significance of the historical resource and, as such, would not cause a substantial adverse impact on an onsite historical resource. Therefore, this impact would be less than significant with mitigation.

As discussed further in Section D.7 Noise, the 721 Bush Street building (also referred to as the Louisiana Apartments), which is a five-story building containing residential uses located immediately adjacent to the eastern border of the project site, and the 737 Bush Street building (also referred to as the Martinuque Apartments), which is a five-story building containing residential uses located immediately adjacent to the western border of the project site, are both eligible for listing in the National Register as contributors to the Lower Nob Hill Apartment Hotel District and therefore are historic resources. Some vibration-generating equipment such as caisson drills and smaller excavators would also be used. As a result, vibration at the

nearest building from construction equipment would exceed the Caltrans damage criteria of 0.25 in/sec PPV for building damage to historic and older buildings for continuous/frequent intermittent sources. Any damage to the 721 Bush Street building that materially impairs this historic resource would be a significant impact.

To reduce this impact to a less-than-significant level, Mitigation Measure M-NO-2, Protection of Adjacent Building and Vibration Monitoring During Construction, has been identified and agreed to by the project sponsor. This measure is presented in Section D.7, Noise, under Impact NO-2, and would require the project sponsor to retain the services of a qualified historic preservation professional to undertake a pre-construction survey of the 721 Bush Street building and to prepare a project-specific vibration management and monitoring plan for review and approval by the Environmental Review Officer (ERO) or the ERO's designee to ensure that construction-period damage to historic structures would be avoided, substantially reduced, or repaired. With implementation of this measure, impacts to offsite historic resources would be less than significant.

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

In addition to assessing impacts to archeological resources that would meet the requirements for listing as a historical resource, impacts to unique archeological resources are also considered under CEQA, as described in section 15064.5 of the CEQA Guidelines, as well as under the California Public Resources Code (section 21083.2). If an archeological site does not meet the criteria for inclusion in the California Register but does meet the definition of a unique archeological resource as outlined in Public Resources Code section 21083.2, it is entitled to special protection under CEQA. A unique archeological resource implies an archeological artifact, object, or site about which it can be clearly demonstrated that – without merely adding to the current body of knowledge – there is a high probability that it meets one of the following criteria:

- The archeological artifact, object, or site contains information needed to answer important scientific questions, and there is a demonstrable public interest in that information;
- The archeological artifact, object, or site has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
- The archeological artifact, object, or site is directly associated with a scientifically recognized important prehistoric or historic event or person.

A nonunique archeological resource indicates an archeological artifact, object, or site that does not meet the above criteria. Impacts to nonunique archeological resources and resources that do not qualify for listing in the California Register of Historical Resources receive no further consideration under CEQA. It should also be noted herein that a disturbed or secondarily deposited prehistoric midden is presumed to be significant for its information potential under CEQA, and it is legally significant unless or until it is demonstrated to the contrary.

A preliminary archeological review (PAR) was completed by the San Francisco Planning Department for the proposed project.²⁸ According to the preliminary archeological review, the Citywide Prehistoric Resources Sensitivity Model identifies the project site as having low potential for surface and buried Native American archeological resources. The construction of the existing building likely disturbed possible resources in the fill and at the top of the Colma layer that underlays the project site. While the proposed project has low potential to disturb significant archeological resources given the disturbed nature of the site, with an excavation depth to approximately 10 feet below ground surface, the potential for unearthing such resources cannot be discounted. If archeological resources were disturbed at the project site, such an impact would be considered significant. To reduce impacts of significant archeological resources, Mitigation Measure M-CR-2, Accidental Discovery, has been identified. This mitigation measure would require that the project sponsor distribute the planning department archeological resources “ALERT” sheet and immediately suspend any soil-disturbing activities should any indication of an archeological resource be encountered. The project sponsor has agreed to implement Mitigation Measure M-CR-2, and with implementation of this measure, the proposed project’s impact would be less than significant.

Mitigation Measure M-CR-2: Accidental Discovery

The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in CEQA Guidelines Section 15064.5(a) and (c).

ALERT Sheet. The project sponsor shall distribute the planning department archeological resource “ALERT” sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils-disturbing activities within the project site. Prior to any soils-disturbing activities being undertaken, each contractor is responsible for ensuring that the “ALERT” sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractors, and utilities firm) confirming that all field personnel have received copies of the ALERT Sheet.

Discovery Stop Work and Notification. Should any indication of an archeological resource be encountered during any soils-disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

Archeological Consultant Identification and Evaluation. If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of an archeological consultant from the Qualified Archeological Consultant List maintained by the planning department. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource as well as if it retains sufficient integrity and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify, document, and evaluate the archeological resource. The archeological

²⁸ San Francisco Planning Department. Environmental Planning Preliminary Archeological Review: 729 Bush Street (case no. 2019-021810ENV). January 21, 2020.

consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Discovery Treatment Determination. Measures might include preservation in situ of the archeological resource, an archeological monitoring program, an archeological testing program, and/or an archeological interpretation program. If an archeological interpretive, monitoring, and/or testing program is required, it shall be consistent with the Environmental Planning Division guidelines for such programs and shall be implemented immediately. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

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. The project sponsor, ERO, and Native American representatives or representatives of other descendent groups will develop an appropriate scope of work. Additionally, at their request, Native American representatives or representatives of other descendant groups shall provide sensitivity training to project sponsor and their construction contractors on appropriate treatment of their communities' resources. 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 project archeological consultant, project sponsor, and ERO shall meet and consult on the scope of the ADRP. The archeological consultant shall prepare a draft ADRP that shall be submitted to the ERO for review and approval.

The ADRP shall identify how the proposed data recovery program will preserve the significant information the archeological resource is expected to contain. That is, the ADRP will identify what scientific/historical research questions are applicable to the expected resource, what data classes the resource is expected to possess, and how the expected data classes would address the applicable research questions. Data recovery, in general, should be limited to the portions of the historical property that could be adversely affected by the proposed project. Destructive data recovery methods shall not be applied to portions of the archeological resources if nondestructive methods are practical.

The scope of the ADRP shall include the following elements:

- **Field Methods and Procedures:** Descriptions of proposed field strategies, procedures, and operations.

- **Cataloguing and Laboratory Analysis:** Description of selected cataloguing system and artifact analysis procedures.
- **Discard and Deaccession Policy:** Description of and rationale for field and post-field discard and deaccession policies.
- **Security Measures:** Recommended security measures to protect the archeological resource from vandalism, looting, and non-intentionally damaging activities.
- **Final Report:** Description of proposed report format and distribution of results.
- **Curation:** Description of the procedures and recommendations for the curation of any recovered data having potential research value, identification of appropriate curation facilities, and a summary of the accession policies of the curation facilities.

Human Remains and Funerary Objects. The treatment of human remains and funerary objects discovered during any soil-disturbing activity shall comply with applicable State and federal laws. This shall include immediate notification of the Medical Examiner of the City and County of San Francisco. The ERO also shall be notified immediately upon the discovery of human remains. In the event of the Medical Examiner’s determination that the human remains are Native American remains, the Medical Examiner shall notify the California State Native American Heritage Commission, which will appoint a Most Likely Descendant (MLD). The MLD will complete his or her inspection of the remains and make recommendations or preferences for treatment within 48 hours of being granted access to the site (Public Resources Code section 5097.98(a)).

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

If human remains cannot be permanently preserved in place, the landowner shall consult with the project archeologist, project sponsor, ERO, and the MLD on feasible recovery and 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 associated or unassociated 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 associated or unassociated funerary objects.

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

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

Archeological Resources Report. The project archeological consultant shall submit a confidential draft Archeological Resources Report (ARR) to the ERO that evaluates the historical significance of any discovered archeological resource, describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken, and discusses curation arrangements.

Once approved by the ERO, copies of the approved 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.

Under this measure, in the event that archeological resources are discovered, preservation in place of the resource or implementation of a data recovery and/or public interpretation plan is required. Therefore, the significant information that the archeological resource(s) provides would either be preserved or documented. With implementation of Mitigation Measure M-CR-2, the proposed project's impact on prehistoric or historic archeological resources would be less than significant.

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

Archeological resources may include human burials. Human burials outside of formal cemeteries often occur in Native American or historic period archeological contexts. There are no human burials, including those interred outside of formal cemeteries, located in the immediate vicinity of the project site. However, human remains may be present in Native American archeological deposits and also may potentially be found in isolation. In the event that 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, the project sponsor has agreed to comply with Mitigation Measure M-CR-2, Accidental Discovery. Mitigation Measure M-CR-2 details procedures for the appropriate treatment of human remains if encountered during construction.

Furthermore, 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.²⁹ With implementation of Mitigation Measure M-CR-2 and for the above reasons, the proposed project would have a less-than-significant impact related to the potential disturbance of human remains.

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*)

The cumulative context for historic architectural resource impacts includes the project site and surrounding city blocks, which include properties designated as part of the Lower Nob Hill Apartment Hotel District and Kearny-Market-Mason-Sutter Conservation District. Nine cumulative projects were identified in the vicinity of the project site. All of these nine projects are geographically dispersed and sufficiently removed from the project site, such that new construction in these locations, considered with the proposed project, would not act in combination with one another to substantially change the setting of any historical resource. Thus, these projects in combination with one another would not materially alter the characteristics that qualify any of the historical resources for listing in the California Register. Additionally, as discussed above, the project site is individually eligible for listing on the California Register, and not as a contributor to a historic district. Therefore, the proposed project would not result in cumulative impacts when combined with other buildings of similar characteristics.

The cumulative context for archeological resources and human remains is generally site specific and limited to the immediate construction area. As shown in Figure 14, p. 21, the closest cumulative projects is the 626 Powell project, located approximately 240 feet northeast of the project site. Therefore, these cumulative projects are sufficiently far enough away from the proposed project such that cumulative archeological and human remain impacts are unlikely. For these reasons, the proposed project, in combination with other reasonably foreseeable projects, would not result in a cumulative impact on archeological resources or human remains. No mitigation measures are required.

²⁹ California Public Resources Code section 5097.98.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.5. TRIBAL CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact TCR-1: The proposed project could cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources or that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. (Less than Significant with Mitigation)

CEQA section 21074.2 requires the CEQA lead agency to consider the effects of a project on tribal cultural resources. As defined in section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are listed, or determined to be eligible for listing, on the national, state, or local register of historic resources.

Pursuant to CEQA section 21080.3.1(d), on October 14, 2022, the planning department contacted Native American individuals and organizations for the San Francisco area, providing a description of the project and requesting comments on the identification, presence, and significance of tribal cultural resources in the project vicinity. During the comment period, one Native American tribal representative, Kanyon Sayers-Roods, Indian Canyon Band of Costanoan Ohlone People, contacted the planning department to request consultation on October 25, 2022. Based on concerns raised by the Indian Canyon Band of Costanoan Ohlone People, planning department staff confirmed that Mitigation Measure M-CR-2 and Mitigation Measure M-TC-1 would be required for this project to reduce potentially significant impacts on both Native American archeological resources and tribal cultural resources. These measures would require coordination with

Native American representatives upon discovery of Native American archeological resource or human remains, determination if preservation and protection in place would be possible, Native American monitoring upon discovery of Native American archeological resources, Native American consultation on any archeological data recovery, and development of public interpretation program in consultation with Native American representatives. On November 3, 2022, Canyon Sayers-Roods confirmed that the above mitigation measures addressed the concerns of the Indian Canyon Band of Costanoan Ohlone People. No further consultation was requested. As discussed in Impact CR-2 in Section D.4, Cultural Resources, the project site has low sensitivity for Native American resources. In San Francisco, based on tribal consultation undertaken by the City and County of San Francisco in 2015, Native American archeological resources are also considered to be potential tribal cultural resources. Impact CR-2 determines that the proposed project's excavation could result in a significant impact to Native American archeological resources should any be encountered. Therefore, the proposed project also has the potential to encounter tribal cultural resources during soil-disturbing activities. Any inadvertent damage to tribal cultural resources would be considered a significant impact. Based on the tribal cultural resources consultation summarized above, Mitigation Measure M-TC-1, Tribal Cultural Resources Preservation Plan and/or Interpretive Program, has been identified to reduce impacts to tribal cultural resources encountered during construction activities to less-than-significant levels. The project sponsor has agreed to implement Mitigation Measure M-TC-1, below.

Mitigation Measure M-TC-1 Tribal Cultural Resources Preservation Plan and/or Interpretive 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 tribal representative shall consult to determine whether preservation in place would be feasible and effective. If it is determined that preservation-in-place of the tribal cultural resource would be both feasible and effective, then the consultant shall prepare a Tribal Cultural Resource Preservation Plan (TCRPP), which shall be implemented by the project sponsor during construction. The consultant shall submit a draft TCRPP to the planning department for review and approval.

Interpretive Program. If the ERO, in consultation with the affiliated Native American tribal representatives and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option, the project sponsor shall implement an interpretive program of the tribal cultural resource in consultation with affiliated tribal representatives. A tribal cultural resources interpretation plan produced in consultation with the ERO and affiliated tribal representatives, at a minimum, and approved by the ERO would be required to guide the interpretive 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, artifacts displays and interpretation, and educational panels or other informational displays.

This measure would require either preservation in place of the tribal cultural resources if determined effective and feasible or coordination by the project sponsor with the affiliated Native American tribal representatives to prepare and implement an interpretive program regarding tribal cultural resources. Therefore, with implementation of Mitigation Measure M-TC-1, the proposed project's impact on tribal cultural resources would be less than significant.

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

As discussed above 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 Native American archeological resources, which are also tribal cultural resources. No other tribal cultural resources were identified. Therefore, cumulative impacts to tribal cultural resources would also be less than significant.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.6. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create potentially hazardous conditions for people walking, bicycling, or driving or public transit operations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Interfere with accessibility of people walking or bicycling to and from the project site, and adjoining areas, or result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially delay public transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Cause substantial additional vehicle miles 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.³⁰ For these reasons, Topic D.6(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

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.

There is no existing vehicular access to the interior of the project site, and no off-street parking is provided. The proposed project would result in the development of a mixed-use building with health service and residential uses, that would not include off street parking. The proposed project would also modify the existing on-street parking space along Bush Street so that it would be a time-based temporary loading space. The space would accommodate commercial loading from 6 a.m. to 9 a.m., patient loading from 9 a.m. to 7:30 p.m., and residential loading from 7:30 p.m. to 6:00 a.m. Therefore, the proposed loadings space changes would not affect site access or circulation.

Transportation impacts resulting from the proposed project were analyzed in accordance with the planning department's Transportation Impact Analysis Guidelines (2019 guidelines).³¹ As shown in **Table 4, Proposed Project Trip Generation**, p. 47, the proposed project is estimated to generate approximately 163 new trips per day, including 33 new vehicle trips, 3 of which would occur during the PM peak hour, and 47 new transit trips. The remaining trips would be split between pedestrians, bicycles, and taxis/rideshare services, as shown in **Table 5, Proposed Project Trip Generation by Mode**, p. 47.³²

³⁰ Available at https://default.sfplanning.org/publications_reports/TIA_Guidelines.pdf.

³¹ San Francisco Planning Department. Transportation Impact Analysis Guidelines. October 2019. Available at: <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>.

³² San Francisco Planning Department and San Francisco County Transportation Authority, 2022. Travel Demand Tool. Website: <https://sftraveldemand.sfcta.org/>. Accessed May 11, 2022. It should be noted that this tool does not include an option for health service uses, and therefore office use is used instead. Therefore, the total number of new trips is likely overstated.

Table 4 Proposed Project Trip Generation

Land Use	Size	PM Peak Hour Vehicle Trips	Daily Vehicle Trips
Residential	5 du	1	10
Office ^a	7,250 sf	2	23
Total	--	3	33

Source: San Francisco Planning Department and San Francisco County Transportation Authority, 2022. Travel Demand Tool.

du = dwelling units; sf = square feet

a: This tool does not include an option for health service uses, and therefore office use is used instead.

Table 5 Proposed Project Trip Generation by Mode

Mode of Transportation	PM Peak Hour Trips	Daily Trips
Single-Occupancy Vehicle	2	26
Rideshare/Taxi	1	7
Transit	4	47
Private Shuttle	0	1
Bicycle	1	6
Walk	6	67
Total	15	163

Source: San Francisco Planning Department and San Francisco County Transportation Authority, 2022. Travel Demand Tool.

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

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

During the anticipated 23-month construction period, the proposed project would require temporary partial closures of the sidewalk to allow construction of the proposed project. These closures would be limited in duration and coordinated with the San Francisco Municipal Transportation Agency in compliance with blue book regulations. For sidewalks and bicycle lanes along the closed Bush Street frontage, signage and protection for people walking and bicycling would be installed, as appropriate. The contractor would be required to maintain adequate bicycle and walking circulation at all times, and any closures would be

coordinated with the city to minimize the impacts on local traffic. Compliance with blue book regulations would ensure that any potential construction impacts related to road closures would be reduced to less than significant. Therefore, the proposed project would have a less-than-significant transportation-related construction impact, and no mitigation measures are required.

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

The proposed project does not include any features that could increase hazardous conditions for people walking, biking, or driving in the project vicinity. The proposed project would modify the existing on-street parking space so that it would be a time-based temporary loading space. As previously described, there is no vehicular access to the interior of the site, and therefore sight lines for vehicles traveling along Bush Street would not change. Operation of the proposed project would not create potentially hazardous conditions related to people driving. For these reasons, the project would result in a less-than-significant impact related to potentially hazardous conditions and accessibility. No mitigation measures are required.

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

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 Bush 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: The proposed project would not substantially delay public transit. (*Less than Significant*)

As previously described, the proposed project could result in approximately 47 new daily transit trips and 33 new daily vehicle trips. The planning department has determined that projects with less than 300 vehicle trips during the peak hour would not result in transit delay greater than the threshold of significance of four minutes. Therefore, the proposed project would not generate a substantial number of vehicle trips that could delay public transit, and this impact would be less than significant. No mitigation measures are required.

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

The 2019 guidelines set forth screening criteria for types of projects that would typically not result in significant vehicle miles traveled impacts. The project site is located within an area where existing vehicle

miles traveled per capita is more than 15 percent below the existing regional per capita average. The proposed project meets this locational screening criterion, and therefore would have a less-than-significant impact related to vehicle miles traveled.³³

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

As previously described, the project site currently includes one on-street parking space. This parking space would be replaced with a time-based temporary loading space, allowing commercial loading from 6 a.m. to 9 a.m., patient loading from 9 a.m. to 7:30 p.m., and residential loading from 7:30 p.m. to 6:00 a.m.

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 approximately 11,540 square feet of residential use and thus would not require off-street freight loading. Therefore, the proposed project would not result in any new hazards related to loading.

Per the department's transportation impact analysis guidelines, the proposed project would generate a need for one loading space during the average and peak hour of loading activity.³⁴ As described above, the proposed project would include a time-based temporary loading space. The space would accommodate commercial loading from 6 a.m. to 9 a.m., patient loading from 9 a.m. to 7:30 p.m., and residential loading from 7:30 p.m. to 6:00 a.m. In addition, metered commercial (yellow) loading zones are located immediately east and west of the project site along Bush Street. 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. As such, implementation of the proposed project would have no impact related to loading. No mitigation measures are required.

Passenger Loading

The proposed project would not include any off-street parking, and therefore would generate a passenger loading demand of 34 vehicles per day (i.e., all vehicle trips to the site, including single-occupancy vehicles, rideshare/taxi, and shuttles) and one vehicle during the peak hour of passenger loading.³⁵ As described above, the proposed project would include a time-based temporary loading space. The space would accommodate commercial loading from 6 a.m. to 9 a.m., patient loading from 9 a.m. to 7:30 p.m., and residential loading from 7:30 p.m. to 6:00 a.m. In addition, there is an approximately 70-foot-long passenger loading zone in front of the Cornell Hotel De France at 715 Bush Street, which is an approximately 25-foot walk from the project site. Therefore, this existing passenger loading and the proposed loading adjacent to the project site would be sufficient to satisfy the project's passenger loading demand.

³³ San Francisco Planning Department, 2022, San Francisco Transportation Information Map. Website: <https://sfplanninggis.org/TIM/>. Accessed May 11, 2022.

³⁴ San Francisco Planning Department. Transportation Impact Analysis Guidelines. October 2019. Available at: <https://sfplanning.org/project/transportation-impact-analysis-guidelines-environmental-review-update#impact-analysis-guidelines>.

³⁵ Ibid.

Residential Move-In/Move-Out Activities

It is anticipated that residents of the building would utilize adjacent on-street parking spaces north and west of the project site along Bush 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.³⁶ 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, 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.

Impact C-TR-1. The proposed project, in combination with cumulative projects, would not result in a significant cumulative impact on transportation and circulation. (*Less than Significant*)

Construction

Generally, only projects that are within the project block or could affect truck routing could combine to result in cumulative construction impacts. All of the cumulative projects are too far away from the project site to result in cumulative transportation impacts, with the exception of 626 Powell Street and 850 Bush Street, which are less than two blocks away from the project site. Any combined construction-related traffic would be temporary and localized and would not result in permanent impacts related to transportation and circulation. It is anticipated that the addition of the worker-related vehicle or transit trips would not substantially affect transportation conditions. Therefore, the proposed project would have less-than-significant cumulative construction impacts.

Operation

The proposed project would have a less-than-significant impact with respect to loading and would therefore not have the potential to combine with reasonably foreseeable projects to result in a cumulative loading impact. As stated above, the proposed project would not result in significant impacts related to hazardous conditions, accessibility, emergency access, public transit delay, or vehicle miles traveled. The proposed project would not result in a substantial number of new daily or peak hour vehicle trips. Therefore, the proposed project would not combine with the cumulative project to result in cumulative transportation impacts related to hazardous conditions, accessibility, emergency access, public transit delay, or vehicle miles traveled. Therefore, the proposed project in combination with reasonably foreseeable projects would not result in any cumulative transportation impacts.

³⁶ Information about the San Francisco Municipal Transportation Agency's temporary signage permits is available at <https://www.sfmta.com/permits/temporary-signage>. Accessed September 14, 2022.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.7. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan area or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not located within an airport land use plan area or in the vicinity of a private airstrip. Therefore, Topic D.7(c) is not applicable to the proposed project.

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

The project site is located in a highly urbanized area, with ambient noise levels typical of those in San Francisco neighborhoods. As shown in Figure 4.5-2 of the San Francisco Housing Element 2022 Update EIR,³⁷ many roadways in the project site vicinity generate traffic noise levels between 70 dBA³⁸ L_{dn}³⁹ and 75 dBA L_{dn}. The proposed project would include the construction of new health service and residential uses on the project site.

Noise-sensitive land uses within the immediate vicinity of the project site include a five-story building containing residential and retail uses (737 Bush Street) to the west, a five story residential building (721 Bush Street) to the east, a nine -story hotel (Hotel Cartwright – Union Square, 524 Sutter Street) to the south, and a three-story building containing residential and retail uses (520 Sutter Street) to the southwest. Other sensitive uses, specifically residential and hotel uses, are located within the city blocks to the north, east,

³⁷ San Francisco Planning Department. 2022 Housing Element Update Environmental Impact Report.

³⁸ dBA refers to the sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

³⁹ L_{dn} refers to the equivalent 24-hour noise level with a 10 dB penalty added to sounds which occur between the hours of 10 PM and 7AM. dBA refers to a logarithmic scale for measuring noise expressed in decibels (dB). The A-weighting scale was developed and has been shown to provide a good correlation with the human response to sound.

south, and west at greater distances. While these uses may contribute to ambient noise, the primary noise source in the area is related to transportation.

Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 feet from the source. Impact tools (e.g., jackhammers, hoe rams, impact wrenches) must have manufacturer-recommended and city-approved mufflers for both intake and exhaust. Section 2908 of the noise ordinance prohibits construction work between 8 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 would be required to comply with the regulations set forth in the noise ordinance.

The noisiest phases of construction would occur for a duration of approximately five weeks, 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 five weeks out of the 23-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.

Noise-Generating Uses

Section 2909 of the noise ordinance regulates noise from mechanical equipment and other similar sources. This would include all equipment, such as electrical equipment (transformers) as well as mechanical equipment that is installed on commercial/industrial and residential properties. Section 2909 states in subsection (b) that mechanical equipment operating on commercial or industrial property must not produce a noise level more than 8 dBA above the ambient noise level at the property plane. Section 2909 also states in subsection (d) that no fixed (permanent) noise source (as defined by the noise ordinance) may cause the noise level inside any sleeping or living room in a dwelling unit on residential property to exceed 45 dBA between 10 p.m. and 7 a.m. or 55 dBA between 7 a.m. and 10 p.m. when windows are open, except where building ventilation is achieved through mechanical systems that allow windows to remain closed. As recommended by the public health department, emergency generators are also evaluated consistent with section 2909(d) and a criterion of 75 dBA at the property plane.

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 create operational noise. However, these noise sources would be subject to the Noise Ordinance, as described above. 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, and no mitigation measures are necessary.

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

Groundborne vibration from construction activities can produce detectable vibration at nearby buildings, infrastructure, and sensitive receptors. The main concerns associated with construction-generated vibration include sleep disturbance, building damage, and interference with vibration-sensitive instruments or machinery, such as that used in research laboratories or hospitals. The potential for construction activities to generate vibration affecting each of these receptor types are discussed below, following the discussion of vibration levels that may be generated during construction.

Potential vibration-related impacts to structures, equipment, utilities, or people from construction are generally limited to the use of impact equipment such as pile drivers (impact and vibratory), hoe rams, and vibratory compactors. Vibration intensity is expressed as peak particle velocity (PPV), the maximum speed at which the ground moves while it temporarily shakes. Because ground-shaking speeds are very slow, PPV is measured in inches per second. This environmental analysis of construction vibration considers whether construction activities would result in building or utility damage. A structure’s susceptibility to vibration-induced damage depends upon its age, condition, distance from the vibration source, material, 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 resource pursuant to CEQA Guidelines section 15064.5.

The California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual⁴⁰ sets vibration guidelines for potential damage to structures, as shown in **Table 6, 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 sources.

Table 6 Vibration Guidelines for Potential Damage to Structures

Structure Type and Condition	Maximum Peak Particle Velocity (PPV, in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings	0.12	0.008
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, 2020. Transportation and Construction Vibration Guidance Manual, Table 19. April.
 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 7, Construction Equipment Levels at Various Distances, p. 54, shows the PPV values at various distances. The greatest levels of vibration are anticipated to occur during use of the loaded trucks.

⁴⁰ California Department of Transportation (Caltrans), 2020. *Transportation and Construction Vibration Guidance Manual*. April. Website: <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf>. Accessed June 2022.

Table 7 Construction Equipment Levels at Various Distances

Construction Activity/Equipment ¹	PPV at Various Distances ²						
	5 feet	10 feet	15 feet	25 feet	50 feet	75 feet	100 feet
Caisson Drilling	0.995	0.352	0.191	0.089	0.031	0.017	0.011
Jackhammer	0.391	0.138	0.075	0.035	0.012	0.007	0.004
Small bulldozer / Forklift	0.034	0.012	0.006	0.003	0.001	0.001	<0.001

Source: Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018

¹ Groundborne vibration levels vary based upon the substrate that underlies the site (soil, bedrock, etc.).

² Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$. 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 closest structures to the project site are a five-story building containing residential and retail uses (737 Bush Street) to the west and a five-story residential building (721 Bush Street) to the east, both of which are located adjacent to the border of the project site. Therefore, this analysis assumes that since the expanded building would be located immediately adjacent to the 721 and 737 Bush Street buildings, heavy equipment would operate adjacent to the building. As shown in Table 7 above, heavy equipment such as caisson drilling generate approximately 0.995 PPV of groundborne vibration when measured within 5 feet, based on the Transit Noise and Vibration Impact Assessment Manual. As a result, this vibration at the nearest building from construction equipment would exceed the Caltrans damage criteria of 0.25 in/sec PPV for building damage to historic and older buildings for continuous/frequent intermittent sources, resulting in a significant impact.⁴¹ Therefore, Mitigation Measure M-NO-2: Protection of Adjacent Building and Vibration Monitoring During Construction, below, would be required to reduce vibration impacts at the 721 and 737 Bush Street buildings.

Mitigation Measure M-NO-2: Protection of Adjacent Building 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 buildings at 721 and 737 Bush Street and a vibration management and monitoring plan to the Environmental Review Officer (ERO) or the ERO's designee for approval. The plan shall identify all feasible means to avoid damage to the buildings at 721 and 737 Bush Street. 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 721 and 737 Bush Street buildings. The pre-construction survey shall include descriptions and photographs of the 721 and 737 Bush Street buildings including all facades, roofs, and details of the character-defining features that could be damaged during construction, and shall document existing damage, such as cracks and loose or damaged features (as allowed by the property owner). The

⁴¹ None of the adjacent buildings would be considered fragile or extremely fragile and therefore these building damage criteria are not applicable to this project.

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 721 and 737 Bush Street buildings 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 721 and 737 Bush Street buildings, 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 721 and 737 Bush Street 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 721 and 737 Bush Street buildings 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 721 and 737 Bush Street buildings (as allowed by the property owner) 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 721 and 737 Bush Street buildings, the historic preservation professional shall immediately notify the ERO and prepare a damage report documenting the features of the building 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 721 and 737 Bush Street buildings 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 721 and 737 Bush Street buildings 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 721 and 737 Bush Street buildings occur due to construction-related vibration. The plan shall state that the building shall be remediated to its pre-construction condition (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, a 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 potentially affected 721 and 737 Bush Street buildings, which are a potential historic resources. With implementation of Mitigation Measure M-NO-2, impacts from construction vibration to adjacent buildings would be reduced to less than significant.

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

As shown in Table 2, p. 20, and depicted in Figure 14, p. 21, there are currently 9 cumulative development projects within an approximately 0.25-mile radius of the project site. Some or all of these projects may be under construction at the same time as the proposed project, and each would also add new sources of noise to the area once completed. For the purposes of the cumulative noise analysis, the nearest substantial cumulative projects to the project site are the 420 Sutter Street and 850 Bush Street projects, located approximately 490 feet southeast and 580 feet west of the project site, respectively.

As described in Impact NO-2, the proposed project's construction activities would result in vibration impacts on the adjacent buildings at 721 and 737 Bush Street, which could cause building damage. This building is also a historic resource; however, with implementation of Mitigation Measure M-NO-2, this impact would be less than significant. In addition, the project would not result in vibration-related utility damage. Vibration impacts are highly localized and unlikely to combine with those of nearby projects. Therefore, given that

there are no other cumulative projects directly adjacent to the proposed project, the proposed project would not have the potential to combine with nearby projects to result in cumulative vibration impacts. The remainder of this analysis addresses cumulative noise impacts.

Construction Noise

Of the cumulative projects within 0.25 miles of the project site (refer to Table 2, p. 20, and Figure 14, p. 21), the closest are the 420 Sutter Street and 850 Bush Street projects, located approximately 490 feet southeast and 580 feet west of the project site, respectively. All other cumulative project sites are separated by a greater distance from the proposed project. All cumulative projects would have multiple existing buildings between them and the project site, which would provide shielding of their construction to lessen the noise which combines with the project construction noise if they were to be constructed simultaneously.

Construction at all the cumulative project sites would be subject to the same noise regulations as the proposed project, such as limiting construction hours and equipment noise levels. Assuming construction noise levels at each site would be similar to those discussed above, construction noise levels at a combined midpoint of 245 feet would be conservatively 77 dBA L_{eq} without the shielding of intervening structures. Because construction noise from the 420 Sutter Street site would be substantially reduced by the adjacent 26-floor tall building at 450 Sutter Street, noise levels would be reduced by a minimum of 10 dBA resulting in a significant reduction of noise. Because the construction noise contribution for the 420 Sutter Street project would be more than 10 dBA below the construction noise level generated by the proposed project at the middle distance, it would not have a significant contribution to the construction noise generated by the proposed project. Therefore, the proposed project would not result in a significant cumulative construction noise impact and no mitigation is required.

Operational Noise

The context for cumulative noise impacts is localized and generally confined to within 900 feet or less of the noise-generating activities on a project site.

As described above, stationary noise sources associated with the development at the proposed project, combined with stationary noise sources from other cumulative projects, could cause local noise level increases. Similar new fixed noise sources could be required for the cumulative projects near the project site, such as the 420 Sutter Street and 850 Bush Street projects, located approximately 490 feet southeast and 580 feet west of the project site, respectively. The proposed project's mechanical equipment and mechanical equipment from cumulative projects would be fairly localized, would attenuate with distance, and would be required to comply with the noise limits in the noise ordinance that limit noise levels at the property plane and at residential interiors. Therefore, mechanical noise from the proposed project combined with that from cumulative projects would not combine to cause a significant cumulative noise impact.

For the reasons described above, cumulative operational noise 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
D.8. AIR QUALITY. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal, state, or regional ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Bay Area Air Quality Management District (or air district) is the regional agency with jurisdiction over the nine-county San Francisco Bay Area Air Basin (air basin), which includes San Francisco, Alameda, Contra Costa, Marin, San Mateo, Santa Clara, and Napa counties and portions of Sonoma and Solano counties. The air district is responsible for attaining and maintaining air quality in the air basin within federal and state air quality standards, as established by the federal Clean Air Act and the California Clean Air Act, respectively. Specifically, the air district has the responsibility to monitor ambient air pollutant levels throughout the air basin and to develop and implement strategies to attain the applicable federal and state standards. The federal and state Clean Air Acts require plans to be developed for areas that do not meet air quality standards, generally. The most recent air quality plan, the 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.

Criteria Air Pollutants

In accordance with the state and federal Clean Air Acts, air pollutant standards are identified for the following six criteria air pollutants: ozone, carbon monoxide (CO), particulate matter (PM), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead. These air pollutants are termed criteria air pollutants because they are regulated by developing specific public health- and welfare-based criteria as the basis for setting permissible levels. In general, the air basin experiences low concentrations of most pollutants when compared to federal or state standards. The air basin is designated as either in attainment⁴² or unclassified for most criteria pollutants with the exception of ozone, PM_{2.5}, and PM₁₀, for which these pollutants are designated as nonattainment for either the state or federal standards. By its very nature, regional air pollution is largely a cumulative impact in that no single project is sufficient in size to, by itself, result in nonattainment 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.⁴³

Land use projects typically result in ozone precursor and particulate matter emissions because of increases in vehicle trips, space heating and natural gas combustion, landscape maintenance, and construction activities. For this reason, the air district has established significance thresholds for non-attainment criteria air pollutants, as shown in **Table 8, Criteria Air Pollutant Significance Thresholds**, p. 60.

The significance thresholds for ROG and NO_x 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 NO_x emissions limit in Table 8 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 areas. The air district's California Environmental Quality Act Air Quality Guidelines⁴⁴ and supporting materials⁴⁵ 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.⁴⁶ Due to the temporary nature of construction activities, only the average daily thresholds are applicable to construction phase emissions.

⁴² "Attainment" status refers to those regions that are meeting federal and/or state standards for a specified criteria pollutant. "Nonattainment" 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.

⁴³ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017, page 2-1.

⁴⁴ Ibid.

⁴⁵ 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 February 5, 2021.

⁴⁶ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017.

Table 8 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
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

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

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.⁴⁷ The air district has identified a number of best management practices to control fugitive dust emissions from construction activities.⁴⁸ 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.⁴⁹ Exposures to fine particulate matter (PM2.5) are strongly associated with mortality, respiratory diseases, and decreased lung development in children,

⁴⁷ Western Regional Air Partnership. 2006. *WRAP Fugitive Dust Handbook*. September 7, 2006. This document is available online at http://www.wrapair.org/forums/dejffdh/content/FDHandbook_Rev_06.pdf, accessed February 5, 2020.

⁴⁸ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017.

⁴⁹ 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.

and other endpoints such as hospitalization for cardiopulmonary disease.⁵⁰ In addition to PM2.5, diesel particulate matter (DPM) is also of concern. The California Air Resources Board (California air board) identified diesel particulate matter as a toxic air contaminant in 1998, primarily based on evidence demonstrating cancer effects in humans.⁵¹ 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.⁵² Therefore, assessments of air pollutant exposure to residents typically result in the greatest adverse health outcomes of all population groups.

In an effort to identify areas of San Francisco most adversely affected by sources of TACs, San Francisco partnered with the air district to conduct a citywide health risk assessment based on an inventory and assessment of air pollution and exposures from mobile, stationary, and area sources within San Francisco. Areas with poor air quality, termed the *air pollutant exposure zone* were identified based on health-protective criteria that consider estimated cancer risk, exposures to fine particulate matter, proximity to freeways, and locations with particularly vulnerable populations, as further described below.

Excess Cancer Risk

The air pollutant exposure zone includes areas where modeled cancer risk exceeds 100 incidents per million persons exposed. This criterion is based on United States Environmental Protection Agency (EPA) guidance for conducting air toxic analyses and making risk management decisions at the facility and community-scale level.⁵³ 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.⁵⁴

⁵⁰ 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.

⁵¹ California Air Resources Board, Fact Sheet, "The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines," October 1998.

⁵² California Office of Environmental Health Hazard Assessment, *Air Toxics Hot Spot Program Risk Assessment Guidelines*, February, 2015. Pg. 4-44, 8-6.

⁵³ Bay Area Air Quality Management District, *Revised Draft Options and Justification Report, California Environmental Quality Act Thresholds of Significance*, October 2009, page 67.

⁵⁴ Bay Area Air Quality Management District, *California Environmental Quality Act Air Quality Guidelines*, May 2017, page D-43.

Fine Particulate Matter

In April 2011, the EPA published Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, “Particulate Matter Policy Assessment.” In this document, EPA staff strongly support a PM_{2.5} standard within the range of 12 to 11 µg/m³.⁵⁵ The air pollutant exposure zone for San Francisco is based on the health-protective PM_{2.5} standard of 11 µg/m³, as supported by the EPA’s Policy Assessment for the Particulate Matter Review of the National Ambient Air Quality Standards, although lowered to 10 µg/m³ to account for uncertainty in accurately predicting air pollutant concentrations using emissions modeling programs.

Proximity to Freeways

According to the California Air Resources Board (air board), studies have shown an association between the proximity of sensitive land uses to freeways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. Siting sensitive uses near freeways increases both exposure to air pollution and the potential for adverse health effects. As evidence shows that sensitive uses in an area within a 500-foot buffer of any freeway are at an increased health risk from air pollution,⁵⁶ parcels that are within 500 feet of freeways are included in the air pollutant exposure zone.

Health Vulnerable Locations

Based on the air district’s evaluation of health vulnerability in the Bay Area, those zip codes (94102, 94103, 94110, 94124, and 94130) in the worst quintile of Bay Area health vulnerability scores as a result of air pollution-related causes were afforded additional protection by lowering the standards for identifying parcels in the air pollutant exposure zone to: (1) an excess cancer risk greater than 90 per one million persons exposed, and/or (2) PM_{2.5} concentrations in excess of 9 µg/m³.⁵⁷

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 not located within the air pollutant exposure zone; therefore, health code article 38 does not apply to the proposed project. In addition, projects within the Air Pollutant Exposure Zone require special consideration to determine whether the project’s activities would add a substantial amount of emissions to areas already adversely affected by poor air quality.

⁵⁵ United States Environmental Protection Agency, *Policy Assessment for the Review of the Particulate Matter National Ambient Air Quality Standards*. April 2011. Available at: <https://www3.epa.gov/ttn/naaqs/standards/pm/data/20110419pmpafinal.pdf>. Accessed February 5, 2021.

⁵⁶ California Air Resources Board, *Air Quality and Land Use Handbook: A Community Health Perspective*. April 2005. Available online at: <http://www.arb.ca.gov/ch/landuse.htm>. Accessed February 5, 2021

⁵⁷ San Francisco Planning Department and San Francisco Department of Public Health, *San Francisco Citywide Health Risk Assessment: Technical Support Documentation*. September 2020.

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

The most recently adopted air quality plan for the air basin is the air district's 2017 clean air plan.⁵⁸ The clean air plan is a road map that demonstrates how the San Francisco Bay Area will achieve compliance with the state ozone standards and how the region will reduce the transport of ozone and ozone precursors to neighboring air basins. In determining consistency with the clean air plan, this analysis considers whether the project would: (1) support the primary goals of the plan; (2) include applicable control measures from the plan; and (3) avoid disrupting or hindering implementation of control measures identified in the plan.

The primary goals of the clean air plan are to: (1) protect air quality and health at the regional and local scale; (2) eliminate disparities among Bay Area communities in cancer health risk from toxic air contaminants; and (3) protect the climate by reducing greenhouse gas emissions. To meet the primary goals, the plan recommends 85 specific control measures and actions. These control measures are grouped into various categories and include stationary and area source measures, mobile source measures, transportation control measures, land use measures, and energy and climate measures. To the extent that the air district has regulatory authority over an emissions source generated by the project, the control measures may be requirements of the proposed project. Other measures in the plan not within the air district's regulatory authority may be advisory or are otherwise not specifically applicable to land use development projects.

The clean air plan recognizes that to a great extent, community design dictates individual travel mode, and that a key long-term control strategy to reduce emissions of criteria pollutants, air toxics, and greenhouse gases from motor vehicles is to channel future Bay Area growth into vibrant urban communities where goods and services are close at hand, and people have a range of viable transportation options.

The measures most applicable to the proposed project are transportation control measures and energy and climate control measures. The proposed project's impacts with respect to greenhouse gases are discussed in Section D.9, Greenhouse Gas Emissions, which demonstrates that the proposed project would comply with the applicable provisions of the city's greenhouse gas reduction strategy.

The compact development of the proposed project and high availability of viable transportation options ensure that 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 33 net new vehicle trips would result in a negligible increase in air pollutant emissions. Furthermore, the proposed project would be generally consistent with the San Francisco General Plan. Transportation control measures that are identified in the clean air plan are implemented by the San Francisco General Plan and the Planning Code, for example, through the city's Transit First Policy, bicycle parking requirements, and transit impact development fees. Compliance with these requirements would ensure 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 clean air plan's primary goals.

⁵⁸ 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 February 5, 2021.

Examples of a project that could cause the disruption or delay of clean air plan control measures are projects that would preclude the extension of a transit line or bike path, or projects that propose excessive parking beyond parking requirements. The proposed project would result in the development of health service and residential uses in 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 on-site parking, and thus it would not disrupt or hinder implementation of control measures identified in the clean air plan.

For the reasons described above, the proposed project would not interfere with implementation of the clean air plan, and because the proposed project would be consistent with the applicable air quality plan that demonstrates how the region will improve ambient air quality and achieve the state and federal ambient air quality standards, this impact would be less than significant, and no mitigation would be required.

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

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

Construction Air Quality Impacts

Construction activities (short term) typically result in emissions of ozone precursors and fine particulate matter in the form of dust (fugitive dust) and exhaust (e.g., vehicle tailpipe emissions). Emissions of ozone precursors and fine particulate matter are primarily a result of the combustion of fuel from on-road and off-road vehicles. However, ROG's are also emitted from activities that involve painting, other types of architectural coatings, or asphalt paving. The proposed project includes the following phases: deconstruction, excavation, concrete and framing, elevator equipment and shaft, interior rough-in, exterior façade, interior finishes, civil sidewalk, testing, and final inspections. During the project's approximately 23-month construction period, construction activities would have the potential to result in emissions of ozone precursors and fine particulate matter, as discussed below.

Fugitive Dust. Project-related excavation, grading, and other construction activities may cause wind-blown dust that could contribute particulate matter into the local atmosphere. Depending on exposure, adverse health effects can occur due to this particulate matter in general and also due to specific contaminants such as lead or asbestos that may be constituents of soil. The current health burden of particulate matter demands that, where possible, public agencies take feasible available actions to reduce sources of particulate matter exposure.

In response, the San Francisco Board of Supervisors approved the Construction Dust Control Ordinance (Ordinance 176-08, effective July 30, 2008) with the intent of reducing the quantity of dust generated during site preparation, demolition, and construction work to protect the health of the general public and of onsite workers, minimize public nuisance complaints, and avoid orders to stop work by the Department of Building Inspection.

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

In compliance with the Construction Dust Control Ordinance, the project sponsor and the contractor responsible for construction activities at the project site would be required to use the following practices to control construction dust on the site or other practices that result in equivalent dust control that are acceptable to the director. Dust suppression activities may include watering all active construction areas sufficiently to prevent dust from becoming airborne; increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. During excavation and dirt-moving activities, contractors shall wet sweep or vacuum the streets, sidewalks, paths, and intersections where work is in progress at the end of the workday. Inactive stockpiles (where no disturbance occurs for more than seven days) greater than 10 cubic yards or 500 square feet of excavated material, backfill material, import material, gravel, sand, road base, and soil shall be covered with a 10 mil (0.01 inch) polyethylene plastic (or equivalent) tarp, braced down, or use other equivalent soil stabilization techniques. San Francisco ordinance 175-91 restricts the use of potable water for soil compaction and dust control activities undertaken in conjunction with any construction or demolition project occurring within the boundaries of San Francisco, unless permission is obtained from the San Francisco Public Utilities Commission. Nonpotable water must be used for soil compaction and dust control activities during project construction and demolition. The San Francisco Public Utilities Commission operates a recycled water truck fill station at the Southeast Water Pollution Control Plant that provides recycled water for these activities at no charge.

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

Criteria Air Pollutants. As discussed above, construction activities would result in emissions of criteria air pollutants from the use of off- and on-road vehicles and equipment and other construction activities. To assist lead agencies in determining whether short-term construction-related air pollutant emissions require further analysis as to whether the project may exceed the criteria air pollutant significance thresholds shown in Table 8, above, the air district developed screening criteria.⁵⁹ If a proposed project meets the screening criteria, then construction of the project would result in less-than-significant criteria air pollutant impacts. A project that exceeds the screening criteria may require a detailed air quality assessment to determine whether criteria air pollutant emissions would exceed significance thresholds. The *CEQA Air Quality Guidelines* note that the screening levels are generally representative of new development on greenfield⁶⁰ 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 include a total of 7,250 square feet of health service uses and four residential units. The size of the proposed project would be below the criteria air pollutant screening size of 277,000 square feet of medical office building land uses and 240 apartment mid-rise dwelling units as identified in the air district's CEQA Air Quality Guidelines. Thus, quantification of construction-related criteria air

⁵⁹ Bay Area Air Quality Management District, *California Environmental Quality Air Quality Guidelines*, May 2017.

⁶⁰ A greenfield site refers to agricultural or forest land or an undeveloped site earmarked for commercial, residential, or industrial projects.

pollutant emissions is not required, and the proposed project's construction activities would result in a less-than-significant impact, and no mitigation would be required.

Operational Air Quality Impacts

Land use projects typically result in emissions of criteria air pollutants and toxic air contaminants primarily from an increase in motor vehicle trips. However, land use projects may also result in criteria air pollutants and toxic air contaminants from combustion of natural gas, landscape maintenance, use of consumer products, and architectural coating. The following addresses air quality impacts resulting from operation of the proposed project.

As discussed above, the air district has developed screening criteria to determine whether a project requires an analysis of project-generated criteria air pollutants. This includes operational screening criteria. If all the operational screening criteria are met by a proposed project, then the lead agency or applicant does not need to perform a detailed air quality assessment.

The proposed project includes a total of 7,250 square feet of health service uses and four residential units. The proposed project would be below the criteria air pollutant screening size of 48,000 square feet of medical office building land uses and 494 apartment mid-rise dwelling units as identified in the air district's CEQA Air Quality Guidelines. Thus, quantification of project-generated criteria air pollutant emissions is not required, and the proposed project would not exceed any of the significance thresholds for criteria air pollutants and would result in a less-than-significant impact with respect to criteria air pollutants.

Impact AQ-3: The proposed project's construction and operational activities would generate toxic air contaminants, including diesel particulate matter, that would expose sensitive receptors to substantial pollutant concentrations. (*Less than Significant with Mitigation*)

Construction Impacts

As discussed above, the project site is within an Air Pollutant Exposure Zone; however, at the time the project application was submitted, the project site was not located within the Air Pollutant Exposure Zone. Therefore, the proposed project is not subject to article 38 requirements. With regard to construction emissions, off-road equipment (which includes construction-related equipment) is a large contributor to diesel particulate matter emissions in California, although since 2007, the California air board has found the emissions to be substantially lower than previously expected. Newer and more refined emission inventories have substantially lowered the estimates of diesel particulate matter emissions from off-road equipment such that off-road equipment is now considered the sixth largest source of diesel particulate matter emissions in California. This reduction in emissions is due, in part, to effects of the economic recession and refined emissions estimation methodologies. For example, revised fine particulate matter emission estimates for the year 2010, which diesel particulate matter is a major component of total fine particulate matter, have decreased by 83 percent from previous 2010 emission estimates for the air basin. Approximately half of the reduction can be attributed to the economic recession and approximately half can be attributed to updated assumptions independent of the economic recession (e.g., updated methodologies used to better assess construction emissions).

Additionally, a number of federal and state regulations are requiring cleaner off-road equipment. Specifically, both the EPA and the California air board have set emissions standards for new off-road

equipment engines, ranging from Tier 1 to Tier 4. Tier 1 emission standards were phased in between 1996 and 2000, and Tier 4 Interim and Final emission standards for all new engines were phased in between 2008 and 2015. To meet the Tier 4 emission standards, engine manufacturers will be required to produce new engines with advanced emission-control technologies. Although the full benefits of these regulations will not be realized for several years, the EPA estimates that by implementing the federal Tier 4 standards, NO_x and PM emissions will be reduced by more than 90 percent.

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.”

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

Construction activities would occur over the approximate 23-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. Therefore, implementation of Mitigation Measure M-AQ-3, Clean Off-Road Construction Equipment, would reduce the magnitude of this impact to a less-than-significant level.

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 (ARB) Tier 4 Interim or Tier 4 Final off-road emission standards.
2. Where access to alternative sources of power are available, portable diesel engines (e.g., generators) shall be prohibited.
3. Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as provided in exceptions to the applicable state

regulations regarding idling for off-road and on-road equipment (e.g., traffic conditions, safe operating conditions). The contractor shall post legible and visible signs in English, Spanish, and Chinese in designated queuing areas and at the construction site to remind operators of the two-minute idling limit.

4. The project sponsor shall instruct construction workers and equipment operators on the maintenance and tuning of construction equipment and require that such workers and operators properly maintain and tune equipment in accordance with manufacturer specifications.

B. Waivers

1. The planning department's environmental review officer or designee (ERO) may waive the alternative source of power requirement of Subsection (A)(2) if an alternative source of power is limited or infeasible at the project site. If the ERO grants the waiver, the contractor must submit documentation that the equipment used for onsite power generation meets the requirements of Subsection (A)(1).
2. The ERO may waive the equipment requirements of Subsection (A)(1) if: a particular piece of off-road equipment 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 (as reasonably available at the time of plan submission), but is not limited to: equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, engine serial number, and expected fuel usage and hours of operation. For 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 onsite during working hours. The project sponsor shall post at the construction site a legible and visible sign summarizing the plan. The sign shall also state that the public may ask to inspect the plan for the project at any time during working hours and shall explain how to request to

inspect the plan. The project sponsor shall post at least one copy of the sign in a visible location on each side of the construction site facing a public right-of-way.

- D. Monitoring:** After start of construction activities, the contractor shall submit reports every six months to the ERO documenting compliance with the plan. After completion of construction activities and prior to receiving a final certificate of occupancy, the project sponsor shall submit to the ERO a final report summarizing construction activities, including the start and end dates and duration of each construction phase, and the specific information required in the plan.

While emission reductions from limiting idling, educating workers, and properly maintaining equipment are difficult to quantify, other measures, specifically the requirement for equipment with Tier 4 compliant emissions, can reduce construction emissions by 93 to 96 percent compared to equipment with engines meeting Tier 1 or Tier 2 emission standards.⁶¹ Therefore, compliance with Mitigation Measure M-AQ-4 would reduce construction toxic air contaminant emissions impacts on nearby sensitive receptors to a less-than-significant level.

Operational Impacts

As discussed above, the project site is within an Air Pollutant Exposure Zone; however, at the time the project application was submitted, the project site was not located within the Air Pollutant Exposure Zone. Therefore, the proposed project is not subject to Article 38 requirements. However, the proposed project would generate toxic air contaminants associated with vehicle trips and an onsite natural gas generator, as discussed below.

Vehicle Trips. Individual projects result in emissions of toxic air contaminants primarily as a result of an increase in vehicle trips. The air district considers roads with less than 10,000 vehicles per day “minor, low-impact” sources that do not pose a significant health impact even in combination with other nearby sources and recommends that these sources be excluded from the environmental analysis. The proposed project’s 33 net new 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. Therefore, this impact would be less than significant, and no mitigation measures would be required.

Onsite Natural Gas Generator. The proposed project would include a backup emergency generator. Emergency generators are regulated by the air district through its New Source Review (regulation 2, rule 5) permitting process. The project sponsor would be required to obtain applicable permits to operate an emergency generator from the air district. Although emergency generators are intended only to be used in periods of power outages, monthly testing of the generator would be required. The air district limits testing to no more than 50 hours per year. Additionally, as part of the permitting process, the air district limits the excess cancer risk from any facility to no more than ten per one million population and requires any source that would result in an excess cancer risk greater than one per one million population to install Best Available

⁶¹ 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 United States Environmental Protection Agency 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.

Control Technology for Toxics. Compliance with the air district permitting process would ensure that project-generated toxic air contaminant emissions would not expose sensitive receptors to substantial air pollutant concentrations, and toxic air contaminant emissions would be less than significant. No mitigation measures would be required.

Impact AQ-4: The proposed project would not create objectionable odors that would affect a substantial number of people. (*Less than Significant*)

Typical odor sources of concern include wastewater treatment plants, sanitary landfills, transfer stations, composting facilities, petroleum refineries, asphalt batch plants, chemical manufacturing facilities, fiberglass manufacturing facilities, auto body shops, rendering plants, and coffee roasting facilities. During construction, diesel exhaust from construction equipment would generate some odors. However, construction-related odors would be temporary and would not persist upon project completion. Observation indicates that the project site is not substantially affected by sources of odors. Additionally, the proposed project includes the development of a health service and a residential use building and would therefore not create a significant source of new odors. Therefore, odor impacts would be less than significant.

Impact C-AQ-1. The proposed project, in combination with cumulative projects, would not 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 nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulative adverse air quality impacts. The project-level thresholds for criteria air pollutants are based on levels by which new sources are not anticipated to contribute to an air quality violation or result in a considerable net increase in criteria air pollutants. Therefore, a cumulative criteria air pollutant analysis is presented in Impact AQ-2. The remainder of this cumulative air quality analysis addresses cumulative health risks and odor impacts to sensitive receptors.

The project site is located in an area that already experiences poor air quality, and project construction activities would generate additional air pollution. 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 project's incremental increase in localized toxic air contaminant emissions resulting from new vehicle trips and use of the back-up generator would be minor and would not contribute substantially to cumulative toxic air contaminant emissions that could affect nearby and proposed sensitive land uses. 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 air quality impacts would be considered less than significant.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.9. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Greenhouse gas (GHG) emissions and global climate change represent cumulative impacts. GHG emissions cumulatively contribute to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature; instead, the combination of GHG emissions from past, present, and future projects have contributed and will continue to contribute to global climate change and its associated environmental impacts. 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.⁶² 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 Update⁶³ 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,⁶⁴ which far exceeds the goal of 2020 GHG emissions equaling those in 1990 set in Executive Order S-3-05⁶⁵ and the California Global Warming

⁶² Bay Area Air Quality Management District, CEQA Thresholds and Guidelines Update. Available: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed: May 14, 2022.

⁶³ San Francisco Planning Department, *2017 Greenhouse Gas Reduction Strategy Update*, July 2017. Available: <https://sfplanning.org/project/greenhouse-gas-reduction-strategies>. Accessed: May 14, 2022.

⁶⁴ San Francisco Department of the Environment, *San Francisco’s 2019 Carbon Footprint*. Available: <https://sfenvironment.org/carbonfootprint>. Accessed: May 14, 2022.

⁶⁵ Office of the Governor, Executive Order S-3-05, June 1, 2005. Available: <https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/5129-5130.pdf>. Accessed: May 14, 2022.

Solutions Act.⁶⁶ The city has also met and exceeded the 2030 target of 40 percent reduction below 1990 levels set in the California Global Warming Solutions Act of 2016⁶⁷ and the air district's 2017 Clean Air Plan⁶⁸ more than 10 years before the target date.

San Francisco's GHG reduction goals, updated in July 2021 by ordinance 117-02,⁶⁹ are consistent with, or more aggressive than, the long-term goals established under executive orders S-3-05,⁷⁰ B-30-15,⁷¹ B-55-18,⁷² the California Global Warming Solutions Act of 2016.⁷³ 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.⁷⁴ 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

⁶⁶ California Legislative Information, Assembly Bill 32, September 27, 2006. Available: http://www.leginfo.ca.gov/pub/05-06/bill/asm/ab_0001-0050/ab_32_bill_20060927_chaptered.pdf. Accessed: May 14, 2022.

⁶⁷ California Legislative Information, Senate Bill 32, September 8, 2016. Available: https://leginfo.ca.gov/faces/billPdf.xhtml?bill_id=201502160SB32&version=201505B3288CHP. Accessed: May 14, 2022.

⁶⁸ Bay Area Air Quality Management District. 2017. Clean Air Plan. September 2017. Available: <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>. Accessed: May 14, 2022.

⁶⁹ San Francisco Board of Supervisors. *Ordinance No. 117-21, File No. 210563*. July 20, 2021. Available: <https://sfbos.org/sites/default/files/o0117-21.pdf>. Accessed: May 14, 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.

⁷⁰ 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.

⁷¹ Office of the Governor, *Executive Order B-30-15*, April 29, 2015. Available: <https://www.ca.gov/archive/gov39/2015/04/29/news18938/>. Accessed: May 14, 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.

⁷² Office of the Governor, *Executive Order B-55-18*, September 18, 2018. Available: <https://www.ca.gov/archive/gov39/wp-content/uploads/2018/09/9.10.18-Executive-Order.pdf>. Accessed: May 14, 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.

⁷³ 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.

⁷⁴ 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.

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.

Impact C-GG-1: The proposed project would not generate GHG emissions 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 be subject to regulations adopted to reduce GHG emissions as identified in the GHG reduction strategy. As discussed below, compliance with the applicable regulations would reduce the project's GHG emissions related to transportation, energy use, waste disposal, wood burning, and use of refrigerants.

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

The proposed project would be required to comply with the energy efficiency requirements of the City's Green Building Code, Residential Water Conservation Ordinance, Commercial Water Conservation Ordinance, and Residential Energy Conservation Ordinance, which would promote energy and water efficiency, thereby reducing the proposed project's energy-related GHG emissions.⁷⁵

The proposed project's waste-related emissions would be reduced through compliance with the City's Recycling and Compositing Ordinance, Construction and Demolition Debris Recovery Ordinance, Construction and Demolition Debris Recycling Requirements, and Green Building Code requirements. These regulations reduce the amount of materials sent to a landfill, reducing GHGs emitted by landfill operations. These regulations also promote reuse of materials, conserving their embodied energy⁷⁶ and reducing the energy required to produce new materials.

Compliance with the City's street tree planting requirements would serve to increase carbon sequestration. Other regulations, including those limiting refrigerant emissions and the air district's wood-burning regulations would reduce emissions of GHGs and black carbon, respectively. Regulations requiring low-emitting finishes would reduce volatile organic compounds.⁷⁷ Thus, the proposed project was determined to be consistent with San Francisco's GHG reduction strategy.⁷⁸

In addition, the proposed project would comply with other applicable regulations that would reduce the project's GHG emissions related to energy use and waste disposal. As discussed above, these regulations have proved effective as San Francisco has reduced its GHG emissions by 41 percent below 1990 levels,

⁷⁵ Compliance with water conservation measures reduce the energy (and GHG emissions) required to convey, pump and treat water required for the project.

⁷⁶ Embodied energy is the total energy required for the extraction, processing, manufacture and delivery of building materials to the building site.

⁷⁷ While not a GHG, volatile organic compounds are precursor pollutants that form ground level ozone. Increased ground level ozone is an anticipated effect of future global warming that would result in added health effects locally. Reducing volatile organic compound emissions would reduce the anticipated local effects of global warming.

⁷⁸ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 729 Bush Street, April 12, 2022.

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 as well as the air district’s performance criteria related to GHGs, it would also be consistent with the GHG reduction goals of executive orders S-3-05, B-30-15, B-55-18, 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.

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

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

To determine whether a project would alter wind in a manner that substantially affects public areas, the planning department applies the wind hazard criterion established in section 148 of the San Francisco Planning Code. In accordance with section 148, a project would result in hazardous wind conditions if it would cause ground-level wind speeds that exceed 26 mph for one hour or more per year.⁷⁹

In general, new buildings less than approximately 85 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. Therefore, wind studies are not required for buildings under 85 feet in height. The proposed project would be a maximum of approximately 50 feet in height (66 feet with mechanical screenings), which is similar or lower in height compared to the immediately adjacent buildings. Furthermore, the proposed building would not include any elements that would create or exacerbate wind hazards. Therefore, the proposed project would have a less than significant impact on wind hazards in publicly accessible areas or pedestrian zones.

⁷⁹ San Francisco Planning Code Section 148. Available at: [http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanfrancisco_ca\\$anc=JD_138.1](http://library.amlegal.com/nxt/gateway.dll/California/planning/article12dimensionsareasandopenspaces?f=templates$fn=default.htm$3.0$vid=amlegal:sanfrancisco_ca$anc=JD_138.1). Accessed November 9, 2022.

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

As discussed above, the proposed building would not be expected to result in a significant wind impact to pedestrian zones and public space. In addition, typically only buildings that are directly adjacent to one another and greater than 85 feet in height could combine to generate significant cumulative wind impacts. Surrounding buildings are predominantly one to four story buildings in all directions. In addition, there are no planned development projects adjacent to the project site greater than 85 feet in height. Therefore, the proposed project would not contribute to a significant cumulative wind impact. For these reasons, the proposed project would not combine with other projects in the vicinity to create significant cumulative wind impacts.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.11. SHADOW. Would the project:					
a) Create new shadow that substantially and adversely affects the use and enjoyment of publicly accessible open spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact 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 Union Square, located two blocks (0.2 mile) south of the project site on Powell Street between Post and Geary 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 66 feet in height, indicated that the proposed project would not cast any new shadows on Union Square 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

⁸⁰ San Francisco Planning Department, Preliminary Shadow Fan Analysis: 729 Bush Street, November 8.

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 14, 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.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.12. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

As discussed in Topic D.3(a), Population and Housing, the proposed project would add 10 new permanent residents to the project site and therefore would not result in a substantial increase in population. The closest parks to the project site include Union Square, located approximately 0.13 miles south of the project site, and Huntington Park, located approximately 0.2 miles northwest of the project site. Project residents would be expected to access these and other parks in the vicinity of the site; however, this is considered a small increase and would not result in physical deterioration of these facilities or result in the need for new facilities to serve project residents. Therefore, the proposed project would have a less than significant impact to existing neighborhood parks or recreational facilities.

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

The residential units on the fourth floor would each include a private outdoor deck, and a roof deck would provide an additional approximately 560 square feet of common residential open space. The impacts associated with development of this open space area are evaluated in the appropriate topical sections of this initial study. In addition, as discussed above the project would only add a small number of new users to existing facilities, and thus would not result in the need for new or expanded facilities. Therefore, the proposed project would have a less than significant impact due to new or expanded facilities.

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

The cumulative context for recreation is the City of San Francisco. The Recreation and Open Space Element of the General Plan provides a framework for providing a high-quality open space system for its residents, while accounting for expected population growth through year 2040. In addition, San Francisco voters passed two bond measures, in 2008 and 2012, to fund the acquisition, planning, and renovation of the City’s network of recreational resources. As discussed above, there are two parks, open spaces, or other recreational facilities within walking distance of the project site. These existing recreational facilities would be able to accommodate the increase in demand for recreational resources generated by nearby cumulative development projects without resulting in physical degradation of recreational resources. For these reasons, the proposed project would not combine with other projects in the vicinity to create a significant cumulative impact on recreational facilities.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.13. UTILITIES AND SERVICES. Would the project:					
a) Require or result in the relocation or construction of new or expanded, water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact UT-1: The proposed project would not require or result in the relocation or construction of new or expanded, water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, nor would it result in a determination by the wastewater treatment provider that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (*Less than Significant*)

The project site is served by the City's combined sewer system, which collects and treats most of the wastewater and stormwater at one of the three San Francisco Public Utilities Commission (SFPUC) treatment facilities. Wastewater and stormwater generated by the project would be treated at the Southeast Water Pollution Control Plant to standards contained in the city's National Pollutant Discharge Elimination System Permit prior to discharge into the San Francisco Bay. The treatment and discharge standards are set and regulated by the Regional Water Quality Control Board. The Southeast Plant has the capacity to treat up to 85 million gallons per day (mgd) of dry weather wastewater flows and up to 250 mgd of wet weather combined wastewater and stormwater flows. In 2012–2014, average dry weather flows to the Southeast Plant ranged from 58 to 61 mgd, projected to increase to 69 mgd by 2045.⁸¹

As described in Section C, Summary of Environmental Effects, the proposed project would add approximately 10 residents and 21 employees to the project site. The proposed project would incorporate water-efficient fixtures, as required by Title 24 of the California Code of Regulations and the San Francisco Green Building Ordinance. Compliance with these regulations would reduce wastewater flows and the amount of potable water used for building functions. The SFPUC's 2020 Urban Water Management Plan (UWMP)⁸² and Sewer System Management Plan⁸³ 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

⁸¹ San Francisco Planning Department, *Biosolids Digester Facilities Project, Final Environmental Impact Report*, Record No. 2015-000644ENV, State Clearinghouse No. 2015062073, certified March 8, 2018.

⁸² San Francisco Public Utilities Commission, *2020 Urban Water Management Plan for the City and County of San Francisco*, June 2021.

⁸³ San Francisco Public Utilities Commission, *San Francisco Sewer System Management Plan*, September 2021.

population increase associated with the proposed project would not require the construction of new or expansion of existing wastewater treatment facilities.

The project site has been developed since at least 1911 and with the expansion of the basement across the entire property, in combination with the existing building, the entirety of the project site would be covered in impervious surfaces. The project site currently contains approximately 3,000 square feet of impervious surfaces and 780 square feet of pervious surfaces. Implementation of the proposed project would result in the entire project site (3,780 square feet) being covered in impervious surfaces. 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.⁸⁴ However, considering the small change in square footage, it is not anticipated that this would result in a significant increase in the concentration of pollutants in stormwater runoff that would result in the need for the construction of new or expanded stormwater drainage and treatment facilities. Impacts on stormwater infrastructure would be less than significant, and no mitigation measures would be required.

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

The proposed project would result in an incremental increase in the demand for electricity, natural gas, and telecommunications, which is not in excess of amounts expected and provided for in the project area by utility service providers. 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. 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 electricity, natural gas, and telecommunications would be provided to meet the needs of the project.

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

⁸⁴ 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.

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

The SFPUC adopted the 2020 UWMP on June 11, 2021 for the City and County of San Francisco. The 2020 UWMP estimates that current and projected water supplies will be sufficient to meet future retail demand through 2045 under a normal year and single dry year. In a multiple dry-year event, the SFPUC anticipates a shortage in supplies of 10 percent during years four and five of an extended drought at 2045 levels of demand, which would result in a 5 percent demand reduction for retail customers.⁸⁵

In 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives with the goal of increasing salmonid populations in three San Joaquin River tributaries and the Bay-Delta. The SWRCB has stated that it intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by the year 2022, assuming all required approvals are obtained. However, implementation of the plan is uncertain for several reasons, including lawsuits and litigation, unclear responsibility, and impacts of other policies and permits. Due to the level of uncertainty surrounding the Bay-Delta Plan, the UWMP presents future supply scenarios considering reduced supply due to the full implementation of the plan starting in 2023. These projections indicate that the SFPUC would be able to meet projected water demands during normal years but would experience supply shortages in single dry years or multiple dry years. During single dry years, a retail supply shortfall of 14 percent to 25 percent (11–20 mgd) is expected, and during a multiple dry-year event, a retail shortfall of up to 35 percent (29 mgd) is anticipated by the fifth dry year at 2045 projected levels of demand.⁸⁶

The proposed project does not require a water supply assessment under the California Water Code. Under sections 10910 through 10915 of the California Water Code, urban water suppliers like the SFPUC must prepare water supply assessments for certain large “water demand” projects, as defined in CEQA Guidelines section 15155. The proposed project would include approximately 7,220 square feet of health service space and four residential units; as such, it does not qualify as a “water-demand” project as defined by CEQA Guidelines section 15155(a)(1), and a water supply assessment is not required and has not been prepared for the project.

While a water supply assessment is not required, the following discussion provides an estimate of the project’s maximum water demand in relation to the three supply scenarios (normal years, single dry years, and multiple dry years). 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

⁸⁵ San Francisco Public Utilities Commission, *2020 Urban Water Management Plan for the City and County of San Francisco*, June 2021.

⁸⁶ Ibid.

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 cumulative impacts on the environment. It also considers whether a high level of rationing would be required that could have significant cumulative impacts. It is only under this cumulative context that development in San Francisco could have the potential to require new or expanded water supply facilities or require the SFPUC to take other actions, which in turn could result in significant physical environmental impacts related to water supply. If significant cumulative impacts could result, then the analysis considers whether the project would make a considerable contribution to the cumulative impact.

Based on guidance from the California Department of Water Resources and a citywide demand analysis, the SFPUC has established 50,000 gallons per day as an equivalent project demand for projects that do not meet the definitions provided in CEQA Guidelines section 15155(a)(1). The development proposed by the project (7,220 square feet of health service space and four residential units) would represent approximately 0.8 percent of the 500-unit limit and approximately 2.9 percent of the 250,000 square feet of commercial office space provided in section 15155(1)(A) and (B), respectively. In addition, the proposed project would incorporate water-efficient fixtures as required by Title 24 of the California Code of Regulations and the city’s Green Building Ordinance. It is therefore reasonable to assume that the proposed project would result in an average daily demand of much less than 50,000 gallons per day of water.

The SFPUC has prepared estimates of total retail demand in five-year intervals from 2025 through 2045. Assuming the proposed project would demand no more than 50,000 gallons of water per day (or 0.05 mgd), **Table 9, Proposed Project Water Demand Relative to Total Retail Demand**, compares this maximum with the total retail demand from 2025 through 2045. At most, the proposed project’s water demand would represent a small fraction of the total projected retail water demand, ranging from 0.07 to 0.06 percent between 2025 and 2045. As such, the proposed project’s water demand is not substantial enough to require or result in the relocation or construction of new or expanded water facilities that could cause significant environmental effects.

Table 9 Proposed Project Water Demand Relative to Total Retail Demand

	2025	2030	2035	2040	2045
Total Retail Demand*	70.7	72.4	74.5	77.4	80.6
Total Demand of Proposed Project	0.05	0.05	0.05	0.05	0.05
Total Demand of Proposed Project as Percentage of Total Retail Demand	0.07%	0.07%	0.07%	0.06%	0.06%

*Source: 2020 Urban Water Management Plan for the City and County of San Francisco.

Sufficient water supplies would be available to serve the proposed project and reasonably foreseeable future development in normal, dry, and multiple dry years unless the Bay-Delta Plan Amendment is implemented. As indicated above, the proposed project’s maximum demand would represent less than 0.06 percent of the total retail demand in 2045 when implementation of the Bay-Delta Plan Amendment would result in a retail supply shortfall of up to 35 percent in a multiyear drought. The SFPUC has indicated that it is accelerating its efforts to develop additional water supplies and explore other projects that would increase overall water supply resilience in the case that the Bay-Delta Plan Amendment is implemented. The SFPUC has identified possible projects that it will study, but it has not determined the feasibility of the possible projects, has not made any decision to pursue any particular supply projects, and has determined that the identified potential projects would take anywhere from 10 to 30 years or more to implement. The potential impacts that could

result from the construction and/or operation of any such water supply facility projects cannot be identified at this time. In any event, under such a worst-case scenario, the demand for the SFPUC to develop new or expanded dry-year water supplies would exist regardless of whether the proposed project is constructed.

Given the long lead times associated with developing additional water supplies, in the event the Bay-Delta Plan Amendment were to take effect sometime after 2022 and result in a dry-year shortfall, the expected action of the SFPUC for the next 10 to 30 years (or more) would be limited to requiring increased rationing. Both direct and indirect environmental impacts could result from high levels of rationing. However, the small increase in potable water demand attributable to the project compared to citywide demand would not substantially affect the levels of dry-year rationing that would otherwise be required throughout the city. Therefore, the proposed project would not make a considerable contribution to a cumulative environmental impact caused by implementation of the Bay-Delta Plan Amendment.

Impact UT-3: The proposed project would not generate solid waste in excess of state or local standards, would not impair the attainment of solid waste reduction goals, and would comply with statutes, regulations, and reduction goals concerning solid waste. (*Less than Significant*)

In September 2015, the city entered into a landfill disposal agreement with Recology, Inc. for disposal of all solid waste collected in San Francisco, at the Recology Hay Road Landfill in Solano County, through September 2024 or until 3.4 million tons have been disposed of, 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 of, whichever occurs first.⁸⁷ 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 recycled⁸⁸ (see discussion below). At the current rate of disposal, the landfill has operating capacity until 2041. The city's contract with the Recology Hay Road Landfill will extend until 2031 or when the city has disposed of 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.

San Francisco set a goal of 75 percent solid waste diversion by 2010, which it exceeded at 80 percent diversion.⁸⁹ The current goal, set in 2018, is to reduce total waste generation by 15 percent and disposal to landfill by 50 percent before 2030.⁹⁰ 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

⁸⁷ San Francisco Planning Department, Agreement for Disposal of San Francisco Municipal Solid Waste at Recology Hay Road Landfill in Solano County, Final Negative Declaration, Planning Department Case No. 2014.0653, May 21, 2015, http://sfmea.sfplanning.org/2014.0653E_Revised_FND.pdf. Accessed December 2020.

⁸⁸ CalRecycle, 2010, Jurisdiction diversion/disposal rate detail. <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionDetail.aspx?JurisdictionID=438&Year=2010>. Accessed December 2020.

⁸⁹ San Francisco Department of the Environment, San Francisco Ordinance No. 27-06, July 1, 2006, https://sfenvironment.org/sites/default/files/fliers/files/cd_ordinance.pdf. Accessed March 24, 2022.

⁹⁰ San Francisco Department of the Environment, Zero Waste – Frequently Asked Questions, <https://sfenvironment.org/zero-waste-faqs>. Accessed March 24, 2022.

demolition debris. San Francisco’s Mandatory Recycling and Composting Ordinance No. 100-09 requires all properties and persons in the city to separate their recyclables, compostables, and landfill trash.

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

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)

As described above, existing service management plans for water, wastewater, and solid waste disposal account for anticipated citywide growth. Furthermore, all projects in San Francisco would be required to comply with the same regulations described above that reduce stormwater, potable water, and waste generation. Therefore, the proposed project, in combination with other cumulative development projects, would not result in a significant cumulative utilities and service systems impact, and no mitigation would be required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.14. PUBLIC SERVICES. Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services such as fire protection, police protection, schools, parks, or other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project’s impacts on parks and open spaces are discussed in Section D.1, No Impact or Not Applicable Environmental Topics. 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. 2 at 1340 Powell Street, approximately 0.5 miles north of the project site.⁹¹ The project site receives police protection services from the San Francisco Police Department's Central Station at 766 Vallejo Street, approximately 0.7 miles north of the project site.⁹² Implementation of the proposed project would add about 10 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 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 an anticipated population increase of about 10 residents, some of which could consist of families with school-aged children. 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 10 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.⁹³ It is anticipated that the Chinatown Him Mark Lai Library at 1135 Powell Street (0.4 mile north 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.

⁹¹ <https://sf-fire.org/find-your-station>. Accessed October 18, 2022.

⁹² <https://www.sanfranciscopolice.org/station-finder>. Accessed October 18, 2022.

⁹³ https://sfpl.org/locations/#!/filters?sort_by=weight&sort_order=ASC. Accessed October 18, 2022.

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

The geographic 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 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
D.15. GEOLOGY AND SOILS. Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed project would connect to San Francisco’s sewer and stormwater collection and treatment system. It would not use a septic water disposal system. Therefore, Topic D.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 and findings provided in a *geotechnical investigation* that was conducted for the project site and proposed project.⁹⁴ The geotechnical investigation included a review of geological, geotechnical, and seismic conditions in the vicinity of the site; subsurface exploration consisting of drilling, sampling, and logging of two exploratory borings at the front and rear of the property; laboratory testing of selected samples to aid in soil classification and to help evaluate the engineering properties of the soils encountered at the site; and engineering analysis and evaluation of the subsurface and laboratory data to develop geotechnical design criteria.

The project site and immediate site vicinity are located in an area that slopes moderately toward the southeast (approximately 150 feet vertically per 1,000 feet laterally). The project site is located at an elevation of approximately 150 feet above mean sea level. The rear portion of the property slopes down moderately to steeply toward the rear property line. The existing basement retaining walls support cuts up to about 9 feet high along the front sides and daylight at the rear. Two exploratory borings were advanced during the geotechnical investigation to depths of 20 and 17.5 feet, respectively.

The site is underlain by fill material consisting of loose to medium dense poorly graded to clayey sand and very stiff sandy lean clay, below which is medium dense to dense poorly graded sand. Very dense poorly graded sand was encountered to the maximum depth explored of 17.5 feet. Soils encountered in the borings generally appeared to consist of sandy to silty material with limited cohesion, of low plasticity and with a relatively low potential for expansion. Groundwater was not encountered during the investigation at either boring.

The proposed project would require the excavation of approximately 600 cubic yards of soil to a depth of approximately 3 to 5 feet for extension of the existing basement and the excavation of approximately 2 to 10 feet of the sloped rear yard for the new utility basement. Given the soil conditions on the project site, the geotechnical report recommended foundation types that would meet seismic standards of the site including the use of drilled piers or helical anchors that extend below the fill and are embedded into dense sands of weathered bedrock or mat/slab or grade beams between the deep foundation elements across the basement levels; or design of any interior concrete slab-on-grade floors across the basement level as structural slabs supported on the deep foundations. The geotechnical report also recommended the installation of adequate damp-proofing below and behind the edges of the basement floors and behind the basement walls and use of temporary shoring systems, underpinning, and/or temporary support of the adjacent buildings during the proposed construction. Final foundation recommendations would be outlined

⁹⁴ Romig Engineers, Inc., *Geotechnical Investigation, Chen Building Addition, 729 Bush Street, San Francisco, California 94108*, February 2019.

in the final geotechnical report and would be reviewed and approved by DBI. Either foundation would ensure the proposed building could be built as proposed and would meet the applicable seismic safety standards. Overall, the geotechnical investigation concluded that the site is suitable for the proposed building addition provided the recommendations presented in the report are followed during design and construction. As part of the building permit review process, project plans 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, and would not be located on unstable soil that could result in lateral spreading, subsidence, liquefaction, or collapse. (Less than Significant)

Fault Rupture

There are no mapped through-going faults within or adjacent to the project site, and the site is not located within a State of California Earthquake Fault Zone. The closest active fault is the San Andreas fault, which is located approximately 8 miles southwest of the project site. Therefore, the potential of surface rupture occurring from active faulting at the site is low. As such, the proposed project would not exacerbate the potential for surface rupture and therefore would have no impact on fault ruptures, and no mitigation would be required.

Strong Seismic Ground Shaking

The San Francisco Bay Area is an active seismic region. Earthquakes in the region result from strain energy constantly accumulating because of the northwestward movement of the Pacific Plate relative to the North American Plate. On average, about 1.6 inches of movement occurs per year. Historically, the Bay Area has experienced large, destructive earthquakes in 1838, 1868, 1906, and 1989. The faults considered most likely to produce large earthquakes in the area include the San Andreas, San Gregorio, Hayward, and Calaveras faults. The San Gregorio fault is located approximately 11 miles southwest of the site. The Hayward and Calaveras faults are located approximately 10 and 21 miles northeast of the site, respectively.

In the future, the project site would undoubtedly experience severe ground shaking during moderate and large magnitude earthquakes produced along the San Andreas fault or other active Bay Area fault zones. Using information from recent earthquakes, improved mapping of active faults, ground motion prediction modeling, and a new model for estimating earthquake probabilities, a panel of experts convened by the U.S. Geological Survey has concluded there is a 72 percent chance for at least one earthquake of magnitude 6.7 or greater in the San Francisco Bay Area before 2043. The Hayward fault has the highest likelihood of an earthquake greater than or equal to magnitude 6.7 in the Bay Area, estimated at 33 percent, while the likelihood on the San Andreas and Calaveras faults is estimated at approximately 22 and 26 percent, respectively.⁹⁵

One of the primary geotechnical concerns for the proposed construction is the presence of up to 16 feet of loose to medium dense sands encountered in the borings, which is susceptible to dynamic densification during seismic shaking. Dynamic densification occurs during moderate and large earthquakes when soft

⁹⁵ Romig Engineers, Inc., Op. cit.

or loose, natural or fill soils densify and settle, often unevenly across a site. Based on the results of the analysis of these sand layers, it was estimated that total settlement of up to about 1.5 inches could occur at the ground surface within these sand layers due to severe ground shaking caused by a major earthquake. Assuming the basement level would be at least 4 feet below existing grade, about 1 inch of seismic-related differential settlement is possible across the basement level. As explained in the geotechnical investigation, the magnitude of this differential settlement could be reduced by supporting the basement levels on drilled or helical anchors extending below the soils susceptible to differential settlement. Alternatively, the differential settlement could potentially be reduced by an over excavation and compaction of loose to medium dense sand below the basement levels.

Overall, the geotechnical investigation concludes the site would be suitable provided the recommendations presented in the report are followed during design and construction. Additionally, the proposed project would be required to comply with the California Building Code (California Code of Regulations, Title 24) and the San Francisco Building Code, described in more detail below, which ensure the safety of all new construction in the state and city, respectively. Therefore, the proposed project would not have the potential to exacerbate seismic-related ground shaking and, as a result, would have a less-than-significant impact on strong seismic ground shaking. No mitigation would be required.

Liquefaction and Lateral Spreading

Liquefaction and lateral spreading of soils can occur when ground shaking causes saturated soils to lose strength due to an increase in pore pressure. Groundwater was not encountered during the geotechnical investigation, and soil conditions below groundwater were not observed or classified. However, according to the California Geological Survey, the project site is not within a designated liquefaction zone.⁹⁶

Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Because the potential for liquefaction at the site is low, the potential for lateral spreading is likewise low. Nevertheless, the proposed project would be required to comply with the California Building Code and the San Francisco Building Code, which would ensure that the proposed project would not exacerbate the potential for hazards related to liquefaction or lateral spreading. Therefore, impacts would be less than significant, and no mitigation measures would be required.

Landslides

According to the California Geological Survey, the project site is not within a designated earthquake-induced landslide hazard zone.⁹⁷ Nevertheless, as previously discussed, the proposed project would be required to comply with the California Building Code and the San Francisco Building Code, which would ensure that the proposed project would not exacerbate the potential for landslide hazards. Therefore, impacts would be less than significant, and no mitigation measures would be required.

⁹⁶ California Geological Survey, State of California Seismic Hazard Zones, City and County of San Francisco (Map Scale 1:24,000), November 17, 2000.

⁹⁷ Ibid.

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

The project site is fully developed and entirely occupied by the existing building, deck, surface pavements, and small rear yard that is vegetated with native grasses and small to large shrubs, and therefore contains minimal native topsoil. The proposed project would require the excavation of approximately 600 cubic yards of soil to a depth of approximately 3 to 5 feet for extension of the existing basement and the excavation of approximately 2 to 10 feet of the sloped rear yard for the new utility basement. As a result, the site could be affected by windborne and waterborne erosion during construction activities. The project sponsor and their contract 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. 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 be located on a geologic unit or soil that is unstable, or that could become unstable as a result of the project. (*Less than Significant*)

As described in the geotechnical investigation, the soils encountered in the borings generally appeared to consist of sandy to silty material with limited cohesion, of low plasticity and with a relatively low potential for expansion. The primary geotechnical concerns for the proposed construction are the presence of about 10 feet of fill encountered at the rear of the site and the presence of up to about 16 feet of loose to medium dense sands encountered in the borings. The sands are susceptible to dynamic densification during seismic shaking. The presence of moderate to steep slopes at the rear of the property, and the potential for severe ground shaking at the site due to moderate to large earthquakes.

However, the geotechnical investigation concluded the site would be suitable provided the recommendations presented in the report are followed during design and construction. In addition, the proposed project would be required to comply with the mandatory provisions of the California Building Code and San Francisco Building Code and the City's requirement that geotechnical recommendations be incorporated into final project designs. 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 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. According to the geotechnical investigation, the soils encountered onsite appeared to consist primarily of sandy to silty material with limited cohesion, of low plasticity and with a relatively low potential for expansion. 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 resources or site or unique geologic feature. (*Less than Significant*)

As described in the San Francisco Housing Element 2022 Update EIR, there are no unique geologic features where future development is anticipated consistent with the housing element update, which includes the project site.⁹⁸

Paleontological resources include fossilized remains or traces of mammals, plants, and invertebrates, as well as their imprints. Such fossil remains, as well as the geological formations that contain them, are also considered a paleontological resource. Together, they represent a limited, nonrenewable scientific and educational resource. To identify impacts on paleontological resources, the paleontological sensitivity of geologic units present within the project site were identified. Paleontological sensitivity is an indicator of the likelihood of a geologic unit to yield fossils.⁹⁹ The fossil-yielding potential of geologic units in a particular area depends on the geologic age and origin of the units, as well as on the processes they have undergone, both geologic and anthropogenic.¹⁰⁰ The potential to affect fossils varies with the depth and type of disturbance, geologic units on the project site, construction activities, and previous disturbance.

The proposed project would require the excavation of approximately 550 cubic yards of soil to a depth of approximately 3 to 5 feet for extension of the existing basement and the excavation of approximately 2 to 10 feet of the sloped rear yard for the new utility basement. Additionally, it would result in soil disturbance to a depth of up to approximately 18 feet if drilled piers are used and up to approximately 35 feet if helical anchors are used. Piers would be a minimum of 16 inches in diameter, and helical plates are typically 8 to 14 inches in diameter. As previously discussed, the site is underlain by fill material consisted consisting of loose to medium dense poorly graded to clayey sand and very stiff sandy lean clay, below which is medium dense to dense poorly graded sand.

As previously described, the site is mapped in an area underlain by Jurassic and Lower and Upper Cretaceous aged, clastic sedimentary rocks consisting of shale and thin-bedded sandstone. The geologic unit is expected to consist of predominantly interbedded and laminated shale and fine-grained greywacke sandstone. This geologic unit does not have a high sensitivity for the presence of significant paleontological resources.

Due to the previous disturbance at the project site and the presence of fill material in areas proposed for excavation, the soil disturbance being located in a low sensitivity geologic unit, and the diameter of the proposed piers or helical anchors, construction activities are not anticipated to encounter any below-grade

⁹⁸ San Francisco Planning Department. 2022 Housing Element Update Environmental Impact Report.

⁹⁹ Society of Vertebrate Paleontology. 2010. Standard Procedures for the Assessment and Mitigation of Adverse Impacts to Paleontological Resources. Available: http://vertpaleo.org/Membership/Member-Ethics/SVP_Impact_Mitigation_Guidelines.aspx. Accessed December 2020.

¹⁰⁰ Anthropogenic means caused by human activity.

significant paleontological resources. Therefore, the project would have a less-than-significant impact on paleontological resources and unique geologic features 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)

Geology and soils impacts are generally site specific and localized. Cumulative development projects could require various levels of excavation or cut-and-fill, which could affect local geologic conditions, similar to the proposed project. As noted above, the San Francisco Building Code regulates construction in the City and County of San Francisco, and all development projects would be required to comply with its requirements to ensure maximum feasible seismic safety and minimize geologic impacts. Site-specific measures would also be implemented, as site conditions warrant, to reduce any potential impacts from unstable soils, ground shaking, liquefaction, or lateral spreading. The cumulative development projects identified in Table 2, p. 20, and Figure 14, p. 21, would be subject to the same seismic safety standards and building permit review procedures applicable to the proposed project and are not located immediately adjacent to the project site. Of these cumulative projects, the closest is the 626 Powell Street project, located approximately 240 feet northeast of the project site. Impacts of this cumulative project would be unlikely to combine with impacts of the proposed project to result in cumulative impacts to paleontological resources. Therefore, cumulative geology and soils impacts would be less than significant, and no mitigation would be required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.16. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:					
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

According to the SFPUC 100-Year Storm Flood Risk Map, the project site is not located within a 100-year flood hazard area¹⁰¹ or an area identified as being subject to potential inundation in the event of a tsunami along the San Francisco coast or a dam or levee failure.¹⁰² Therefore, the proposed project would not create a risk related to a release of pollutants due to inundation in a flood hazard, tsunami, or seiche zone, and topic D.16(d) is not applicable to the proposed project and is not discussed below.

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

Construction activities such as excavation would expose soil and could result in erosion and excess sediment being carried in stormwater runoff to the combined stormwater/sewer system. In addition, stormwater runoff from temporary onsite use and storage of vehicles, fuels, waste, and other hazardous materials could carry pollutants to the combined stormwater/sewer system if proper handling methods are not employed. Project-related wastewater and stormwater would flow to the city’s combined stormwater/sewer system and would be treated to standards contained in the city’s National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge into San Francisco Bay. The NPDES standards are set and regulated by the Regional Water Quality Control Board (regional board). Therefore, because the proposed project’s wastewater and stormwater would be treated at the Southeast Water Pollution Control Plant to state standards, the proposed project would not conflict with regional board requirements. The proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality. This impact would be less than significant, and no mitigation measures would be required.

¹⁰¹ San Francisco Public Utilities Commission, 100-Year Storm Flood Risk Map, 2019. Available online at: <https://sfplanninggis.org/floodmap/>. Accessed March 25, 2022.

¹⁰² City and County of San Francisco, Community Safety Element of the San Francisco General Plan, 2012, Map 5 (Tsunami Hazard Zones San Francisco) and Map 6 (Potential Inundation Areas Due to Reservoir Failure), https://generalplan.sfplanning.org/Community_Safety_Element_2012.pdf. Accessed March 25, 2022.

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

The project site is located in the downtown San Francisco groundwater basin.¹⁰³ This basin is not used as a potable water source, and there are no plans for development of this basin for groundwater production. The project site has been developed since at least 1911, and with the expansion of the basement across the entire property, in combination with the existing building, the entirety of the project site would be covered in impervious surfaces. There is an existing 780-square-foot rear yard that consists of pervious surfaces; therefore, the expansion of the basement would result in an increase in impervious surfaces onsite. However, considering the small change in square footage, it would not result in a significant decrease in groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table level.

As discussed in Section D.15, Geology and Soils, groundwater was not encountered during the geotechnical investigation at either boring, which were advanced to depths of 20 and 17.5 feet. Although groundwater levels fluctuate, it is unlikely that groundwater would be encountered during construction or excavation or that dewatering would be required. If groundwater dewatering is needed, it would be temporary (limited to the construction period).

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

No streams or rivers exist at the project site. Therefore, the proposed project would have no impact related to alteration of drainage patterns by altering the course of a stream in a manner that would cause erosion, flooding, or siltation onsite or offsite. The project site is fully developed and entirely occupied by the existing building, deck, surface pavements, and small rear yard that is vegetated with native grasses and small to large shrubs. The proposed project would require the excavation of approximately 550 cubic yards of soil to a depth of approximately 3 to 5 feet for extension of the existing basement and the excavation of approximately 2 to 10 feet of the sloped rear yard for the new utility basement. As discussed, the expansion of the basement would result in an increase in impervious surfaces onsite. The project site currently contains approximately 3,000 square feet of impervious surfaces and 780 square feet of pervious surfaces. Implementation of the proposed project would result in the entire project site (3,780 square feet) being

¹⁰³ State of California Department of Water Resources, DWR Mapping Tool, <https://sgma.water.ca.gov/webgis/index.jsp?appid=gasmaster&rz=true>, Accessed March 25, 2022.

covered in impervious surfaces. However, considering the small change in square footage of pervious surfaces, this would not result in the contribution of runoff water that would cause substantial erosion or flooding or exceed the capacity of the city's combined stormwater/sewer system. This impact would be less than significant, and no mitigation measures are 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 previously discussed, the proposed project's wastewater and stormwater would be treated at the Southeast Water Pollution Control Plant to state standards prior to discharge into the bay and therefore would not conflict with or obstruct implementation of the San Francisco Bay Water Quality Control Plan. The proposed project would not decrease groundwater supplies or substantially interfere with groundwater recharge, nor would it substantially alter the drainage pattern of the site or area.

For these reasons, the project would have a less-than-significant impact related to conflicting or obstructing implementation of a water quality control plan or sustainable groundwater plan. No mitigation measures are 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*)

The proposed project and all reasonably foreseeable projects within San Francisco would be required to comply with the city's stormwater management ordinance and guidelines, dewatering and drainage control requirements, and all stormwater and wastewater would be treated to the standards in the city's NPDES permit. These requirements would ensure that both runoff water quality and runoff volumes are managed in a way that does not adversely affect water quality, create flooding, or exceed infrastructure capacity, both on an individual basis and cumulatively since these regulations inherently consider cumulative effects. Because other cumulative projects would be required to comply with drainage, dewatering, and water quality regulations, similar to the proposed project, peak stormwater runoff rates and volumes for the design storm would gradually decrease over time with new development, and thus no substantial cumulative effects would occur. Therefore, cumulative impacts related to increased runoff and water quality would be less than significant.

With regard to groundwater, the Downtown Groundwater Basin is not a potable water source. Further, upon completion of construction activities, the project would have no impact on groundwater levels. For these reasons, the project would not combine with cumulative development projects to result in cumulative groundwater impacts.

Overall, the proposed project would not combine with cumulative projects to result in cumulative impacts to hydrology and water quality. No mitigation would be required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.17. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is not included on the list of hazardous materials sites compiled by the California Department of Toxic Substances Control pursuant to Government Code section 65962.5; is not located within an airport land use plan area or within an airport land use plan, or within 2 miles of a public airport or public use airport that would result in a safety hazard or excessive noise for people residing or working in the area; and is not located within or adjacent to a wildland area. Therefore Topics D.17(d), D.17(e), and D.17(g) are not applicable to the proposed project.

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

Hazardous materials may be stored onsite during construction of the proposed project. These hazardous materials include fuel for construction equipment, paints, solvents, and other types of construction materials that may contain hazardous ingredients. Transportation of hazardous materials to and from the

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

The proposed project's health service and residential uses would likely result in the use of common types of hazardous materials, such as cleaning products and disinfectants. These products are labeled to inform users of their potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. The proposed project's health service uses would also generate chemical and medical waste. Chemical waste would be used, stored, and disposed of according to manufacturer requirements and subject to existing regulatory programs. Medical waste must be contained separately from other waste at the point of origin, and specific regulations apply to the storage, labeling, and disposal of specific types of waste (e.g., biohazardous, sharps, pharmaceutical). The San Francisco Department of Public Health regulates businesses that generate medical waste through the Hazardous Materials and Waste Program and requires a permit for operation of such businesses.¹⁰⁴ These businesses would be required to obtain appropriate permits for health service uses under this program for any medical waste generated onsite. For these reasons, hazardous materials used during project operation would not pose any substantial public health or safety hazards through their routine transport, use, or disposal. This impact would be less than significant, and no mitigation would be required.

Impact HZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (*Less than Significant*)

Implementation of the proposed project would involve deconstruction of portions of the existing structure onsite, excavation to expand and lower the existing basement, and the construction of a four-story vertical addition. The project site is not been identified as likely containing hazardous substances in the soil or groundwater, and therefore the proposed project would not be required to comply with article 22A of the San Francisco Health Code (commonly called "the Maher program").¹⁰⁵ Construction activities would require the use and transport of limited quantities of hazardous materials such as fuels, oils, solvents, paints, and other common construction materials. Some building materials commonly used in older buildings could present a public health risk if disturbed during an accident or during demolition or renovation of an existing building. Hazardous building materials could include asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs) or di (2 ethylhexyl) phthalate (DEHP), fluorescent lights containing mercury vapors, and lead-based paints. Asbestos and lead-based paint may also present a health risk to existing building occupants if these materials are in a deteriorated condition. If removed during demolition of a building, these materials would also require special disposal procedures. Each of these types of potential hazards encountered during the construction process are described further below.

¹⁰⁴ San Francisco Department of Public Health, Article 25: Medical Waste Generator Registration, Permitting, Inspection and Fees.

¹⁰⁵ San Francisco Planning Department, San Francisco Property Information Map, Website: <https://sfplanninggis.org/PIM/>. Accessed September 2022.

Asbestos-Containing Materials

The project site is occupied by a building that was originally constructed in 1911. The proposed project would include deconstruction of portions of the existing building. Based on the date of construction of the building, asbestos-containing materials may still be present in building materials that could become airborne as a result of demolition disturbance.

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

Specifically, section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. The California legislature vests the air district with the authority to regulate airborne pollutants, including asbestos, through both inspection and law enforcement, and the air district is to be notified 10 days in advance of any proposed demolition or abatement work. Any asbestos-containing material disturbance at the project site would be subject to the requirements of air district Regulation 11, Rule 2: Hazardous Materials—Asbestos Demolition, Renovation, and Manufacturing. The local office of the occupational safety and health administration must also be notified of asbestos abatement to be carried out. Asbestos abatement contractors must follow state regulations contained in Title 8 of California Code of Regulations section 1529 and sections 341.6 through 341.14, where there is asbestos-related work involving 100 gross square feet or more of asbestos-containing material. The owner of the property where abatement is to occur must have a Hazardous Waste Generator Number assigned by and registered with the Office of the California Department of Health Services. The contractor and hauler of the material are required to file a Hazardous Waste Manifest that details the hauling of the material from the site and the disposal of it. Pursuant to California law, the building department would not issue the required permit until the applicant has complied with the requirements described above.

These regulations and procedures already established as part of the building permit review process would ensure that any potential impacts due to asbestos-containing materials would be less than significant, and no mitigation would be required.

Lead-Based Paint

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

Section 3426 applies to the exterior of all buildings or steel structures on which original construction was completed prior to 1979 (which are assumed to have lead-based paint on their surfaces, unless

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

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

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

Implementation of procedures required by section 3426 of the building code and the Lead in Construction Standard would ensure that potential impacts of deconstruction or renovation of structures with lead-based paint would be less than significant, and no mitigation would be required.

Based on mandatory compliance with the existing regulatory requirements described above, the proposed project would not result in a significant hazard to the public or environment from contaminated soil and/or groundwater, asbestos, or lead-based paint, and the proposed project would result in a less-than-significant impact with respect to these hazards.

Other Hazardous Building Materials

Other potential hazardous building materials such as PCB-containing electrical equipment or fluorescent lights could pose health threats for construction workers if not properly disposed of and create a significant

impact in case of worker exposure or a release to the environment. These materials are regulated and would be managed, handled, transported, and disposed of according to federal, state, and local laws and regulations. Consequently, potential impacts of the proposed project related to exposure to hazardous building materials would be less than significant.

In addition, project construction would be required to comply with federal and state occupational safety and health administration regulations and Title 29 of the Code of Federal Regulations, section 1910. Compliance with these regulations would ensure the proposed project would not result in significant impacts from the potential release of hazardous building materials during construction.

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

The closest school to the project site is the Ecole Notre Dame Des Victories school, located at 659 Pine Street, which is approximately 800 feet northeast of the project site. However, as described in Impact HZ-1, hazardous materials used during project operation would not pose any substantial public health or safety hazards through their routine transport, use, or disposal. Additionally, as noted in Impact HZ-2, hazardous building materials, such as asbestos and lead, would be remediated in accordance with regulatory requirements. These regulations, discussed in Impact HZ-2, would ensure that the proposed project would not emit hazardous emissions and would not handle hazardous or acutely hazardous materials, substances, or waste. Therefore, this impact would be less than significant, and no mitigation measures are necessary.

Impact HZ-6: The proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (*Less than Significant*)

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

The proposed project, located within a city block, would not impair implementation of an emergency response or evacuation plan adopted by the City of San Francisco as project construction and operation is not anticipated to close roadways or impede access to emergency vehicles or emergency evacuation routes. Any potential roadway closures, if needed, would comply with the San Francisco Regulations for Working in San Francisco Streets requirements and require coordination with the San Francisco Municipal Transit Agency. Implementation of the proposed project could add incrementally to congested traffic conditions in the immediate area in the event of an emergency evacuation. However, the proposed project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, and this impact would be less than significant.

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

The geographic context for an analysis of cumulative impacts related to handling of hazardous materials is generally confined to the project site and the nearby surrounding area. Nearby cumulative development projects as identified in Table 2, p. 20, would be subject to the same fire safety and hazardous materials cleanup ordinances applicable to the proposed project. For these reasons, the proposed project would not combine with cumulative projects in the project vicinity to create a significant cumulative impact related to hazards and hazardous materials. Cumulative hazardous materials impacts would be less than significant, and no mitigation would be required.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact EN-1: The proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. (Less than Significant)

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

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

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

Energy conservation design features that meet state and local goals for energy efficiency and renewable energy have been incorporated into the project design to reduce wasteful, inefficient, and unnecessary consumption of energy during project construction and operation. As stated above, the proposed project would be required to comply with the standards of Title 24 and the requirements of the San Francisco Green Building Code, thus minimizing the amount of fuel, water, and energy used. As identified above, the proposed project would only generate approximately 33 net new daily vehicle trips. In addition, compliance with the City's bicycle parking requirements would minimize the amount of transportation fuel consumed. Given the project's features and location, it would not result in wasteful use of fuel from vehicle trips. For these reasons, the proposed project would not use energy resources in a wasteful, inefficient, or unnecessary manner, nor would the proposed project conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency. This impact would be less than significant, and no mitigation would be required.

Impact 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*)

As discussed in Impact EN-1 above, the proposed project would not use energy resources in a wasteful, inefficient, or unnecessary manner, nor would the proposed project conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency. The proposed project would be consistent with San Francisco's greenhouse gas reduction strategy (see Topic D.9, Greenhouse Gas Emissions).¹⁰⁶ Therefore, this impact would be less than significant, and no mitigation would be required.

Impact C-EN-1: The proposed project, in combination with cumulative projects, would 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*)

The geographic context for the analysis of cumulative impacts associated with energy is the service territory of the energy utility that serves the project site, PG&E, while the geographic context for the analysis of cumulative impacts associated with fuel use is the city. The proposed project would include a total of 7,220 square feet of health service uses and four residential units.

Like the proposed project, all new development in the city would be required to comply with the standards of Title 24 and the San Francisco Green Building Code, thereby minimizing the amount of fuel, water, and energy used. Per capita vehicle miles traveled in the city is relatively low compared with the regional average; therefore, cumulative development, including the project, would not result in the wasteful use of fuel from transportation. As such, the proposed project, in combination with cumulative projects, would have less-than-significant cumulative energy impacts, and no mitigation would be required.

¹⁰⁶ San Francisco Planning Department, Greenhouse Gas Analysis: Compliance Checklist for 729 Bush Street, April 12, 2022.

Topics:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact	Not Applicable
D.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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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 Section D.4, Cultural Resources, implementation of the proposed project would not result in a substantial adverse change in the significance of an historic architectural resource, and archeological resource or a tribal cultural resource and would not disturb human remains, with implementation of Mitigation Measures M-CR-1a through f, M-CR-2 and M-TC-1. For these reasons, the proposed project would not result in the elimination of important examples of major periods of California history or prehistory.

As discussed in Section D.7, Noise, Mitigation Measure M-NO-2 would ensure that construction-period vibration would not substantially affect adjacent vibration-sensitive structures, including historic buildings. With implementation of M-AQ-3, the proposed project’s contribution to cumulative air quality impacts would be reduced to a less-than-significant level. As discussed in Section D, Evaluation of Environmental Effects, the proposed project would not make a considerable contribution to any other cumulative environmental impacts.

E. Public Notice and Comment

On May 11, 2022, 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. The planning department did not receive any comments from the public in response to the notice.

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 16, 2022

G. Initial Study Preparers

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